

Nashville MTA Board Meeting

Greater Nashville Regional Council

44 Vantage Way, Ste. 450 | Nashville, TN 37228

April 23, 2026 | 2:30 p.m.

Board Members: Gail Carr Williams, Chair | Aron Thompson, Vice Chair | Jessica Dauphin | Kathryn Hays | Jeff Haynes

1. **Call to Order**
2. **Roll Call**
3. **Approval of March 26, 2026, MTA Board Minutes**
4. **Public Comment**
5. **Information Only Items** – The following information is contained in the board packet distributed for member review. These items are not planned for discussion, but the staff is available to discuss them should members have questions.
 - Monthly Financial Report Compared to Budget – Amanda Vandegrift, DCEO **M-I-26-012** **P.10**
of Finance & Administration
 - Monthly Operating Statistics – Andy Burke, COO **M-I-26-013** **P.16**
 - Upcoming Procurement Projects List – Vince Malone, CAO **M-I-26-014** **P.22**
6. **Operations & Finance Committee – Jessica Dauphin, Committee Chair**
 - Metro Nashville Police Department Memorandum of Understanding
– Vince Malone, CAO **M-A-26-011** **P.24**
7. **New Initiatives & Community Engagement Committee – Aron Thompson, Committee Chair**
 - Summer 2026 Service Changes and Equity Analysis
– Felix Castrodad, Director of Planning **M-A-26-012** **P.35**
8. **CEO’s Report – Stephen G. Bland, CEO**
9. **Chair’s Report – Gail Carr Williams, Chair**
10. **Other Business**
11. **Adjournment**

Appeal of Decisions

Pursuant to the provisions of § 2.68.030 of the Metropolitan Code of Laws, please take notice that decisions of the Metropolitan Transit Authority Board may be appealed to the Chancery Court of Davidson County for review under a common law writ of certiorari. Any appeal must be filed within sixty days after entry of the final decision of the Board. Any person or other entity considering an appeal should consult with an attorney to ensure that time and procedural requirements are met.

Public Comment

Members of the public attending the meeting may provide comments, which are limited to two (2) minutes per person. Those wishing to speak must sign up on the designated sign-in sheet at least five minutes prior to the scheduled start of the meeting. Speakers are strongly encouraged to review the Metropolitan Transit Authority's Public Comment Policy for additional details.

**Nashville Metropolitan Transit Authority
Board of Directors Meeting**

March 26, 2026

I. Call to Order

The regular meeting of the Nashville Metropolitan Transit Authority (Nashville MTA) Board of Directors was held at the Greater Nashville Regional Council located at 44 Vantage Way, Ste. 450, Nashville, TN 37228, on Thursday, March 26, 2026 at 2:30pm.

A quorum was established, and Chair Carr Williams called the meeting to order.

II. Roll Call of Persons Present

- | | |
|--|---|
| Gail Carr Williams, Chair | Debbie Frank, DCEO of Growth & Development |
| Aron Thompson, Vice Chair | Amanda Vandegrift, DCEO of Finance & Administration |
| Jessica Dauphin, Member | Vince Malone, COA |
| Katherine Hays, Member | Lindsey Ganson, COS |
| Jeff Haynes, Member | Rob McElhaney, Director of IT |
| Steve Bland, CEO | Billy Higgins, Director of Grants & Compliance |
| Melissa McIntyre, Sr EA | |
| Andy Burke, COO | |
| Nick Oldham, Chief Safety & Security Officer | |

A quorum was established, and Chair Carr Williams called the meeting to order at 2:30 p.m.

Prior to the start of the agenda, Chair Gail Carr Williams exercised the privilege of the Chair to reflect on a special recognition. Monica Howse was recognized as the longstanding Senior Executive Assistant to the Chief Executive Officer and Board Liaison. During her tenure with WeGo Public Transit, Ms. Howse served with integrity and distinction and always with a smile on her face and a calm demeanor. She was responsible for the assembly of Board materials, and keeping all of our Board Members informed about meetings and related events in addition to her responsibilities as Executive Assistant to the CEO. Chair Carr Williams indicated that Ms. Howse will be pursuing a new opportunity and will be leaving WeGo Public Transit, but she extended the well wishes of the Board to Monica in her future endeavors and presented her with a commemorative bus stop sign highlighting some of the many accomplishments in her career with WeGo Public Transit.

III. Minutes

Mr. Haynes made a motion to approve the minutes of the Nashville MTA Board meeting held on February 26, 2026. The motion was seconded, and the Board unanimously approved the minutes.

IV. Public Comments

Chair Carr Williams opened the floor for public comments. The public was reminded that comments were limited to two minutes. The following members of the public gave public remarks:

- Matthew Stutter
- Peter O’Conor
- Darius Knight

V. Informational Items

The following items were presented for the board members' review:

- Monthly Financial Report Compared to Budget – No questions
- Monthly Operating Statistics – No questions
- Upcoming Procurements – No questions

VI. Consent Agenda Items: The following items were presented to the board members:

- **State WeGo Ride Contract Renewal (M-A-26-007)** – (Billy Higgins, Director of Grants & Compliance) The Nashville Metropolitan Transit Authority (Nashville MTA) seeks Board approval to renew its long-standing commuter benefits agreement with the Tennessee Department of Transportation (TDOT), originally established in 2006, which subsidizes public transit use for State employees. The renewed contract will maintain the current total value of \$1.75 million for a 12-month term from July 1, 2026 through June 30, 2027, with negotiated rates of \$2.50 per standard transit ride, \$3.70 per WeGo Access trip, and \$65 per month per rider for vanpool services administered through the Regional Transportation Authority (RTA). The program continues to support State employee commuting needs, alleviate parking demand, and sustain transit ridership across regional services, with revenue shared proportionally between MTA and RTA per a separate agreement.
- **Motorola Solutions Voice Communications Hardware and Services Contract (M-A-26-008)** – (Rob McElhaney, Director of IT) WeGo Public Transit requests Board approval to increase its existing contract with Motorola Solutions by \$150,000, bringing the total to \$425,000, to support its mission-critical radio communications system used for operations, dispatch, maintenance, and emergency response. The proprietary system, which enables real-time communication and interoperability with public safety, requires specialized maintenance, software updates, equipment replacement, and system upgrades that Motorola Solutions is uniquely qualified to provide. The additional funding will address operational needs and state of good repair requirements, with procurement conducted through a cooperative purchasing agreement via Sourcewell. This investment is funded through previously approved State of Good Repair IT capital funds, supported by federal, state, and local sources.

Mr. Haynes made a motion to approve the consent agenda items. The motion was seconded, and the Board unanimously approved the consent agenda without discussion.

VII. Operations & Finance Committee Report

a. Nester Sinkhole Repair Project (M-A-26-009)

Patrick Hester provided an update on the long-standing Nester sinkhole, outlining prior stabilization efforts and the proposed repair approach.

A public bid opening occurred on January 13, 2026. Following the compliance review, Bedrock Construction Company LLC was identified as the lowest responsive and responsible bidder, with a base bid of \$496,700.00 and a bid alternate of \$35,630.00, for a combined total of \$532,330.00.

Due to the nature of this project, which involves significant unknowns related to subsurface conditions and the potential for additional void or pavement damage to be discovered during construction, staff also requests that the Board approve a 30% contingency (\$159,699.00), bringing the total authorized project budget to \$692,029.00. This project is part of the capital plan under the State of Good Repair for Nestor Improvements, utilizing FTA Section 5307 formula funds with state and local matching contributions.

Staff requested that the Board authorize the Chief Executive Officer to enter into a contract with Bedrock Construction Company LLC in an amount not to exceed \$692,029.00, including a staff-directed contingency amount of \$159,699.00.

Mr. Haynes made a motion to approve the Nester Sinkhole Repair Project. The motion was seconded by Ms. Hays, and the Board unanimously approved.

b. Agency Safety Plan Update (M-A-26-010)

Chief Safety and Security Officer Nick Oldham presented the Safety Plan performance update and proposed targets.

Under the Public Transportation Agency Safety Plan (PTASP) regulations issued by the Federal Transit Administration, transit agencies must update annual safety targets on an annual basis, including input from the mandated Safety Committee composed of representatives of management and represented employees. Proposed targets reflect a data-driven and balanced approach to maintaining safety and reliability.

Staff requested that the Board authorize the Chief Executive Officer to execute the Agency Safety Plan in compliance with federal requirements and incorporate the updated annual safety targets for the upcoming year as presented in the action item.

Mr. Thompson made a motion to approve the Agency Safety Plan Update (M-A-26-010). The motion was seconded by Mr. Haynes, and the Board unanimously approved.

VIII. New Initiative & Community Engagement Committee Report

a. Murfreesboro Pike Headway Management Smart Grant Project Update (M-I-26-012)

Staff presented an update on the Murfreesboro Pike Headway Management Project, funded in part through a Federal Transit Administration SMART (Strengthening Mobility and Revolutionizing Transportation) grant.

The project focuses on improving service reliability by maintaining consistent spacing between buses rather than strict schedule adherence. Key components include:

- Real-time operator feedback tools
- Supervisor monitoring systems
- Transit signal priority enhancements
- Data-driven decision support tools (in development)

The initiative is currently in pilot phase, with additional technology deployments planned throughout the year.

There was general discussion about the project.

IX. CEO's Report

CEO Bland provided the following report:

1. Recognition of Monica Howse:

CEO Bland echoed the Board's earlier recognition of Monica Howse, acknowledging her years of dedicated service to the agency as Executive Assistant and Board Liaison. He noted that Ms. Howse supported both staff and Board members through a number of complex and demanding periods, always demonstrating professionalism, patience, and a positive attitude. He reflected on her career progression within the organization and expressed appreciation for her consistent willingness to take on responsibilities beyond the scope of her role. CEO Bland wished her well in her future endeavors and noted her contributions will have a lasting impact on the organization.

2. Nolensville Pike All-Access Corridor Project:

CEO Bland reported that, in coordination with the Mayor's "Choose How You Move" Program Office, NDOT, and Metro Planning, a solicitation for proposals has been released to initiate advanced planning for the Nolensville Pike All-Access Corridor Project. He reminded the Board that this project follows the previously approved Memorandum of Understanding, under which the MTA will serve as the contracting entity. He noted that proposals are due in April and that staff anticipates bringing a contract recommendation before the Board in the coming months. This project is expected to be a major focus throughout the summer as planning progresses.

3. FTA Triennial Review:

CEO Bland provided an update on the Federal Transit Administration (FTA) Triennial

Review process, which occurs every three years to evaluate compliance with federal requirements. He reported that contractors initiated the review process and are currently conducting an extensive document review phase. He commended Director of Grants & Compliance, Billy Higgins, for her leadership and organization in coordinating the agency's response, noting that the review team has provided positive feedback regarding the quality and accessibility of submitted materials. CEO Bland also noted that, based on progress to date, the FTA has determined that an on-site visit is not required and that the review will instead be conducted virtually in May. Final results are expected later this summer.

4. **Fuel Hedging and Market Conditions:**

CEO Bland addressed recent increases in fuel prices resulting from global geopolitical developments, including instability in the Middle East. He reported that the agency continues to closely monitor fuel market conditions but is well-positioned due to its fuel hedging program. He noted that the agency, in partnership with Metro Nashville and the City of Franklin, has secured fuel pricing for Fiscal Year 2027, with approximately 80% of fuel needs hedged. He reported that pricing has been locked in at favorable rates, significantly below current market levels, helping to insulate the agency from volatility. CEO Bland noted that while some of this success is attributable to timing, it also reflects strong financial strategy and coordination.

5. **“Choose How You Move” Program & Metro Council Engagement:**

CEO Bland reported that staff participated in a recent joint meeting of the Metro Council Transportation & Infrastructure Committee and Budget & Finance Committee to provide updates on the “Choose How You Move” program. He noted that the meeting included strong engagement from council members, with productive discussions and positive feedback on progress to date. He indicated that these quarterly updates will continue as part of ongoing coordination with Metro leadership.

6. **Youth Action Team:**

CEO Bland highlighted continued engagement with the agency's Youth Action Team, conducted in partnership with the Oasis Center. He reported that the current cohort has been actively participating in executive-level discussions and engagement sessions with agency leadership. He noted that the group has demonstrated strong interest and engagement and that staff anticipates the Youth Action Team will present to the Board in an upcoming meeting, likely in May.

7. **Secondary Transit Centers & Downtown Capacity:**

CEO Bland reported that staff has initiated discussions with the Mayor's Office and Metro Planning regarding the development of secondary transit centers within the downtown core. He noted that this effort is critical to relieving operational pressure at WeGo Central as service expands. Initial discussions have focused on a potential transit hub near Lafayette Street, in proximity to the existing Greyhound station, and further planning efforts are underway.

8. **Regional (RTA) Project Updates:**

CEO Bland provided several updates on Regional Transportation Authority (RTA) initiatives:

- The Murfreesboro Park-and-Ride project has advanced, with the RTA Board approving both a construction contract and a memorandum of understanding with the City of Murfreesboro. Construction is expected to begin shortly.
- Staff continues to work with a developer in the Cool Springs area to relocate and improve the existing Franklin Park-and-Ride facility to a more accessible location.
- Progress continues on the Donelson Station Transit Center project, including recent approval of a utility relocation agreement with NES. CEO Bland noted that final property acquisition remains in progress and that public engagement sessions are ongoing.

9. **Security Services:**

CEO Bland highlighted the agency's continued partnership with Archangel Security Services, noting increased visibility and effectiveness of security presence across the system. He reported that the Archangel Captain assigned to WeGo Central was recently recognized as "Captain of the Year" across the company's operations, reflecting the strong performance of the team supporting transit operations. Positive feedback has been received from both employees and customers.

10. **Winter Storm After-Action Report:**

CEO Bland reported that staff is actively developing a comprehensive after-action report following Winter Storm Fern. He noted that this effort involves cross-departmental collaboration and is being led by Director of Operations Nick Pecenka. The report will identify lessons learned and opportunities for improvement in future severe weather events. CEO Bland indicated that staff anticipates presenting the findings to the Board within the next few months.

11. **FY 2027 Budget Process:**

CEO Bland reported that the agency is actively engaged in the FY 2027 budget development process. He noted that recent meetings have been held with the "Choose How You Move" program team regarding expansion and capital investment priorities. Upcoming meetings with Metro Finance will focus on baseline operating budgets. The process will culminate in the mayor's recommended budget, which is expected to be presented in conjunction with his State of Metro Address on April 29, allowing staff to propose a balanced FY2026-27 operating budget in advance of the Board's June meeting.

X. Chair's Report: Chair Carr Williams expressed appreciation to Monica Howse for her service and acknowledged staff efforts across the organization. She also commented positively on the agency's long-term fuel hedging strategy.

XI. Other Business: None

XII. Adjournment: With no further business, the meeting adjourned at [Insert Time].

Attested:

Gail Carr Williams
Chair

Margaret L. Behm
Board Secretary

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Information Item Committee Discussion Item Committee Action Item Board Discussion Item

Item Number:	M-I-26-012	Meeting Date:	4/23/2026
Item Title:	Monthly Financial Report Compared to Budget		

BACKGROUND:

Attached is a preliminary summary of the statement of operations for the month of February 2026 compared to the Board approved fiscal year (FY) 2026 budget. Revenues continue to track close to budget, with some timing differences related to state and local funds received between January and February.

After launching the pilot phase in September 2025, Journey Pass registrations began to ramp up significantly between November and February with the addition of several partners and dozens of registration events across Davidson County. More than 9,000 Journey Passes were registered between September 2025 and February 2026, resulting in over 760,000 Journey Pass rides. This usage resulted in the reclassification of a total of \$1,532,121 in Choose How You Move funds from Local Funds to Journey Pass to-date, including \$476,788 in February. Overall passenger revenues were 12% higher than budgeted levels due to Journey Pass piloting coupled with a 7% growth in MTA ridership for the fiscal year to-date. Journey Pass fares accounted for 17% of farebox revenue to-date.

Total expenses during the first eight months of the fiscal year were 4.7% lower than budgeted, which was primarily due to implementation timing for the Transit Police Division and Ambassador Program. Excluding the Transit Police Division, total expenses tracked very close to budgeted levels. We are monitoring the following expense trends:

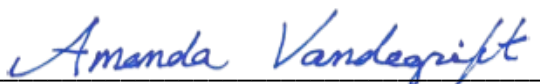
- Fixed-Route Bus Operations category expenses were 4.2% lower than budgeted due to increased staffing for bus operators, open administrative positions, and lower overtime expenses. February expenses were higher due to increased overtime expenses related to Winter Storm Fern.
- Paratransit operating expenses were 3.2% higher than budgeted due the higher use of Access on Demand and third-party paratransit providers. These costs were offset by lower in-house paratransit labor costs.
- Asset Maintenance category expenses were 4.8% lower than budgeted, which was due to labor shortages and lower than anticipated fuel and utility costs. Notably, 80% of MTA's diesel and gasoline fuel is hedged annually. Metro completed the fuel hedging contracts for FY2027 in mid-February.
- Safety & Security expenses were 10.3% lower than budgeted, primarily due to timing of implementation for the Transit Police Unit and Ambassador Program, which are anticipated later in the fiscal year.
- Expenses in the Employee Benefits (2.6%), Administration (14.6%), Customer Communications (3.0%), and Planning & Development (21.1%) categories were each lower than budgeted due to open position and lower than anticipated network contract maintenance expenses and marketing/advertising costs.

As of February 28, 2026, RTA owed Nashville MTA approximately \$267,113 for services provided. In turn, MTA owes RTA approximately \$56,933 for fares collected.

CURRENT STATUS:

Deputy CEO for Finance & Administration Amanda Vandegrift will be available to answer questions.

APPROVED:



Deputy CEO of Finance and Administration

4/23/2026

Date

February 2026 Operating Revenue by Category:

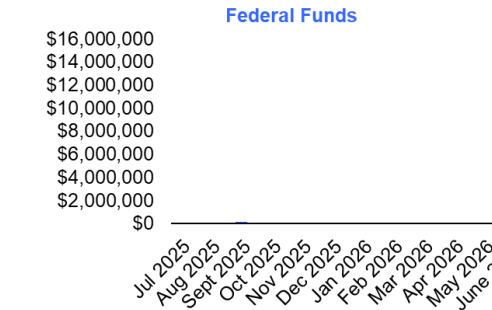
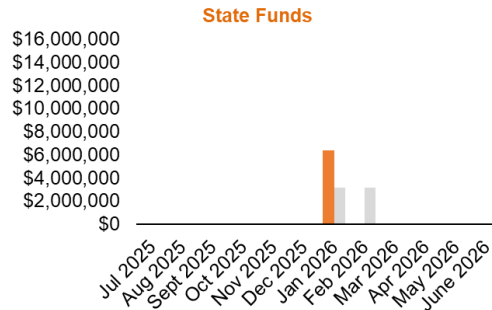
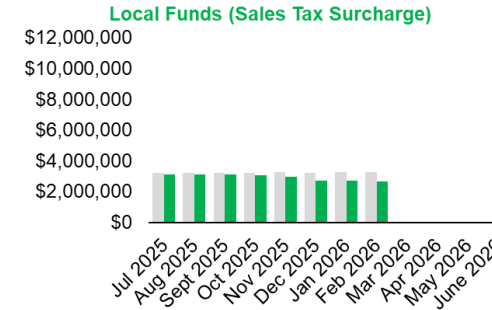
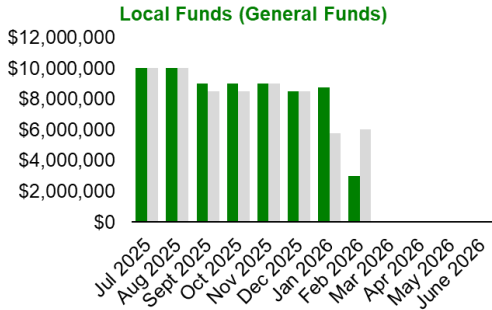
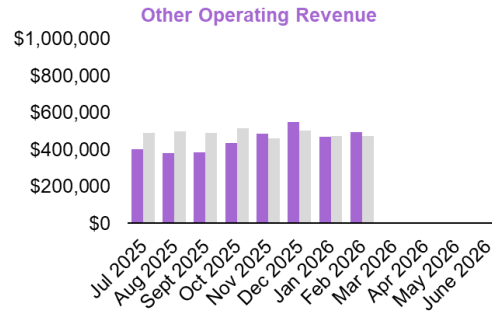
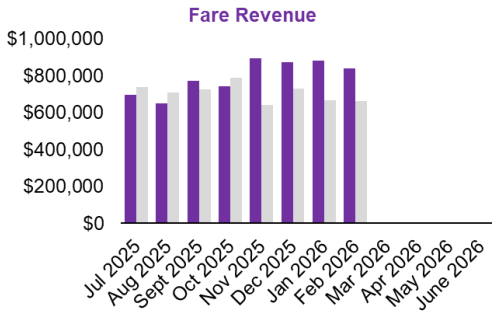
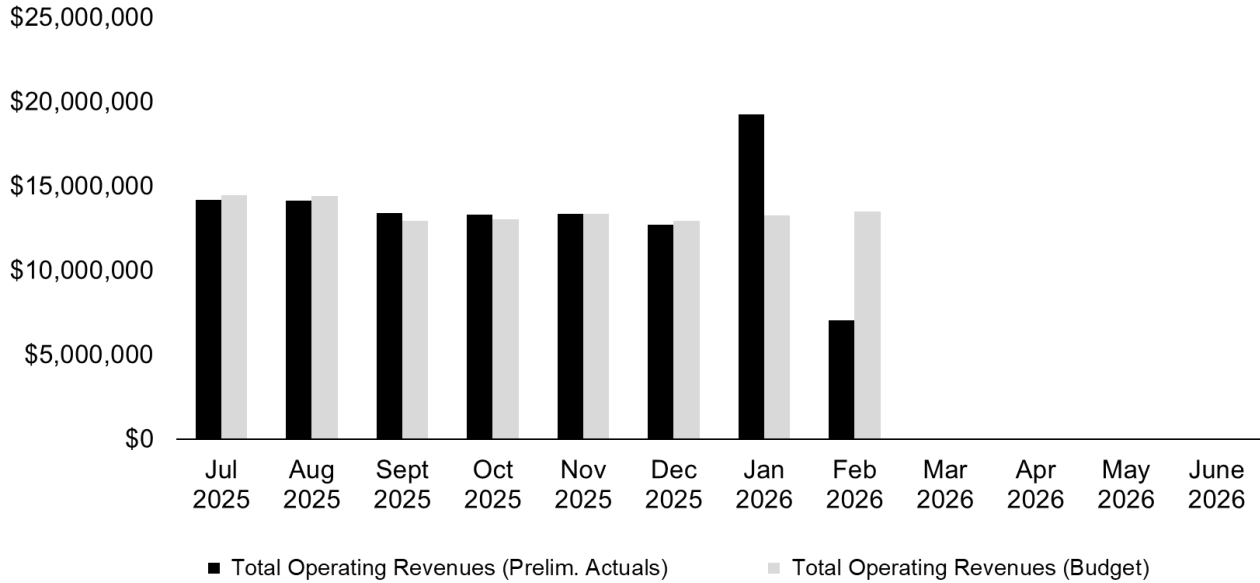
	Feb 2026	Fiscal Year To Date	Approved FY 2026 Budget	% Budget To Date
Passenger Revenues (Budget)	663,870	5,658,970	8,587,250	66%
Passenger Revenues (Actuals)	840,633	6,344,665		74%
Other Operating Revenues (Budget)	474,924	3,907,484	5,893,230	66%
Other Operating Revenues (Actuals)	493,960	3,595,667		61%
Local Funds (General Funds) (Budget)	6,000,000	66,250,000	77,212,600	86%
Local Funds (General Funds) (Actuals)	3,000,000	67,250,000		87%
Local Funds (Sales Tax Surcharge) (Budget)	3,237,528	25,837,236	38,740,100	67%
Local Funds (Sales Tax Surcharge) (Actuals)	2,640,802	23,407,547		60%
State Funds (Budget)	3,130,000	6,272,000	6,272,000	100%
State Funds (Actuals)	-	6,372,000		102%
Federal Funds (Budget)	-	-	20,967,520	-
Federal Funds (Actuals)	82,201	507,113		2%
Total Operating Revenues (Budget)	13,506,322	107,925,690	157,672,700	68%
Total Operating Revenues (Actuals)	7,057,596	107,476,992		68%

February 2026 Operating Expenses by Category:

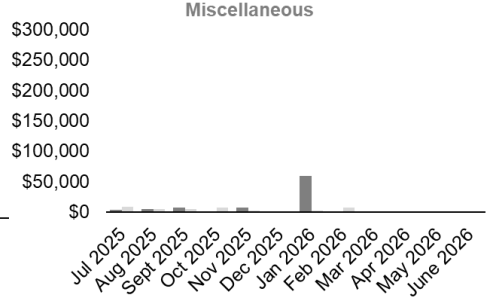
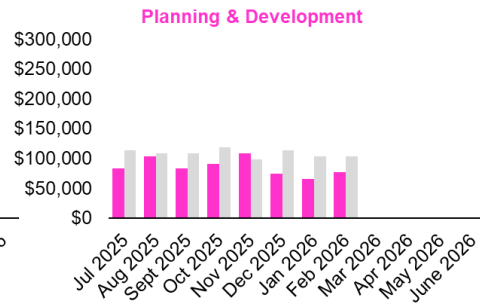
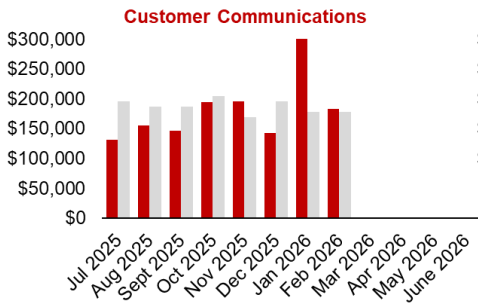
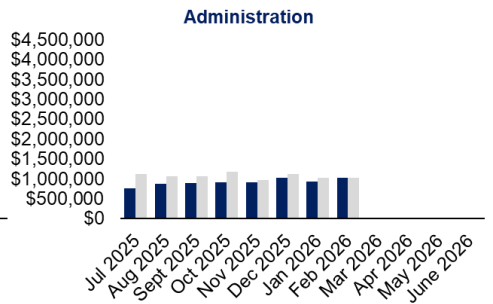
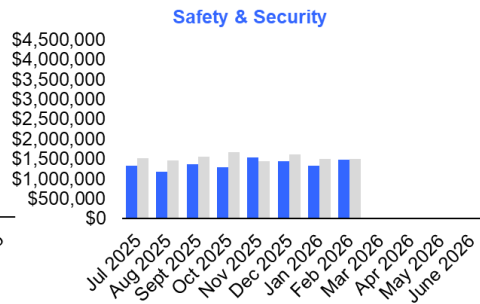
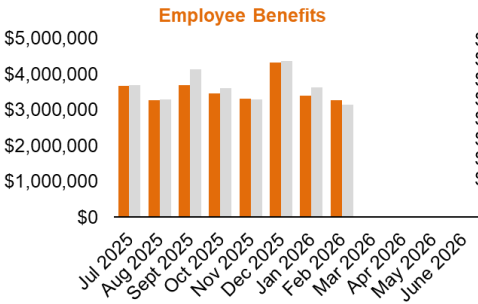
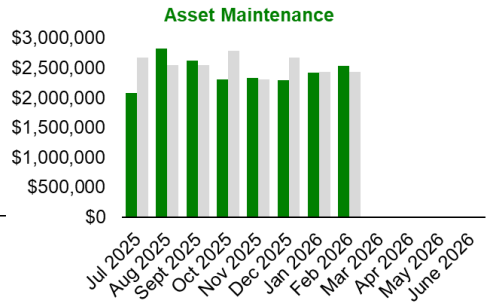
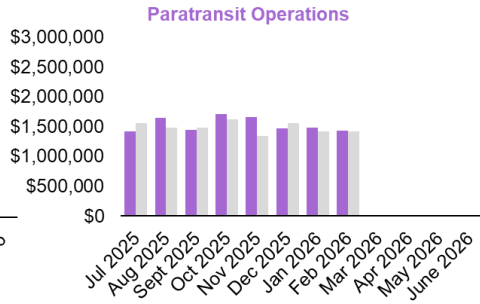
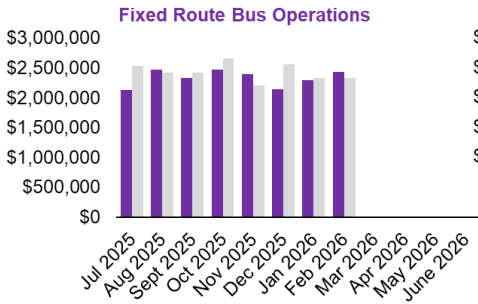
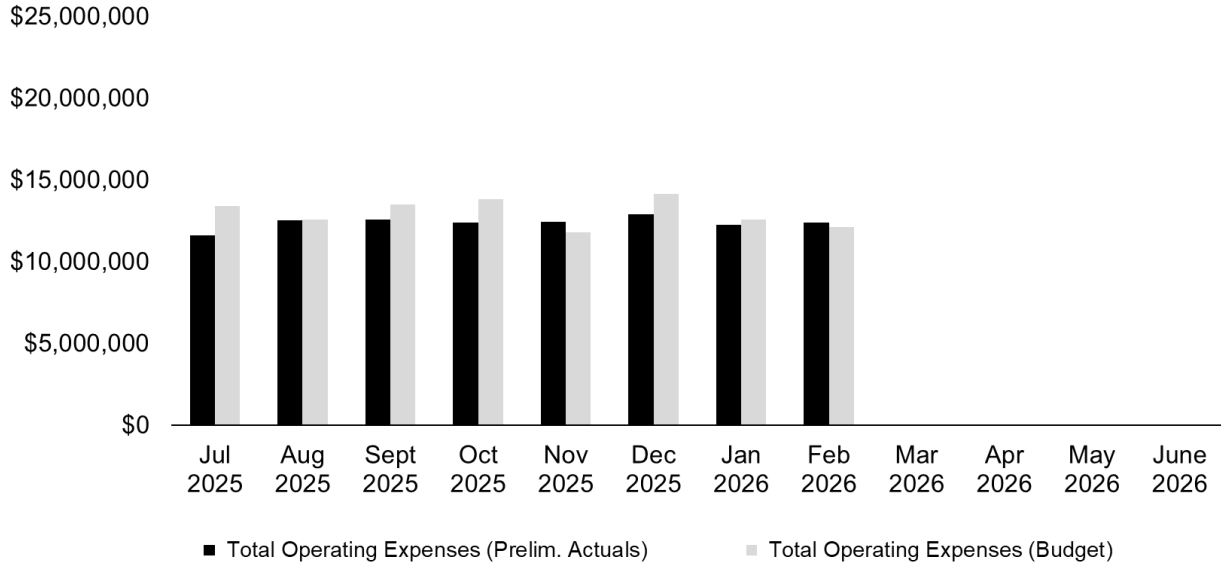
	Feb 2026	Fiscal Year To Date	Approved FY 2026 Budget	% Budget To Date
Fixed Route Bus Operations (Budget)	2,331,180	19,466,780	29,496,690	66%
Fixed Route Bus Operations (Actuals)	2,438,799	18,658,822		63%
Paratransit Operations (Budget)	1,414,370	11,880,700	17,962,510	66%
Paratransit Operations (Actuals)	1,427,736	12,263,303		68%
Asset Maintenance (Budget)	2,427,460	20,390,300	30,827,860	66%
Asset Maintenance (Actuals)	2,530,062	19,414,052		63%
Employee Benefits (Budget)	3,144,000	29,154,540	44,345,980	66%
Employee Benefits (Actuals)	3,264,339	28,383,172		64%
Safety & Security (Budget)	1,493,860	12,202,950	18,509,950	66%
Safety & Security (Actuals)	1,479,388	10,948,988		59%
Administration (Budget)	1,017,450	8,538,010	12,883,870	66%
Administration (Actuals)	1,014,099	7,287,762		56%
Customer Communications (Budget)	177,500	1,491,100	2,274,230	66%
Customer Communications (Actuals)	182,976	1,446,890		64%
Planning & Development (Budget)	103,220	867,220	1,311,070	66%
Planning & Development (Actuals)	77,010	684,191		52%
Miscellaneous (Budget)	7,500	38,960	60,540	64%
Miscellaneous (Actuals)	-	80,889		134%
Total Operating Expenses (Budget)	12,116,540	104,030,560	157,672,700	66%
Total Operating Expenses (Actuals)	12,414,411	99,168,068		63%

Fully Allocated Expenses <i>less third-party Access providers and RTA management</i>	11,457,325	
Revenue Hours	60,437	
Cost per Revenue Hour	\$189.57	\$182.74 FY2026 Goal

Operating Revenue Monthly Comparisons FY 2026 Actuals vs Budget



Operating Expenses Monthly Comparisons FY 2026 Actuals vs Budget



**Statement of Operations Compared to Budget
For the Period Ending February 2026**

UNAUDITED

	Month Actual	Month Budget	Month Var. [F/(U)]	Prior Y-T-D	Current Y-T-D	Budget Y-T-D	Y-T-D Var. [F/(U)]	Annual Budget
Revenue From Operations								
Passenger Fares	339,232	473,710	(134,478)	5,107,833	4,506,834	3,991,660	515,174	6,045,250
Journey Pass Fare Thru CHYM	476,788	157,480	319,308	-	1,532,120	1,322,830	209,290	2,000,000
WeGo Access Revenue	24,613	32,680	(8,067)	358,367	305,711	344,480	(38,769)	542,000
Contract Revenue	255,026	261,155	(6,129)	2,092,402	2,102,476	2,159,010	(56,534)	3,255,950
Community Impact Partnership Revenue	-	-	-	-	21,000	-	21,000	-
Other Non-Transportation Revenue	238,934	213,769	25,165	1,007,699	1,472,191	1,748,474	(276,283)	2,637,280
Total Operating Revenue	1,334,592	1,138,794	195,798	8,566,300	9,940,332	9,566,454	373,878	14,480,480
Federal/State/Local Income								
Local Operating Assistance - General Fund	3,000,000	6,000,000	(3,000,000)	71,968,907	67,250,000	66,250,000	1,000,000	77,212,600
Local Operating Assistance - Sales Tax Surcharge	3,117,590	3,395,008	(277,418)	-	24,939,667	27,160,066	(2,220,399)	40,740,100
Contra Acct - Journey Pass Program	(476,788)	(157,480)	(319,308)	-	(1,532,120)	(1,322,830)	(209,290)	(2,000,000)
State Operating Assistance	-	3,130,000	(3,130,000)	6,272,000	6,372,000	6,272,000	100,000	6,272,000
Mobility Mgmt / CHSTP Admin Time	-	-	-	13,837	-	-	-	-
CARES Act Operating Reimbursement	-	-	-	3,797,707	-	-	-	-
Total Assistance Income	5,640,802	12,367,528	(6,726,726)	82,052,452	97,029,547	98,359,236	(1,329,689)	122,224,700
Capital Income								
Capital Operating Reimbursement	82,201	-	82,201	932,697	507,113	-	507,113	17,467,520
Capital ADA Reimbursement	-	-	-	-	-	-	-	3,500,000
Total Capital Income	82,201	-	82,201	932,697	507,113	-	507,113	20,967,520
Total Revenue	7,057,596	13,506,322	(6,448,726)	91,551,449	107,476,992	107,925,690	(448,698)	157,672,700
Labor & Fringes	8,077,473	7,991,120	86,353	60,819,837	66,592,381	69,870,460	(3,278,079)	105,901,650
Services	2,421,137	2,450,810	(29,673)	14,035,178	19,041,631	20,243,740	(1,202,109)	30,759,620
Fuel & Lubricants	434,453	530,110	(95,657)	3,985,874	3,775,293	4,452,660	(677,367)	6,731,870
Parts, Materials & Supplies	666,365	618,110	48,255	4,264,090	5,105,887	5,192,460	(86,573)	7,850,550
Utilities	188,236	127,550	60,686	933,916	1,082,533	1,071,450	11,083	1,619,810
Casualty & Liabilities	562,808	316,390	246,418	2,506,467	2,951,093	2,531,120	419,973	3,796,680
Other Miscellaneous Expenses	63,938	82,450	(18,512)	614,408	619,250	668,670	(49,420)	1,012,520
Total Expenses	12,414,411	12,116,540	297,871	87,159,770	99,168,068	104,030,560	(4,862,492)	157,672,700
Surplus/(Deficit) before GASB 33	(5,356,815)	1,389,782	(6,150,856)	4,391,679	8,308,924	3,895,130	(5,311,189)	-
CARES Act Capital Reimbursement	117,035	-	117,035	307,351	128,697	-	128,697	-
Capital Asset Purchases	1,448,660	-	1,448,660	13,080,138	22,483,567	-	22,483,567	-
CHYM Operating Reserve Revenue	-	-	-	-	27,200,000	-	27,200,000	-
Amortized Rental Revenue	49,167	-	49,167	393,336	393,336	-	393,336	-
Interest Exp - Cap Lease	(21,075)	-	(21,075)	(166,324)	(168,130)	-	(168,130)	-
(Loss)Gain on Sales	-	-	-	9,866	2,141	-	2,141	-
Amortization Exp	(8,409)	-	(8,409)	(67,274)	(67,274)	-	(67,274)	-
Depreciation net of Sub-Recip	(2,182,966)	-	(2,182,966)	(17,073,996)	(17,745,791)	-	(17,745,791)	-
Surplus /(DEFICIT)	(5,954,403)	1,389,782	(6,748,444)	874,775	40,535,471	3,895,130	26,915,357	-

Metropolitan Transit Authority
Summary Comparative Balance Sheet
For the Period Ending February 2026
Unaudited

	This Month February	Fiscal YE 2025 June
ASSETS		
CURRENT ASSETS		
Cash and Equivalents	5,503,025	3,759,075
Receivables from Federal, State, and Local Gov't	3,092,788	5,166,928
Accounts Receivable	2,514,496	2,759,682
Material and Supplies	8,254,286	6,518,938
Prepaid Expenses and Other	3,405,977	2,261,660
Pension and OPEB Deferred Outflow	24,618,471	24,618,471
TOTAL CURRENT ASSETS	47,389,043	45,084,754
PROPERTY AND EQUIPMENT		
Land	14,733,025	14,733,025
Buildings, Shelters, and Benches	148,980,112	147,215,778
Revenue Equipment and Parts	234,388,023	221,567,456
Office Furniture and Equipment	8,279,057	7,952,523
Work in Progress	12,263,370	5,936,315
	418,643,587	397,405,097
Less Accum Depreciation and Amortization	(232,431,606)	(214,620,449)
TOTAL PROPERTY AND EQUIPMENT, NET	186,211,981	182,784,648
OTHER ASSETS		
Cash and Restricted Investments for Self Ins	48,011,003	18,350,093
Metropolis Lease Receivable LT	-	-
North Nashville Property (Lease)	7,063,765	7,063,765
TOTAL OTHER ASSETS	55,074,768	25,413,858
TOTAL ASSETS	288,675,792	253,283,260
LIABILITIES		
CURRENT LIABILITIES		
Accounts Payable	5,546,143	7,679,397
Accrued Expenses	7,365,535	9,803,379
Deferred Revenue	33,057	226,562
CHYM Reserved Revenue	-	-
Notes Payable	-	-
TOTAL CURRENT LIABILITIES	12,944,735	17,709,338
NON-CURRENT LIABILITIES		
Long Term Deferred Rent Revenue	4,034,097	4,427,433
North Nashville Property Lease Liability - LT	7,049,599	7,049,599
Net Pension Liability	13,607,980	13,607,980
Pension and OPEB Deferred Inflows	20,008,584	20,008,584
Metropolis Lease Deferred Inflow of Resources	3,977,589	3,977,589
GASB 45 OPEB Liability	78,511,628	78,511,628
NON-CURRENT LIABILITIES	127,189,477	127,582,813
NET ASSETS		
Invested in Capital Assets	182,177,884	104,273,020
Unrestricted	(77,170,992)	(8,506,225)
Current Year Surplus(Deficit)	43,534,688	12,224,314
TOTAL NET ASSETS	148,541,580	107,991,109
TOTAL LIABILITIES AND NET ASSETS	288,675,792	253,283,260

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivables	\$2,276,846	\$153,990	\$9,572	\$74,088	\$2,514,496
	90.5%	6.1%	0.4%	2.9%	100%
Accounts Payable	\$5,360,962	\$142,593	\$4,476	\$38,112	\$5,546,143
	96.7%	2.6%	0.1%	0.7%	100%

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Information Item Committee Discussion Item Committee Action Item Board Discussion Item

Item Number:	M-I-26-013	Meeting Date:	4/23/2026
Item Title:	Monthly Operating Statistics		

BACKGROUND:

Attached are monthly operating statistics through February 2026.

Ridership

February ridership rebounded following January's Winter Storm Fern, with total ridership of 820,852 exceeding the monthly goal of 780,000. Year-over-year comparisons show strong percentage gains. However, February 2025 was also impacted by adverse winter weather, somewhat overstating the 20+% increase in ridership year over year. The adverse winter weather in February 2025 also impacted on-time performance and trip completion percentage metrics, somewhat skewing year over year comparisons.

Service Metrics

Bus on-time performance reached 83.8%. This falls slightly below the 85.0% goal. WeGo Access on-time performance came in at 93.4%, exceeding the 93.0% goal. Bus trip completion was 99.83%, exceeding the 99.75% goal and a significant rebound from the weather-impacted January result of 92.34%.

Safety

Collision rates remain the primary area of concern. Total collisions reached 10.1 per 100,000 miles against a goal of 4.0, and preventable collisions were 5.8 per 100,000 miles against a goal of 2.2, both more than 10% off target. Both metrics deteriorated compared to February 2025. Ongoing initiatives include post-training ride-alongs, enhanced route familiarization, and the ATU peer mentorship program. Safety performance remains a sustained focus as our workforce grows. The overwhelming majority of accidents are minor but are disproportionately experienced by Operators with less experience. As the number of new operators required to be trained stabilizes with us at or near targeted levels, training staff can focus increasing time and attention on retraining current operators.

Workforce and Recruitment

Operator staffing reached 100.4% in February, exceeding the 92.0% goal and reflecting a 9.6% improvement over February 2025. Maintenance staffing stands at 86.0%, a decline from the prior year but showing continued recruitment progress. Reaching and sustaining the 92.0% maintenance goal remains a priority, and recruitment for skilled maintenance roles continues. We also anticipate a significant apprenticeship class graduation in May.

Community and Operational Highlights

Operations staff supported a Black History Month exhibit at John Early Museum Magnet Middle School, reflecting the team's commitment to community presence beyond service delivery. We are also beginning to receive our most recent order of new buses – twenty-five articulated buses from New Flyer Industries. These buses represent twenty-two (22) replacement buses and three (3) expansion buses.

CURRENT STATUS:

Chief Operating Officer Andy Burke will be available for specific questions regarding the Monthly Operating Statistics.

APPROVED:



Chief Operating Officer

Click or tap to enter a date.

Date

Operations Dashboard Report

	February 2026	February 2025	Pct. Change	Goal	Indicator
Ridership					
Bus Ridership	778,677	644,644	20.8%		
Access Ridership	42,175	32,895	28.2%		
Total Ridership	820,852	677,539	21.2%	780,000	●
Productivity & Efficiency					
Bus Passengers per Revenue Hour	15.64	14.51	7.7%	15.40	●
Access Passengers per Revenue Hour	1.55	1.49	3.6%	1.60	▲
Safety					
Total Collisions per 100,000 miles	10.1	6.0	68.3%	4.0	◆
Preventable Collisions per 100,000 miles	5.8	3.5	65.7%	2.2	◆
Service Quality					
Bus Trip Completion	99.83%	98.82%	1.01%	99.75%	●
Bus On-Time Performance	83.8%	79.6%	4.3%	85.0%	▲
Access On-Time Performance	93.4%	93.4%	0.0%	93.0%	●
Maintenance					
Bus Miles Between Road Calls	30,609	5,663	440.5%	6,500	●
Access Miles Between Road Calls	44,038	30,399	44.9%	20,000	●
Customer Care					
Bus Passengers per Complaint	2,640	2,803	-5.8%	3,000	◆
Access Passengers per Complaint	715	748	-4.4%	350	●
Percent of Calls Answered	90.5%	90.6%	-0.1%	92.0%	▲
Staffing					
% of Operator Positions Filled	100.4%	90.8%	9.6%	92.0%	●
% of Maintenance Positions Filled	86.0%	89.4%	-3.5%	92.0%	◆
Customer Amenities					
% of Stops with Shelters (including Central)	21.5%	21.1%	0.4%	20.0%	●
% of Boardings at Covered Stops (including Central)	76.3%	76.6%	-0.3%	74.0%	●

● Exceeding Goal
 ▲ Within 10% of Goal
 ◆ More than 10% off Goal

Operations Dashboard Report

	FY2026 February 2026	FY2025 February 2025	Pct. Change	Goal	Indicator
Ridership					
Bus Ridership	6,243,050	5,830,236	7.1%		
Access Ridership	325,818	267,733	21.7%		
Total Ridership	6,568,868	6,097,969	7.7%	6,240,000	●
Productivity & Efficiency					
Bus Passengers per Revenue Hour	15.27	14.93	2.3%	15.40	▲
Access Passengers per Revenue Hour	1.52	1.55	-2.4%	1.60	▲
Safety					
Total Collisions per 100,000 miles	10.0	5.9	69.8%	4.0	◆
Preventable Collisions per 100,000 miles	5.4	3.3	65.5%	2.2	◆
Service Quality					
Bus Trip Completion	98.81%	99.52%	-0.71%	99.75%	▲
Bus On-Time Performance	82.6%	81.5%	1.2%	85.0%	▲
Access On-Time Performance	93.9%	92.0%	1.9%	93.0%	●
Maintenance					
Bus Miles Between Road Calls	21,682	5,788	274.6%	6,500	●
Access Miles Between Road Calls	41,445	20,568	101.5%	20,000	●
Customer Care					
Bus Passengers per Complaint	3,163	3,024	4.6%	3,000	●
Access Passengers per Complaint	634	489	29.7%	350	●
Percent of Calls Answered	87.3%	89.0%	-1.7%	92.0%	▲
Staffing					
% of Operator Positions Filled	96.8%	91.1%	5.8%	92.0%	●
% of Maintenance Positions Filled	79.0%	86.7%	-7.7%	92.0%	◆
Customer Amenities					
% of Stops with Shelters (including Central)	21.4%	20.0%	1.4%	20.0%	●
% of Boardings at Covered Stops (including Central)	76.4%	75.4%	1.0%	74.0%	●

● Exceeding Goal ▲ Within 10% of Goal ◆ More than 10% off Goal

Operations Dashboard Glossary

Metric	Definition
Ridership	
Bus	Total fixed route passenger boardings on all WeGo operated services
Access	Total paratransit boardings (WeGo vehicles and third-party service providers, and Access-on Demand ridership)
Total	Total Bus & Access ridership combined
Percentage of Pre-Pandemic Ridership	Total ridership for the current period divided by total ridership for the same period in Fiscal Year 2019
Productivity & Efficiency	
Bus Passengers per Revenue Hour	Total fixed route passenger boardings divided by total scheduled fixed route revenue vehicle hours. Revenue vehicle hours is the time (in hours) when the bus is providing service to the general public
Access Passengers per Revenue Hour	Total fixed route passenger boardings divided by total scheduled fixed route revenue vehicle hours. Revenue vehicle hours is the time (in hours) when the bus is providing service to the general public
Safety	
Miles Between Total Collisions	Total number of Collisions divided by total number of revenue miles multiplied by 100,000. An Collision is defined as any time the vehicle makes contact with something other than the road resulting in any damage and/or injuries
Miles Between Preventable Collisions	Total number of Collisions determined to be preventable divided by total number of revenue miles multiplied by 100,000. A preventable Collision is defined as an Collision in which the Operator did not do everything reasonably possible to avoid the collision
Service Quality	
Bus Trip Completion Percentage	Percentage of one-way fixed route revenue trips completed versus scheduled. Includes partial missed trips
Bus On-Time Performance	Percentage of total scheduled fixed route timepoint departures occurring between 59 seconds early and 5 minutes 59 seconds late as recorded by the Automated Vehicle Location (AVL) system. Arrivals are used for on-time performance calculations for the last stop of the trip, with early arrivals at end of line considered as on-time
Access On-Time Performance	Percentage of total scheduled paratransit trips, not including Access-on-Demand or WeGo Link, where vehicle arrives no later than 59 seconds outside of the scheduled pick-up window

Operations Dashboard Glossary

Metric	Definition
Maintenance	
Bus Miles Between Road Calls	Any mechanical or system failure of any nature (excluding accidents) occurring on an MTA-operated vehicle in fixed route revenue service that causes the vehicle to be removed from service.
Access Miles Between Road Calls	Any mechanical or system failure of any nature (excluding accidents) occurring on an MTA-operated vehicle in paratransit (Access) revenue service that causes the vehicle to be removed from service.
Customer Care	
Bus Passengers Carried per Complaint	Total fixed route passengers divided by total fixed route customer complaints.
Access Passengers Carried per Complaint	Total paratransit (WeGo and third-party service providers) passengers divided by total paratransit customer complaints.
Percent of Calls Answered	Percentage of calls received that were answered. Unanswered calls are calls that are lost for any reason once in the customer call phone queue.
Staffing	
% of Operator Positions Filled	Total WeGo Operators available divided by total number of operator positions budgeted for service. Part-time Access operators are not included
% of Maintenance Positions Filled	Total WeGo Maintenance positions available divided by total number of maintenance positions budgeted for service. All maintenance and cleaning positions for vehicles and facilities are included
Customer Amenities	
% of Stops with Shelters (including Central)	The total number of stops with shelters divided by total number of stops WeGo operates.
% of Sheltered Boardings (including Central)	The total number of riders who boarded with a shelter (including WeGo Central boardings) divided by the total number of riders for the time period.

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

List of Upcoming Procurement Projects

Meeting Date: 4/23/2026

Item #: M-I-26-014

Project Name: Bus Operations and Maintenance Facility NEPA and Preliminary Engineering RFQ

- **Brief Description:** RFQ for NEPA and Preliminary Engineering services for WeGo's new Bus Operations and Maintenance Facility
- **Anticipated Publish Date:** May 2026
- **Estimated Project Value:** TBD

Project Name: General Printing Service

- **Brief Description:** General printing such as business cards, envelopes, door signs, etc.
- **Anticipated Publish Date:** June 2026
- **Estimated Project Value:** TBD

Project Name: Light Duty Spare Parts

- **Brief Description:** Spare parts for fleet.
- **Anticipated Publish Date:** June 2026
- **Estimated Project Value:** TBD

Project Name: Nestor Maintenance Bays

- **Brief Description:** Expansion of maintenance bays to improve service.
- **Anticipated Publish Date:** June 2026
- **Estimated Project Value:** TBD

Project Name: Training and Learning Software - DTO

- **Brief Description:** Training software that manages employees' training.
- **Anticipated Publish Date:** June 2026
- **Estimated Project Value:** TBD

Project Name: Nestor & Myatt Bus Wash Modernizations

- **Brief Description:** Bus wash modernization
- **Anticipated Publish Date:** August 2026
- **Estimated Project Value:** TBD

Project Name: Nestor East Side Lot Improvements

- **Brief Description:** Seeking contractor to provide lot and security improvements
- **Anticipated Publish Date:** September 2026
- **Estimated Project Value:** TBD

Project Name: Nestor Fuel Lane Improvements

- **Brief Description:** Seeking contractor to provide fuel lane improvements
- **Anticipated Publish Date:** September 2026
- **Estimated Project Value:** TBD

Project Name: Pre & Post Employee Screening -DTO

- **Brief Description:** Employee screening for new hires and selected employees for random screening.
- **Anticipated Publish Date:** October 2026
- **Estimated Project Value:** TBD

CURRENT STATUS:

Pursuant to earlier Board discussions, staff will provide a rolling list of upcoming procurements to the Board on a monthly basis. Staff requests that members make them aware of any potentially interested suppliers for planned procurement activity.

Unless there are questions from staff, no discussion is planned at the meeting. This material is provided for information only.

APPROVED:

4/23/2026

Chief Administrative Officer

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-26-011	Meeting Date:	4/23/2026
Item Title:	Metro Nashville Police Department Memorandum of Understanding		

BACKGROUND:

Ensuring the safety of our passengers and employees is crucial within the tenets of the transportation industry and WeGo Public Transit (“WeGo”). The 2024 voter referendum adopting the Choose How You Move (“CHYM”) Transit Improvement Program provided for increased funding for safety measures. As part of the budgeting and allocation of CHYM Funds, the Metropolitan Nashville Police Department (“MNP”) will create, for the first time, a dedicated transit policing unit (“Transit Division”) which is anticipated to ultimately assume policing responsibility for WeGo service routes, vehicles, and facilities. This is expected to be phased in over the next several fiscal years and eventually replace the current system in which WeGo acquires policing services through a secondary employment MOU with MNP. Previously, funding through Mayor O’Connell’s Choose How You Move program allowed WeGo to expand its contracted security presence by approximately 65% over the past year.

In August of 2025, the WeGo staff began working with MNP staff and the Metro Nashville Legal Department to develop a Memorandum of Understanding (MOU) between the entities that would govern the relationship and expectations of the parties. The purpose of the MOU is to define roles, responsibilities, authority, and an operational framework for the MNP transit policing unit that will support the WeGo transit system with dedicated policing services. The Transit Division will be a critical partner with WeGo by establishing and maintaining safe and secure transit for passengers within Davidson County areas. Within the MOU’s scope of service, the coverage areas would include WeGo Star stations; bus stops; transit centers; park & ride lots; public rights-of-way; transit vehicles; transit routes; and areas adjacent to WeGo properties to maintain safety. The Board of Directors of the Regional Transportation Authority of Middle Tennessee (RTA) is scheduled to consider a companion item covering RTA facilities like rail stations.

Additionally, the MOU’s scope of services provides dedicated law enforcement personnel. Annual staffing levels will be determined by MNP leadership in communication with WeGo based on need and service/facility growth, but is initially anticipated to be comprised of twenty-nine MNP positions once fully staffed. This is outlined within Appendix A of the attached MOU. The Transit Division will operate under the legal authority and command of the MNP. The Transit Division will provide 1) patrol and visibility in and around transit properties and areas; 2) incident response and investigations; and 3) special operations, which will vary depending on changing circumstances. The MOU outlines supervision and command structure; information sharing and communication; training; performance metrics, periodic meeting cadence; and the funding mechanism.

The annual budget will be approved by WeGo and MNP. WeGo’s obligations under the MOU are contingent upon CHYM funds designated by the Metropolitan Nashville government for the funding of the Transit Division. All costs associated with the Transit Division will be charged to a newly created Metro government cost center for the CHYM funds allocated. Although funding will flow directly from the Metropolitan Government to MNP, recording of police expenses will be beneficial to the MTA to conform with current (and emerging) Federal Transit

Administration (FTA) requirements with respect to safety and security of transit systems and patrons. The MOU is a three-year agreement with the option for two successive one-year terms and shall not exceed sixty months from the effective date.

RECOMMENDATION:

The WeGo staff recommends the MTA Board provide the Chief Executive Officer the authority to enter in the memorandum of understanding (MOU) with the MNPd for a period not to exceed sixty (60) months from the effective date, for the purpose of establishing law enforcement services that will enhance safety and security within the public transit system, specifically within Davidson County properties of the MTA. This MOU is also subject to approval by the Metropolitan Government of Nashville and Davidson County on behalf of MNPd.

APPROVED:

4/23/2026

Board Secretary

Date

MEMORANDUM OF UNDERSTANDING

**Between the
Metropolitan Nashville Police Department
and
Metropolitan Transit Authority and Regional Transportation Authority
d/b/a WeGo Public Transit**

This Memorandum of Understanding ("MOU") is entered into by and between the **Metropolitan Nashville Police Department ("MNPD")**, the **Metropolitan Transit Authority ("MTA")**, and the **Regional Transportation Authority ("RTA")**. MTA and RTA, which do business as **WeGo Public Transit ("WeGo")**, are an intergovernmental agency within the Metropolitan Government of Nashville and Davidson County ("Metro Government") and an agency formed under Tennessee Code Annotated, respectively. The aforementioned parties have come together to establish a collaborative agreement for the provision of dedicated law enforcement services within the public transit system operated by WeGo. Each individually will be referred to as "Party" or collectively as "Parties" hereinafter.

WHEREAS, the voter-approved Choose How You Move ("CHYM") transportation improvement program provides dedicated revenue to establish law enforcement services within the public transit system; and

WHEREAS, the Parties desire to create a transit police unit to provide the crucial link between WeGo and law enforcement to establish and maintain safe and secure transit for passengers within Davidson County as articulated within the CHYM transportation improvement program; and

WHEREAS, WeGo currently operates buses serving local and regional routes, paratransit services, a commuter rail line, transit centers and stops, park-and-ride lots, and additional areas in the public rights-of-way (collectively "Transit System").

NOW THEREFORE, to enhance safety and security for passengers, operators and staff, and other stakeholders, the Parties mutually understand and agree to the provisions that follow:

- A. PURPOSE OF MOU:** The purpose of this MOU is to define roles, responsibilities, authority, and an operational framework for a MNPD Transit Division focusing on WeGo assets, passengers, and the Transit System as a whole.
 - B. AUTHORITY:** This MOU is made and entered into pursuant to the authority contemplated by Tennessee Code Annotated Section 64-8-206, and specifically the authority granted to the Parties under Tennessee Code Annotated Section 12-9-101, et seq., which provides that one or more public agencies may contract with any one or more public agencies to perform any governmental service, activity, or undertaking which each public agency entering into is authorized by law to perform; provided that such MOU shall be authorized by the governing body of each Party.
 - C. TERM:** The term of this Agreement shall be effective and commence on the date this Agreement is fully executed and approved by governing body of each Party and filed with the Metropolitan Clerk, and it shall last for three years. Thereafter, this Agreement may be renewed by written affirmation by the Parties for two successive one-year terms, unless terminated under the terms of this Agreement. In no event shall the term of this Agreement exceed 60 months from the effective date.
 - D. EMPLOYMENT & COLLECTIVE BARGAINING AGREEMENT:** The Parties agree that police officers and other personnel assigned to the Transit Division from MNPD are subject to and protected by their respective collective bargaining agreements, if any, and employment policies of the MNPD; and the terms of this Agreement shall not be in conflict with the respective police collective bargaining agreements or civil service and MNPD policy protections for MNPD officers.
-

I. SCOPE OF SERVICES

MNPD shall provide general police assistance to WeGo focusing on the Transit System. Whenever possible, WeGo requests for police assistance shall be made directly to the police officer assigned to specific locations either through direct oral communication, two-way radio, or cellular telephone. If the assigned police officer is not reachable, WeGo shall call the Department of Emergency Communications (DEC).

Under this MOU, the MNPD agrees to provide the following services:

1. Dedicated Law Enforcement Personnel

- One captain, and an agreed upon staffing of sworn officers and sworn supervisors to the Transit Division (see Appendix A)
- One administrative support personnel consistent with MNPD requirements to the Transit Division (see Appendix A)
- Two administrative support personnel consistent with MNPD requirements to the Community Safety Center (see Appendix A)
- Provide additional personnel as needed for special events or emergencies

2. Coverage Areas

Transit Division coverage areas include:

- Transit vehicles
- Transit routes
- WeGo Star stations
- WeGo bus stops
- WeGo property, including transit centers, park-and-ride lots not owned by WeGo, and public rights-of-way
- Areas adjacent to WeGo property as necessary to maintain safety

3. Types of Services

The Transit Division shall protect life and property. The Parties agree and understand that WeGo staff and the contracted WeGo security provider are responsible for enforcement of WeGo's Code of Conduct.

- Officers shall operate under the legal authority of the MNPD and within the full extent of their law enforcement powers;
 - Officers shall coordinate with WeGo staff and the security contractor, as needed, to resolve incidents;
 - Officers shall coordinate with social service agencies as needed in the disposition of cases involving individuals experiencing crisis or homelessness; and,
 - Officers shall receive training from WeGo on operations safety and operations protocols. Officers shall coordinate with WeGo operations personnel and follow appropriate safety and operational protocols while working on or around transit vehicles and infrastructure.
 - Officers shall provide:
 - Patrol and visibility;
 - Incident response and investigation; and
 - Special operations (e.g., precision policing efforts).
-

In conducting duties related to individuals in crisis or experiencing homelessness, Transit Division officers shall, when appropriate, coordinate with WeGo and its contracted Ambassador Program¹ provider, if any, to engage relevant social service agencies.

4. Coordination

MNPD shall coordinate with WeGo to ensure proper support between Transit Division officers and WeGo staff by:

- Maintaining contact with WeGo regarding assignments of Transit Division officers
- Advising WeGo staff of any arrest made or citation issued within the Transit System
- Assisting as needed in formulating any safety or contingency plans relevant to threats to the Transit System
- Providing regular updates regarding calls for service
- Maintaining a position of high visibility during peak hours at specific WeGo facilities in consultation with WeGo, as resources allow;
- Serving as a first responder to life-threatening and/or criminal incidents within the Transit System; and
- Requesting support for and/or refer any criminal incident requiring long-term or follow-up investigation to the appropriate MNPD investigative unit as needed.

II. SUPERVISION AND COMMAND STRUCTURE

General parameters for supervision and command include:

- Officers assigned to the Transit Division shall report to the MNPD chain of command;
- A designated MNPD Transit Division Captain or designee shall serve as the primary point of contact with the WeGo Chief Safety and Security Officer or designee; and
- Joint coordination meetings shall occur at least monthly.

As the command-and-control lead for the Transit Division, the Transit Division Captain shall:

- Designate and/or authorize variations in work assignments in consultation with WeGo and advise WeGo when assignments are changed or altered.
- Provide general supervision of Transit Division personnel and perform appropriate evaluations of performance; and
- Promptly notify WeGo when Transit Division officers will be absent from an assignment.

Contract security officers shall operate as follows:

- WeGo has hired private security officers that will continue to work on the transit security program. These private security officers must be licensed by the State of Tennessee.
- Private security officers are subject to oversight by the WeGo Chief Safety and Security Officer, or designee, and will coordinate their actions with MNPD to ensure a comprehensive safety and security plan.
- MNPD shall have authority during incident commands, at active crime scenes, and during criminal investigations.

¹ A contractor will be chosen to operate an Ambassador Program on behalf of WeGo to provide wayfinding assistance, assistance to individuals in crisis, and other services to enhance the customer experience within the Transit System.

III. TRAINING AND EXERCISES

In addition to their regular training, Transit Division officers shall receive training for transit-specific safety and operations and participate in periodic emergency exercises to test procedures, validate command and control measures, and build competencies for specific response and recovery functions.

IV. INFORMATION SHARING AND COMMUNICATION

The Parties recognize that effective modern law enforcement requires information to improve safety outcomes and better manage resources. The Parties understand the importance of information-sharing in fostering the success of law enforcement and policing services described in this Agreement. The Parties also recognize and understand that some MNP and WeGo information systems and databases provide access to confidential information and only those with appropriate authorization may access the information.

For those systems and databases that may be shared, appropriate personnel of both WeGo and MNP will determine who may have access. Confidential information shall not be shared if doing so would reasonably jeopardize any authorized investigation, the safety of any person, or violate any local, state, or federal laws and regulations. WeGo passenger and personnel information, including name, address, phone number, and photograph, shall be treated as confidential and shall only be used for the purpose of lawful and authorized investigations within the confines of local, state, and federal law.

Crime statistics, based on the National Incident-Based Reporting System (NIBRS) or other similar reporting system, shall be collected by MNP and regularly presented to WeGo management. To support effective WeGo and Transit Division awareness, the Parties shall promptly share:

- Information regarding any suspicious activity, violence, or threat of violence that occurs at WeGo facilities or affects the Transit System;
- Information regarding any criminal activity or threats that occur at WeGo facilities, against WeGo employees, passengers, or affects the Transit System;
- Information regarding any activity or special event that requires increased police resources;
- Information regarding any activity by either WeGo or MNP personnel that impacts or has the potential to impact either Party's performance pursuant to this Agreement;
- General crime statistics, crime trends, and incident reports;
- An annual report prepared by MNP for public consumption reflecting broad trends of crime on the Transit System; and
- Emergency response and safety and security plans and procedures.

WeGo shall provide MNP with access to WeGo security cameras, data, and ridership information upon request, in furtherance of an official law enforcement duty, in accordance with local, state, and federal laws.

Information sharing between the Parties shall comply with all applicable policies, laws, and privacy protections. WeGo videos and records shall be provided by MNP to the public only in compliance with local, state, and federal law.

V. EQUIPMENT AND FACILITIES

It shall be the responsibility of WeGo to provide the Transit Division with reasonable workspace within their assigned locations and access to transit facilities for patrol and staging. Such reasonable workspace shall provide ample room in which to store and secure Transit Division equipment such as computers, clothing, and secure parking for vehicles. The workspace shall also include ample space in which to conduct private interviews and investigative duties. Access to police spaces shall be limited and based on MNP approval.

The Transit Division shall provide uniforms, vehicles, weapons, radios, and all other standard police equipment to its officers.

VI. FUNDING, REIMBURSEMENT, AND MONTHLY REVIEW MEETINGS

All operating costs associated with the Transit Division, as set forth in Appendix A, shall be reviewed by WeGo and the Metro Government and charged directly to the newly created Fund #30322 Cost Center #31302100. Any other Transit Division allowable operating costs incurred outside the Metro Government's payroll and purchasing system, process, or scope shall be allocated to this account directly or reimbursed to MNPD by this fund through a journal entry. All allowable operating capital and capital Transit Division expenses initiated by MNPD shall be directly charged to accounts appropriated and specified by the CHYM Chief Program Officer or designee. MNPD shall pay the actual costs associated with the Transit Division, as set forth in Appendix A, at the time they are incurred using the MNPD payroll process and Metro Government accounts payable process, and all costs should be directly allocated to the fund and cost center referenced above. In the case that costs must be recouped from the Metro Government, MNPD shall enter a journal entry and inform the Metro Government and WeGo of the costs with any supporting documentation. Allowable costs shall be defined in Appendix A: Cost and Payment Terms or its current version. WeGo's obligations under this MOU are contingent upon CHYM funds designated by the Metro Government for funding the Transit Division. WeGo does not have funding obligations or responsibility for payment associated with this MOU.

The Transit Division's annual fiscal year budget shall be approved by the Parties. MNPD may not exceed its annual fiscal year appropriation for the Transit Division. The Transit Division budget shall be approved by the WeGo Chief Executive Officer or designee, MNPD, and CHYM Chief Program Officer or designee.

Each month, the Transit Division Captain or designee and the WeGo Chief Safety and Security Officer or designee shall meet to discuss the prior monthly report and outline program expectations and anticipated costs for the subsequent month. Expectations should be documented and include at a minimum the proposed Transit Division staffing plan and other allowable costs.

At each review meeting, the prior month shall be reviewed for consistency with expectations. If expectations were not met in the prior month, the Parties shall document exceptions, develop an action plan, and identify metrics that will be used to measure progress on the identified adjustments. If sufficient progress is not made or if the Parties are unable to resolve exceptions at the staff level, the Transit Division Captain or designee and WeGo Chief Safety and Security Officer or designee shall work together to resolve exceptions. In the event the exceptions cannot be resolved at this level, the exceptions shall be referred to the WeGo CEO, MNPD Chief of Police, or their designees, and a representative of the Mayor's Office as necessary for resolution. Prior to the close of the fiscal year, MNPD shall provide WeGo and CHYM with a full record of expenditures incurred by the Transit Division for the previous twelve-month period.

VII. PERFORMANCE METRICS AND REPORTING

The Transit Division shall provide regular monthly reports to WeGo and CHYM, including:

- Number of patrol hours, arrests, and citations;
- Response times and incident types;
- Use-of-force incidents;
- Time spent on the system by each assigned officer, including response times;
- Staffing roster of the Transit Division; and
- Community engagement activities.

Performance reviews of these reports shall be conducted semi-annually by MNPD to assess effectiveness and make necessary adjustments.

XIII. TERMINATION PROCEDURE

- A. Either Party to this MOU may terminate this Agreement for any reason by providing the other Party with written notice of their intent to do so 30 days prior to the date of termination; and,
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B. This Agreement may be amended at any time by mutual written agreement of the Parties.

IX. LIABILITY AND INDEMNIFICATION

Each Party shall be responsible for the actions and omissions of its own employees and contractors, subject to applicable laws and limitations.

X. DISPUTE RESOLUTION

In the event of a dispute, the Parties agree to attempt to resolve the matter through good faith negotiations between the WeGo CEO and the MNPd Chief of Police, or their designees.

XI. SEVERABILITY

The Parties agree that if any term or provision of this Agreement is declared by a court to be illegal or in conflict with any law, the validity of the remaining terms and provisions shall not be affected.

XII. DATA RETENTION

Records and documents with respect to matters covered in this Agreement shall be retained for seven years after the termination of this Agreement unless in conflict with local, state, or federal law including. All such records are also subject to inspection, review, or audit by the MNPd, MTA, or RTA during the terms of this Agreement to the extent permitted by law.

XIII. ENTIRE AGREEMENT

This MOU constitutes the entire agreement between the Parties and supersedes all prior discussions or agreements regarding the subject matter.

SIGNATURES

Metropolitan Nashville Police Department

By: _____
John Drake, Chief of Police

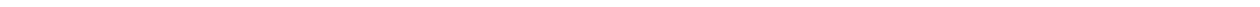
Date: _____

WeGo Public Transit

By: _____
Steve Bland, Chief Executive Officer

Date: _____

APPROVED AS TO AVAILABILITY OF FUNDS:



_____ Date: _____

Director of Finance

APPROVED AS TO FORM AND LEGALITY:

_____ Date: _____

Metropolitan Attorney

FILED IN THE OFFICE OF THE METROPOLITAN CLERK:

_____ Date: _____

Appendix

Appendix A: Cost and Payment Schedule

APPENDIX A

Schedule A – Staffing Plan and Costs

This appendix sets forth the phased staffing plan, allowable costs, and financial management process for the MNPD Transit Division (“Transit Division”) in partnership with WeGo Public Transit (“WeGo”). All operating costs associated with the Transit Division, as set forth in this Appendix A, will be reviewed by WeGo and the Metro Government and charged directly to the newly created Fund #30322 Cost Center #31302100. Any other Transit Division allowable operating costs incurred outside the Metro Payroll and Metro Purchasing system/process/scope will be allocated to this account directly or reimbursed to MNPD by this fund. All allowable Operating Capital and Capital Transit Division expenses initiated by MNPD will be directly charged to accounts appropriated and specified by the CHYM Chief Program Officer or designee.

1. Staffing Plan (FY26–FY28)

Beginning in FY26, MNPD will staff the Transit Division as deemed appropriate, based on the needs of the department, through a combination of transferring current staff, recruiting new personnel, and utilization of Secondary Employment, not to exceed the following by the conclusion of FY2028:

- 1 Captain
- 1 Lieutenant
- 6 Sergeants
- 18 Police Officer 2
- 3 Administrative Support Personnel
- = 29 total positions

2. Allowable Reimbursable Costs

MNPD shall allocate directly or transfer costs for the following categories associated with the Transit Division:

- Salaries and Fringe for all sworn and civilian staffed positions/FTEs listed in the Staffing Plan.
 - Overtime:
 - Transit-specific initiatives and special operations
 - Court appearances related to transit program cases
 - End-of-shift duties
 - All other pay (e.g. longevity pay) for sworn and civilian positions/FTEs listed in the Staffing Plan
 - Recruitment, Training, and Replacement Costs:
 - Training costs for new recruits to staff the Transit Division
 - Training costs for replacement of officers transferred from other programs
 - Vehicles and Equipment:
 - Police vehicles to support the 26 sworn positions
 - All costs associated with vehicle purchase (MDCs), outfitting, and ongoing non-salary needs
 - Initial issue costs (uniforms, equipment, radios, body worn cameras, etc.)
-

-
- Other costs as agreed upon by MNP, WeGo, and Choose How You Move (“CHYM”)

3. Financial Management Processes

- Position IDs: MNP shall request new Position IDs for all Transit Division positions. These will be MNP positions in the WeGo/CHYM operating fund.
 - Reporting and Analysis: MNP shall assist WeGo and CHYM with any summarization of applicable salary, fringe, overtime, training, vehicle, and other charges incurred under the implementation of the Staffing Plan.
 - Reimbursement: All allowable Transit Division operating expenses, operating capital expenses and capital expenses incurred outside the Metro Government’s payroll and purchasing system, process, or scope, and in accordance with this Agreement, shall be transferred via journal entry to the appropriate account, and MNP shall share applicable documents with WeGo and CHYM.
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Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-26-012	Meeting Date:	4/23/2026
Item Title:	Summer 2026 Service Changes and Equity Analysis		

BACKGROUND:

The proposed Summer 2026 Service Changes continue to bring forward improvements associated with the passage of the Choose How You Move (CHYM) program. The adjustments in this cycle prioritize improving reliability and minimizing delays on some inconsistent routes as well as enhancing the frequency to and from the Nashville International Airport (BNA) and the Opry Mills/Opryland Resort area. The changes will also adjust route schedules to match the new start and end times for Metro Nashville Public Schools.

The proposed changes continue WeGo's commitment to provide safe, frequent, reliable, and convenient transit service for our riders.

The changes use newly delivered buses to add frequency and improve reliability on routes serving the Airport, Opry Mills, and the Skyline area, and include the expansion of two WeGo Link zones. In addition to the operational improvements, information about WeGo Forward was presented for feedback.

The specific details on the proposed changes and the outreach process are included in subsequent sections of this item.

The item outlines information on the following areas:

- Operator & Fleet Availability
- Public Outreach Process
- Service Changes Recommendations
- Service Change Equity Analysis
- Request for Authorization to Implement Service Changes

OPERATOR AND FLEET AVAILABILITY

With every service change, staff reviews current workforce and fleet levels to ensure WeGo provides reliable service to its customers. The number of operators required to be fully staffed for the summer service changes is **483** full-time operators. As of March 27th, WeGo Transit has 468 operators and 58 newly recruited operators currently in training. While this pipeline is encouraging, not all trainees are expected to successfully complete the program, and daily unscheduled absences continue to place pressure on service delivery. Maintaining reliability will depend on continued recruitment efforts, successful onboarding, and initiatives focused on improving attendance and retention.

Staff continue to expand on recruiting efforts to fill operator and maintenance positions, with an increased focus on building sustainable workforce pipelines like our Maintenance Apprenticeship program. Other efforts include strengthening partnerships with community organizations and trade schools to support skilled workforce development in maintenance, as well as targeted outreach strategies to attract and retain qualified operator candidates. These efforts are aimed at supporting both current service needs and future system growth.

The number of vehicles required for peak fixed-route service during the summer service changes will be 153 fixed route buses, four more than current service. The first order of expansion buses funded under Choose How You Move (12) has been received and are in active revenue service, with an additional three (3) expansion articulated buses anticipated for delivery over the next several months. This places WeGo in an excellent position to support the July service expansion, as well as another round of anticipated service expansion in January 2027.

PUBLIC OUTREACH PROCESS

A service changes proposal was presented to the public for review and comment. Public engagement on proposed Summer 2026 service changes was conducted between March 16 and April 10, 2026.

Five public meetings were held regarding the proposed changes. The meetings were done in conjunction with public outreach for the WeGo Forward Strategic Service Plan. Three in-person meetings took place at the Southeast Community Center on April 6th, at the Metro Nashville Police Department (MNPS) West Precinct on April 7th, and at the East Park Community Center on April 8th. Additionally, two virtual meetings took place on March 23rd and April 2nd. Staff presented the proposed service changes to the public at the meetings, answered questions, and received comments for the record. Public meetings and service changes information were posted at WeGo Central, on buses, on social media channels, and via public notice on newspapers and WeGoTransit.com. All information was provided in both English and Spanish, and comments were gathered through various channels, including letters, emails, social media posts, phone, and public meetings.

Several comments were received including routes targeted for improvements as well as other routes not listed for summer changes. Below is a summary of most common topics for comments.

Key Issues and Requests:

- **Route 18 Airport:** Request to have the service run later at night and to connect to the Donelson Transit Center.
- **Route 34:** Request to connect to the Donelson Transit Center.
- **WeGo Link:** A few suggestions expressed during the public outreach process regarding WeGo Link include incorporating the MNPS' Overton High School in South Nashville and the area around Rodney Drive in West Meade.
- **Route 76 Madison & 79 Skyline:** A suggestion to separate the two routes and cover the Skyline area with Route 23B Dickerson service starting at the Dickerson Pike Walmart to allow Route 76 to better focus in Madison including Old Hickory Blvd.
Request to extend service later at night.

General Service Issues:

- **Service to John Overton High School:** A request was made to the Mayor's Office for bus service to John Overton High School on Franklin Pike.

- **Route 9 Metrocenter:** Request for weekday night service as well as weekend service.
- **Route 41 Golden Valley:** A request that the bus serves the Silas Drive and Combs Drive all day.
- **Route Murfreesboro Pike:** Disappointment that it will not be the first BRT route.
- **Route 76 Madison:** A request to add more seating at bus stop in front of Aldi.
- **Route 93 Star West End Shuttle (RTA Route):** A request to improve reliability for the route to not miss train connections and to add more train trips.
- **Route 94 Clarksville:** Request to have Route 94 stop at MetroCenter.
- **Crosstown Service:** A request to add more crosstown routes to reduce travel time by going to Central and transferring buses.
- **Access:** A request to make it easier for people who ride Access on weekends since the administrative offices are closed.
- **WeGo Star:** Request to expand service including midday and later trains on Fridays and Saturday nights.
- **Service Information:** Increase electronic signage/next bus arrival information at bus stops.

SERVICE CHANGES RECOMMENDATIONS

The proposed changes for Summer 2026 are driven by the Choose How You Move program implementation to improve and expand options for riders across the system. The expansion of the South and Bellevue WeGo link zones will help improve access to John Overton High School and in lower density areas around Belle Meade. Below is a summary of the service change recommendations as presented to the public during the public comment period followed by a detailed explanation of each change. All public comments were reviewed and fully considered in making final recommendations.

<u>Routing Modifications</u> 18 Airport	<u>Improved Frequency</u> 18 Airport 34 Opry Mills
<u>Improved Reliability</u> 18 Airport 34 Opry Mills 76 Madison 79 Skyline	<u>Service Expansion</u> Expand South and Bellevue WeGo Link Zones

The following is a breakdown of the recommended changes for the fall:

- **Routing Modifications**
 - **Route 18 Airport**
 - *To improve reliability, the Route 18 Airport bus will no longer travel on Acorn Drive and Massman Drive. The bus stops on this segment will be removed. There is minimal*

ridership on this segment of the route. Bypassing this low-utilization segment would streamline the route and reduce overall trip duration for riders.

- *Additionally, the bus will no longer travel on Elm Hill Pike between Arlington Avenue and Murfreesboro Pike. Bus stops along this segment will be removed. The bus gets frequently delayed on Elm Hill Pike at the railroad crossing just west of Arlington Avenue. The proposal will make the detour of traveling south on Arlington Ave to Murfreesboro Pike a permanent one.*

- **Improved Frequency**

- **Route 18 Airport**

- *Route 18 will operate every 30 minutes, seven days a week between 6:00 a.m. and 6:00 p.m., and every 40 minutes in the evenings. This route currently operates between 45 and 55 minutes during the day and hourly in the evenings.*

- **Route 34 Opry Mills**

- *Weekday service on Route 34 will operate every 30-40 minutes. The route currently operates hourly.*

- **Improved Reliability**

- **Route 18 Airport**

- *Frequency improvements will provide more travel options for riders, and the route modifications will make overall travel time more consistent.*

- **Route 34 Opry Mills**

- *The improvements in the frequency will provide more travel options for riders.*

- **Route 76 Madison & Route 79 Skyline**

- *By adding a vehicle to these interlined routes, we can stabilize the schedule and improve reliability.*

- **Service Expansion**

- **Route 79 Skyline**

- *Extension of hours of operation until 10 p.m. to match the rest of the connector routes. This change is in response to feedback received during the public comment period.*

- **WeGo Link**

- *Expansion of Bellevue WeGo Link Zone to include area around Rodney Drive in West Meade.*
- *Expansion of South Nashville WeGo Link Zone to include John Overton High School.*

- **Schedule Adjustments**

- *Schedules for several routes serving Metro Nashville Public Schools (MNPS) will be adjusted to match new later start times approved by the MNPS Board for the 2026-27 school year.*

SERVICE CHANGES EQUITY ANALYSIS

The Federal Transit Administration (FTA) requires transit agencies to demonstrate consideration, awareness, and approval of Title VI equity analysis for any major service or fare changes. The Major Service Changes thresholds that require Title VI review as established in MTA's Title VI Program are:

1. A change in any fare or fare media related to all services of fixed route and WeGo Access
2. A new transit route or WeGo Link zone is established or eliminated.
3. Any change in service of 25 percent or more of the number of a transit route's revenue service miles computed on a daily basis of the day of the week for which the change is made.
4. Emergency service changes that meet either of these definitions and have been in effect for over one year.

Proposed service changes are compared to current service levels in order to evaluate any potential adverse effects to minority or low-income communities in the service area. With service improvements, this means that the benefits of the service cannot disproportionately benefit non-minority or non-low-income populations. Based on WeGo Title VI Policy, and consistent with Federal law, adverse effects of changes are borne disproportionately by minority populations when the impacts to minority populations are more than 20% greater than impacts to non-minority populations. Similarly, adverse effects of changes are borne disproportionately by low-income populations when the impacts to low-income populations are more than 20% greater than impacts to non-low-income populations.

Major Changes

The only changes identified for the Summer 2026 proposal meeting the major change threshold are the frequency improvements to routes 18 Airport and 34 Opry Mills and the extension of hours for Route 79 Skyline.

Using the Transit Boardings Estimation & Simulation Tool (TBEST), staff evaluated the impacts of the proposed fixed-route changes by comparing the change in trips available for minority and low-income populations in comparison to non-minority and non-low-income populations. For the WeGo Link expansion, staff reviewed the population served by the proposed zone and looked at the presence of low-income and minority populations within the zone in relation to the entire service area of Davidson County.

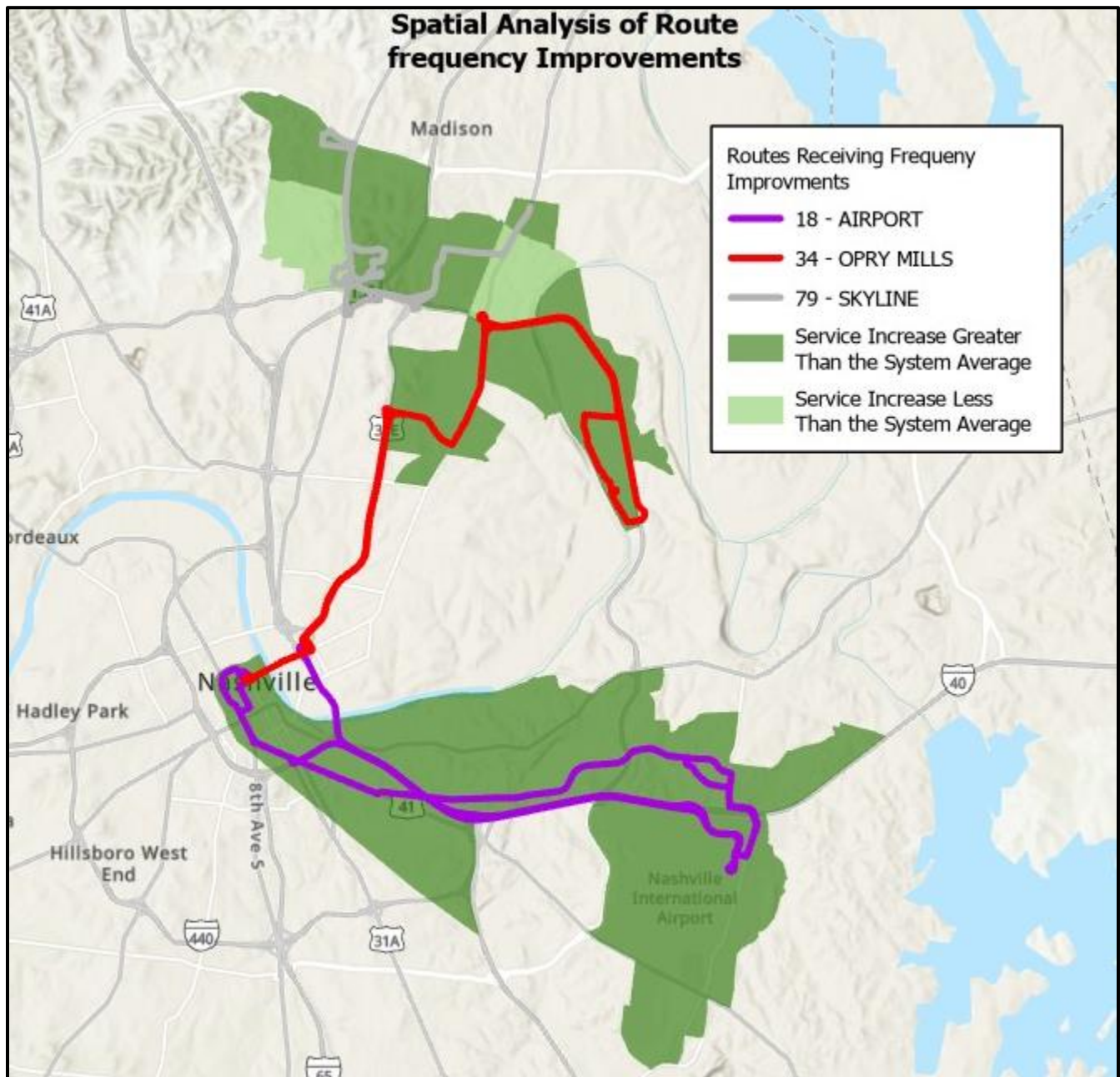
The proposed Summer 2026 changes expand and improve upon existing service, resulting in a positive impact to minority populations and low-income households. The analysis performed comparing our existing service for and the proposed Summer 2026 service changes show that the proposed Summer 2026 service changes will result in overall 41% more available trips to minority populations, and 38.8% more available trips to low-income populations. This reflects WeGo's commitment to providing reliable service and allowing our users to have flexibility in their travel pursuits.

These changes reflect only a slight difference in access between minority/low-income and non-minority/non-low income. The analysis showed a modest benefit to minority and low-income passengers from these changes. Overall, the benefits of these changes have a positive impact on riders. The improvements proposed address the desire of passengers for additional frequency and faster travel times to enhance system reliability.

Route	Change in Low-Income People Trips	Change in Minority People Trips	Change in Non- Low-Income People Trips	Change in non-minority people trips	Change in Annual Service Trips
18	45.50%	45.60%	44.91%	45.07%	43.70%

Route	Change in Low-Income People Trips	Change in Minority People Trips	Change in Non- Low-Income People Trips	Change in non-minority people trips	Change in Annual Service Trips
34	27.00%	27.10%	27.16%	27.16%	27.00%
79	9.90%	9.40%	9.79%	10.21%	8.10%
All Routes	31.73%	28.39%	31.86%	32.15%	25.80%

Based on the factors discussed above, staff have concluded that there is no disparate impact or disproportionate burden as part of this service proposal.



RECOMMENDATION:

The staff request approval by the Board of Directors of the proposed Summer 2026 service changes as documented in this item for implementation. Proposed fixed route changes will take effect on July 5, 2026.

APPROVED:

Board Secretary

April 23, 2026

Date