Nashville MTA Board Meeting

Greater Nashville Regional Council

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

August 27, 2026 | 2:30 PM

Board Members: **Gail Carr Williams, Chair | Aron Thompson, Vice Chair | Jeff Haynes | Whitney Weeks**

1. **Call to Order**
2. **Roll Call**
3. **Approval of July 23, 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 of Finance & Administration	**M-I-26-021**	**P. 6**
– Monthly Operating Statistics – Andy Burke, COO	**M-I-26-022**	**P. 13**
– Upcoming Procurement Projects List – Vince Malone, CAO	**M-I-26-023**	**P. 19**

6. **Consent Agenda Items**
   - There are no consent agenda items this month.
7. **Operations & Finance Committee**

– Interlocal Agreement for Interim Use of Buses by the Memphis Area Transit Authority (MATA) – Andy Burke, COO	**M-A-26-027**	**P. 21**
– Quarterly Route Performance – Katie Freudberg, Director of Service Development	**OF-D-26-004**	**P. 28**

8. **New Initiatives and Community Engagement (NICE) Committee – Aron Thompson, Chair**

– Journey Pass Program Update – Amanda Vandegrift, DCEO of Finance & Administration, Zeda Riggs, Director of Customer Care	**NICE-D-26-003**	**P. 31**

9. **CEO's Report – Stephen G. Bland, CEO**
10. **Chair's Report – Gail Carr Williams, Chair**
11. **Other Business**
12. **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

July 23, 2026

I. **<u>Call to Order</u>:** 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, June 25, 2026.

II. **<u>Roll Call of Persons Present</u>:**

Gail Carr Williams, Chair
Aron Thompson, Vice Chair
Whitney Weeks, Member
Kathryn Hays, Member
Candi Henry, Acting Board Secretary
Steve Bland, CEO
Patrick Hester, DCOO of Assets & Infrastructure
Debbie Frank, DCEO of Growth & Development
Lindsey Ganson, Chief of Staff
Amanda Vandegrift, DCEO of Finance & Administration
Vince Malone, CAO
Andy Burke, COO
Nick Oldham, CSSO
Lt. Jason Murrell, MNPD

A quorum was established, and Chair Gail Carr Williams called the meeting to order at 2:33 PM.
Chair Carr Williams welcomed the newest MTA Board member, Whitney Weeks.

III. Chair Carr Williams honored former MTA Board member, Jessica Dauphin, for her service with the following resolution as detailed in item (M-A-26-027):

Whereas, Ms. Jessica Dauphin was originally appointed to the MTA Board in May 2021; and

Whereas, during her service, Ms. Dauphin provided outstanding guidance and inspiration to the Members and staff of the Authority; and

Whereas, her leadership as Chair of the Operations & Finance Committee led to significant improvements with respect to the Authority's efforts; and

Whereas, in addition to her Board leadership, Ms. Dauphin has been a constant advocate for improved public transportation in her other roles in community leadership throughout the Greater Nashville Region; and

Whereas, the MTA Board of Directors, WeGo, and the Nashville community have benefited from her service and her commitment to demonstrating what is possible when every community has access to reliable, equitable transit; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Metropolitan Transit Authority of Nashville and Davidson County that Ms. Jessica Dauphin be formally recognized and honored by the Board of Directors and the organization for her numerous contributions advocating for the improvement of public transportation; and

BE IT FURTHER RESOLVED that Ms. Jessica Dauphin, in recognition of her outstanding service as a Board member, enjoy free ride privileges for her lifetime.

Chair Carr Willaims called for a motion to adopt the resolution. Ms. Hays moved to adopt the resolution and Vice Chair Thompson seconded the motion. The resolution to honor former board member Jessica Dauphin was unanimously approved.

The MTA Board thanked Ms. Dauphin for her tireless efforts and contributions to transit education and advocacy.

CEO Bland thanked Ms. Dauphin, on behalf of the staff, for her commitment to WeGo's mission.

Ms. Dauphin thanked the Board and the staff for their support. She said she hopes to continue to contribute to the work.

The MTA Board then presented Ms. Dauphin with a personalized bus stop sign in her honor.

IV. **Minutes:** Kathryn Hays made a motion to approve the minutes of the Nashville MTA Board meeting held on June 25, 2026. The motion was seconded by Vice Chair Thompson. With no further discussion, the Board unanimously approve the minutes.

V. **Public Comments:** Vice Chair Aron Thompson 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:

- Peter O'Connor
- Richard Gonyer
- Darius Knight

VI. **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 Procurement Projects List – No questions

VII. **Operations & Finance Committee Report:** Chair Carr Williams opened the Operations and Finance Committee meeting and invited Patrick Hester to present information on Action Item M-A-26-026.

a. 40' Clean Diesel Gillig Bus Purchase (M-A-26-026)

Patrick Hester, Deputy Chief Operating Officer of Assets of Infrastructure, provided details of the 40' Clean Diesel Gillig Bus Purchase action item.

In August 2023, members of the board approved a 5-year contract with Gillig LLC for acquisition of 40' clean diesel buses. Concurrently with MTA's efforts to operate within our Capital Fleet Plan for 40' buses, staff requests approval to purchase sixteen clean diesel 40' coaches from this contract. These buses will replace four buses that have reached the end of their useful life and will be retired and add twelve expansion buses that are needed to expand service under Mayor O'Connell's Choose How You Move program. Authorization is requested to proceed with the procurement using this 40' bus contract instrument with Gillig Corporation.

Authorization of this purchase will align with the agency's efforts to execute a more balanced schedule for capital spending and fleet replacement and fulfil a promise we made to our riders. Considering the lead time for the production schedule, staff anticipates delivery dates for these sixteen buses in the third quarter of fiscal year 2027.

Staff recommend that the Board authorize the Chief Executive Officer to approve a purchase order, using the 40' Bus contract, for sixteen 40' clean diesel buses from Gillig Corporation for use in fixed-route service. The per-bus cost is $692,106.00 for the base bus, $83,680.00 for technology and options, and $12,000.00 for tools, travel, and training, for a subtotal of $787,786.00 per bus. A contingency of approximately 15% is laid out within the request, $77,579 for design changes and specification modifications, and $38,789 for tariff impact, bringing the cost to $904,154 per bus. For sixteen buses, this represents a maximum total cost of $14,466,462.40, which includes $620,624.00 in aggregate tariff contingency. The total contract amount shall not exceed $50,000,000 over the term of the contract. The vehicles will be funded through approved Metro Capital Spending Plan funds, Choose How You Move funds, Federal 5339(b) Bus and Bus Facilities grant funds, and state matching funds.

Ms. Hays asked when the sixteen buses will begin to be delivered and how.

Mr. Hester responded, explaining that the buses are delivered on a 24-month schedule starting February 2028. Based on this schedule, the buses would be delivered around May or June and be added to the July 2028 service change schedule.

Vice Chair Thompson asked what will be done with the retired buses.

Mr. Hester said that the retired buses will be assessed on their condition and eligible buses will be placed in the contingency fleet and used for training. Those not fit for the contingency fleet will be sold on the open market.

CEO Bland added that the buses that will be retired will be operational through delivery of the new buses.

Chair Carr Williams called for a motion to the Board to approve the item. Ms. Hays motioned and Ms. Weeks seconded. It was unanimously approved by the MTA Board.

VIII. <u>CEO's Report</u>

CEO Bland provided the following report:

1. Patrick Hester's recommendation for award for the four replacement buses and additional 12 buses which helps us further deliver the service expansion outlined in Mayor O'Connell's Choose How You Move program, is not the only activity in progress. Last month the MTA Board awarded a contract on behalf of the Choose How You Move office to HDR Inc. to advance work on the Nolensville All-Access Corridor. Thanks to the Procurement team, the project is moving forward under the directorship of Michael Briggs, the Deputy Director of CHYM, and Felix Castrodad as the Deputy Project Director.

2. The Procurement team has also issued Requests for Qualifications (RFQs) for planning, site selection, environmental review, preliminary engineering and design services for the new bus operations and maintenance facility, and an RFQ for design services the Antioch Transit Center on the Global Mall site.

3. Planning for the new bus operations facility, which will support our service expansion, is underway. We plan to expand the fleet by over 100 vehicles. The Procurement Department also issued an RFP for planning and development services supporting this facility to include tasks such as needs assessment, site identification, environmental analysis, and preliminary design.

4. Mr. Bland reported that he, Debbie Frank, Jubal Parris attended the Civic Design Center's Youth Design Exhibition, where students presented their vision plans for the Antioch Transit Center and Global Mall Site. MTA Board member, Whitney Weeks' daughter Francis, was among the

student presenters.

5. Thank you to Debbie Frank, Jubal Parris, and the Development department for their work with Metro Planning and the CHYM office on the South of Broadway (SoBro) Transit Hub. We are working to update operational requirements and working with our project partners on broader deliverables.

6. We have begun the process of updating the federally required Transit Asset Management Plan, as we do every four years. This consists of a physical assessment of our facilities, a conditional assessment of buses, and other detailed evaluation criteria. Thank you in advance to the Facilities team and everyone who is working on this project.

7. On July 5, we launched our latest phase of service expansion. This includes improved frequency on the 34 Opry Mills Route, the 18 Airport Route, additional service resources on the 76 Madison Connector, and the 79 Skyline Connector. We are monitoring the initial results, and we will report during Katie Freudberg, Director of Service Development's, Quarterly Ridership Updates. We have begun planning for upcoming service expansion through January 2027.

8. On the RTA side:

    a. With respect to our new park and ride facility in Murfreesboro, the project now shows visible progress as it is under construction with an expected completion date in late September. We have scheduled a ribbon cutting for October 16.

    b. This month, the RTA Board approved an agreement with Highwoods Realty to lease a portion of their Franklin property adjacent to the Cool Springs Marriott to be used for park and ride. This location is near the interstate and will provide broader access for riders coming to and from the Central Franklin area.

    c. With respect to the Donelson Station improvement project, we completed the design on the infrastructure and those plans are being evaluated by partners like the Nashville & Eastern Rail Authority, RJ Corman, and NDOT to ensure design elements are effective and in compliance with Federal Railroad Administration and other regulations.

    d. On July 4, the WeGo Star operated at full capacity, serving 1300 riders.

9. Congratulations to Bailey Moore, one of our two WeGo interns who participated in an educational work study through the Metropolitan Action Commission (MAC) POWER Youth Summer Internship initiative. Bailey recently graduated from Hillsboro High School, and she will be a rising freshman at Central Michigan University.

10. We would also like to welcome Charlie Wessigner, WeGo's newest Transit Planning Analyst. He will be supporting the Planning department with their GIS mapping, Title VI analysis, data analysis, environmental reviews, and National Transit Database reporting. Charlie is from Atlanta and he recently graduated from the University of Virginia with a BS in Urban Environmental Planning.

11. Finally, Mr. Bland joined the MTA Board in welcoming our newest member, Whitney Weeks.

IX. Chair's Report:
Chair Carr Williams gave the following report:

1. Congratulations to Whitney on her appointment. I have known Whitney for many years. We worked at Vanderbilt together and I know of her abilities and her commitment to improving communities.

2. Congratulations to Bailey Moore on her excellent work as an intern. Thank you to the MAC Power Youth Internship program facilitators at WeGo for their hard work.

3. Congratulations to Charlie Wessinger on joining the WeGo team.

4. Thank you to Candi Henry for joining today's MTA Board meeting as our Secretary.

X. Other Business: None

XI. Adjournment: With no further business, the meeting adjourned at 3:21 PM.

Attested:

___________________________	___________________________
Gail Carr Williams	**Margaret L. Behm**
Chair	**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-26-021**	**Meeting Date:**	**8/27/2026**
Item Title:	**Monthly Financial Report Compared to Budget**		

BACKGROUND:

Attached is a preliminary summary of the statement of operations for the month of June 2026 compared to the Board approved fiscal year (FY) 2026 budget. This report also compares unaudited, preliminary fiscal year end actuals compared to the Board-approved FY2026 budget.

Total revenues in FY2026 were close to budget, being just 1.5% lower than anticipated. We experienced the following key revenue differences:

- Overall passenger revenues were 27% (or $2.3 million) higher than budgeted levels due to higher than anticipated ridership growth from a combination of previously implemented service expansion, system improvements, the Journey pilot program, population growth, and higher fuel prices.
- After launching the pilot phase in September 2025, Journey Pass registrations ramped up significantly with the addition of several partners and weekly registration events across Davidson County. More than 12,000 Journey Passes were registered between September 2025 and June 2026 with over 2 million Journey Pass rides on WeGo services. Usage in FY2026 has resulted in the reclassification of a total of $4,151,571 in Choose How You Move funds from Local Funds to Journey Pass fare revenue, including $689,720 in June. The FY2027 operating budget assumes a total of $5,000,000 in Journey Pass revenues based on the latest Journey Pass ridership trends.
- MTA's new reserve fund started generating investment income on September 29, 2025, which was four months into FY2026 due to the timing of MTA's banking contract renewal. These timing differences were partially offset by several months of higher than anticipated investment income. With just eight months of investment income, MTA's reserve fund generated nearly $1 million in new operating revenues for MTA in FY2026.
- Local Choose How You Move funding was 14% (or $3.2 million) lower than budgeted due to several open positions that were not filled for the new Metro Nashville Police Department (MNPD) Transit Division in FY2026.
- State operating assistance was 1.5% (or $0.1 million) higher than budgeted due to a higher than anticipated UROP award. Next year's award remains unchanged at the same level as assumed in the FY2027 operating budget.
- Capital operating reimbursements exceeded budget by 3.9% (or $0.8 million) due to more than anticipated non-capitalized expenses that were offset by additional federal and state capital grant funds.

Total expenses in FY2026 were very close to budget, being just 0.2% lower than anticipated. We experienced the following key expense differences:

- Fixed-Route Bus Operations category expenses were 1.3% (or $0.4 million) lower than budgeted due to open administrative positions and increased staffing for bus operators.
- Paratransit operating expenses were 7.5% (or $1.4 million) higher than budgeted, which was primarily due to a significant increase in the use of Access on Demand and third-party paratransit providers. The FY2027 operating budget increased anticipated in-house and third-party paratransit expenses based on the latest usage trends.

- Asset Maintenance category expenses were just 0.5% (or $0.2 million) higher than budgeted, which was due to higher than anticipated facility maintenance expenses. These were partially offset by lower than anticipated labor and fuel costs during the fiscal year.
- Employee benefit expenses were 1.2% (or $0.5 million) higher than budgeted due in part to higher than anticipated Worker's Compensation expenses. These were partially offset by lower benefits costs due to open positions.
- While overall Safety & Security expenses were close to budgeted levels, the timing variances related to MNPD's Transit Division were fully offset by higher than budgeted Archangel security expenses.
- Administrative expenses were 12.7% (or $1.6 million) lower than budgeted, primarily due to open positions and lower than anticipated network contract maintenance expenses.
- Customer Communications were just 0.6% (or $12,421) under budget, with higher than anticipated overtime and services expenses being offset by lower than anticipated advertising and marketing expenses.
- Planning & Development expenses were 22.7% (or $0.3 million) lower than budgeted, primarily due to open positions.

As of June 30, 2026, RTA owed Nashville MTA approximately $300,994 for services provided. In turn, MTA owes RTA approximately $73,849 for fares collected.

CURRENT STATUS:

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

APPROVED:

Amanda Vandegrift

Deputy CEO of Finance and Administration

8/27/2026

Date

June 2026 Operating Revenue by Category:

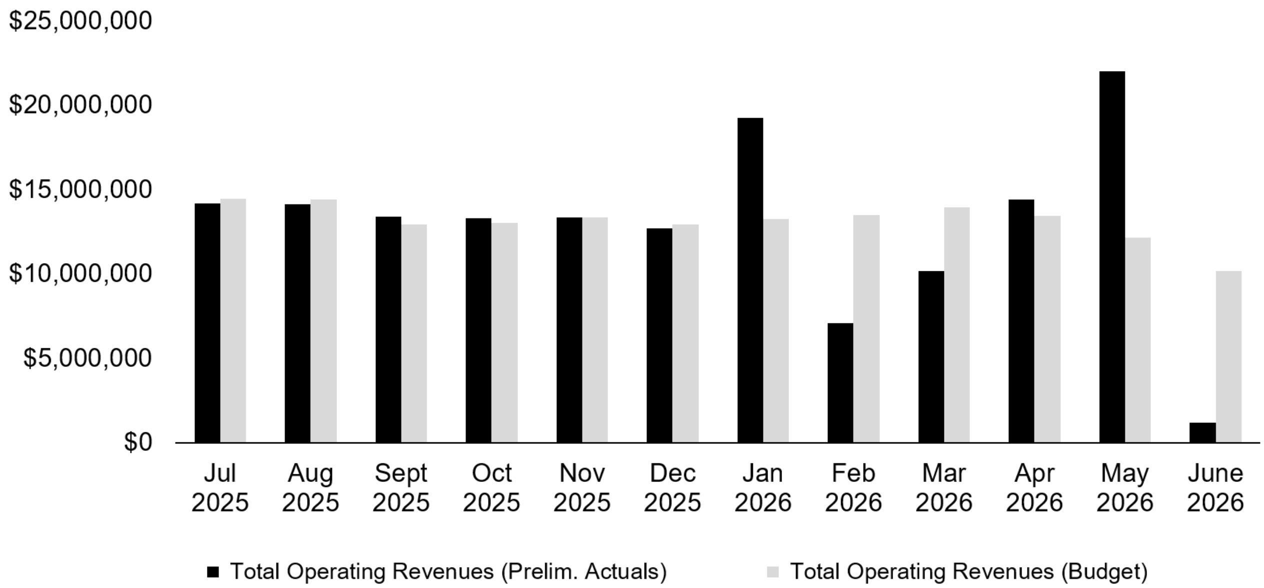
	June 2026	Fiscal Year To Date	Approved FY 2026 Budget	% Budget To Date
Passenger Revenues (Budget)	729,570	8,587,250	8,587,250	100%
Passenger Revenues (Actuals)	1,134,349	10,876,406		127%
Other Operating Revenues (Budget)	501,934	5,893,230	5,893,230	100%
Other Operating Revenues (Actuals)	530,004	5,730,568		97%
Local Funds (General Funds) (Budget)	-	77,212,600	77,212,600	100%
Local Funds (General Funds) (Actuals)	-	77,212,600		100%
Local Funds (Sales Tax Surcharge) (Budget)	3,221,780	38,740,100	38,740,100	100%
Local Funds (Sales Tax Surcharge) (Actuals)	(609,282)	33,347,888		86%
State Funds (Budget)	-	6,272,000	6,272,000	100%
State Funds (Actuals)	-	6,372,000		102%
Capital Reimbursement for Operating (Budget)	5,717,520	20,967,520	20,967,520	100%
Capital Reimbursement for Operating (Actuals)	130,704	21,776,630		104%
Total Operating Revenues (Budget)	**10,170,804**	**157,672,700**	**157,672,700**	**100%**
Total Operating Revenues (Actuals)	**1,185,776**	**155,316,093**		**99%**

June 2026 Operating Expenses by Category:

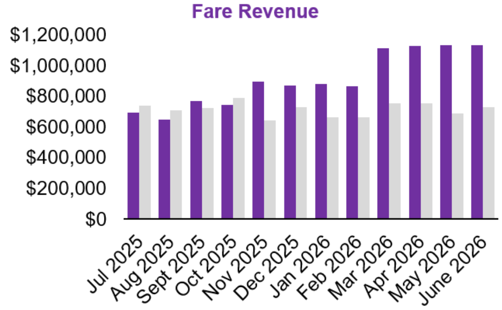
	June 2026	Fiscal Year To Date	Approved FY 2026 Budget	% Budget To Date
Fixed Route Bus Operations (Budget)	2,569,270	29,496,690	29,496,690	100%
Fixed Route Bus Operations (Actuals)	2,591,943	29,113,893		99%
Paratransit Operations (Budget)	1,555,860	17,962,510	17,962,510	100%
Paratransit Operations (Actuals)	1,759,800	19,318,577		108%
Asset Maintenance (Budget)	2,669,880	30,827,860	30,827,860	100%
Asset Maintenance (Actuals)	3,498,666	30,984,045		101%
Employee Benefits (Budget)	4,298,250	44,343,100	44,345,980	100%
Employee Benefits (Actuals)	5,737,572	44,853,204		101%
Safety & Security (Budget)	1,604,380	18,509,950	18,509,950	100%
Safety & Security (Actuals)	2,352,091	18,513,105		100%
Administration (Budget)	1,117,160	12,906,680	12,883,870	100%
Administration (Actuals)	1,080,728	11,263,031		87%
Customer Communications (Budget)	195,140	2,254,300	2,274,230	100%
Customer Communications (Actuals)	197,189	2,241,879		99%
Planning & Development (Budget)	113,450	1,311,070	1,311,070	100%
Planning & Development (Actuals)	68,181	1,012,839		77%
Miscellaneous (Budget)	7,280	60,540	60,540	100%
Miscellaneous (Actuals)	-	35,609		59%
Total Operating Expenses (Budget)	**14,130,670**	**157,672,700**	**157,672,700**	**100%**
Total Operating Expenses (Actuals)	**17,286,170**	**157,336,181**		**100%**

Fully Allocated Expenses *less third-party Access providers, WeGo Link, MNPD costs, and RTA management fee*	139,532,060	
Revenue Hours	746,454	
Cost per Revenue Hour	$186.93	**$182.74 FY2026 Goal**

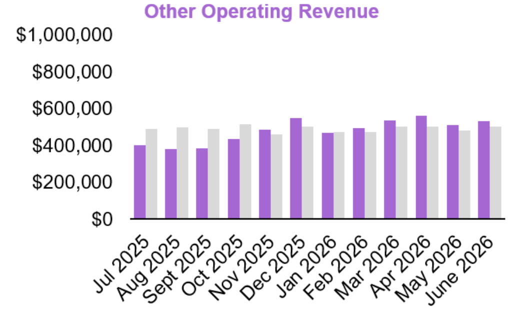
Operating Revenue Monthly Comparisons
FY 2026 Actuals vs Budget



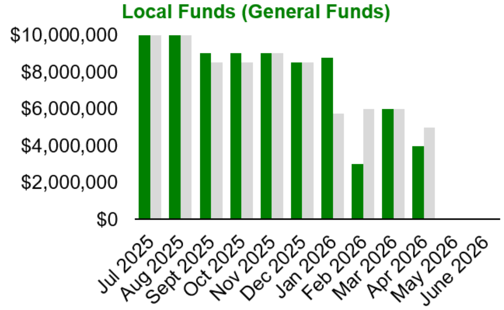
Fare Revenue



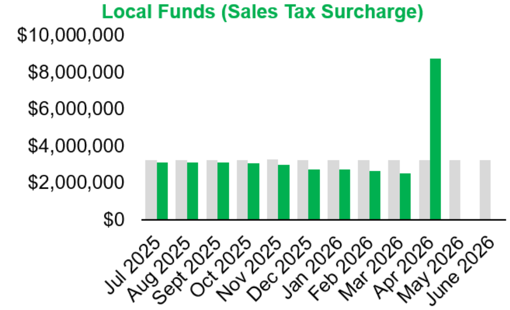
Other Operating Revenue



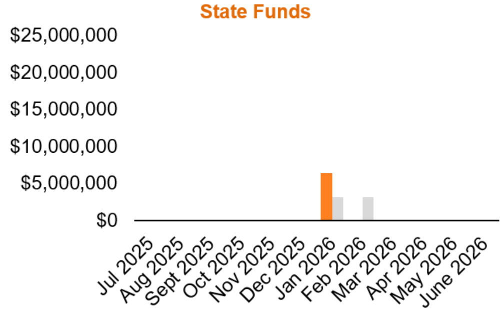
Local Funds (General Funds)



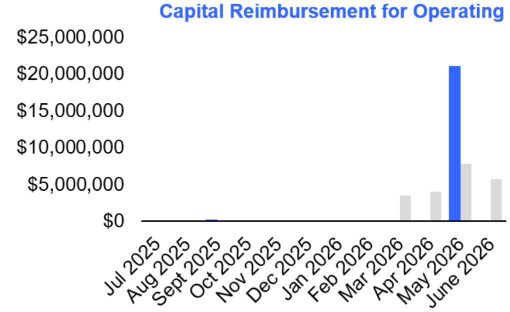
Local Funds (Sales Tax Surcharge)



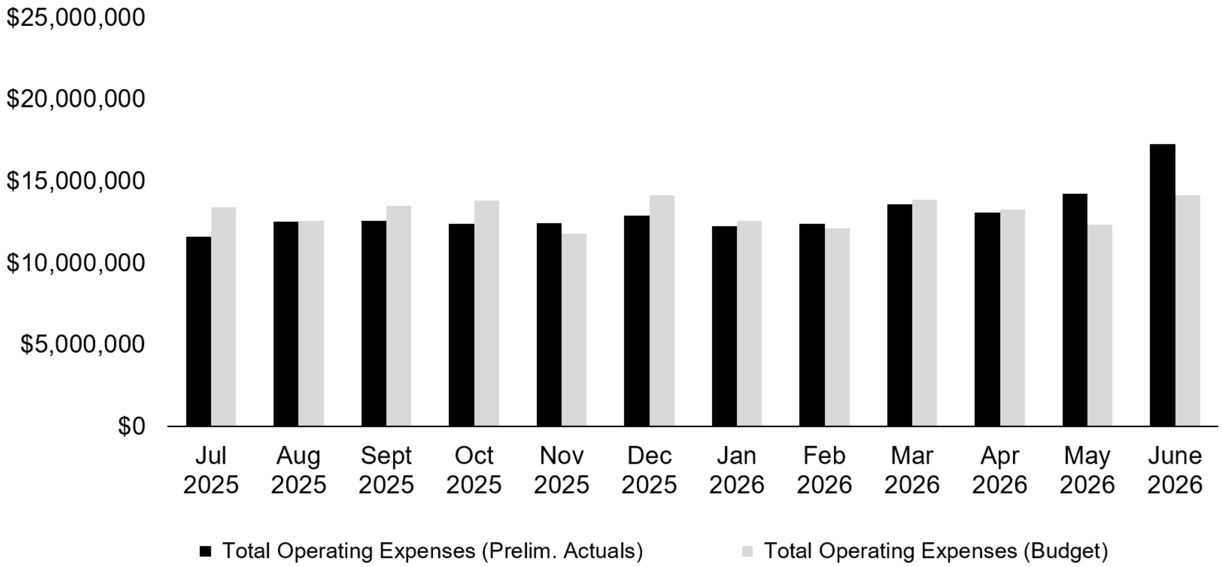
State Funds

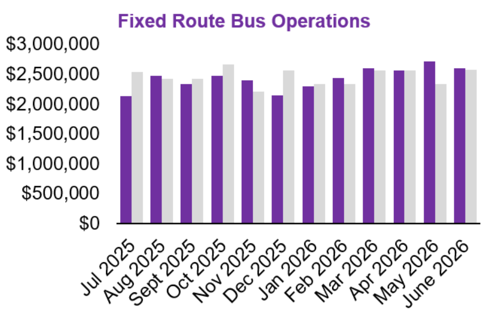


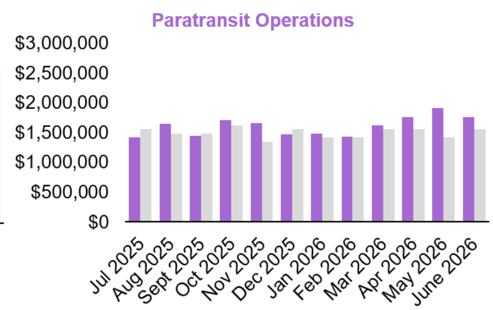
Capital Reimbursement for Operating

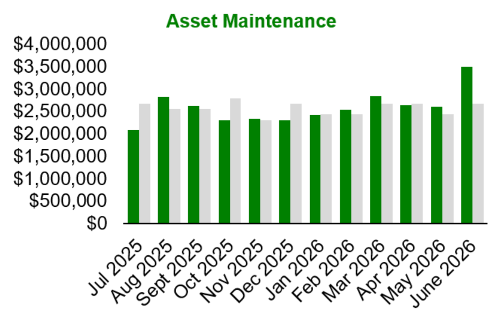


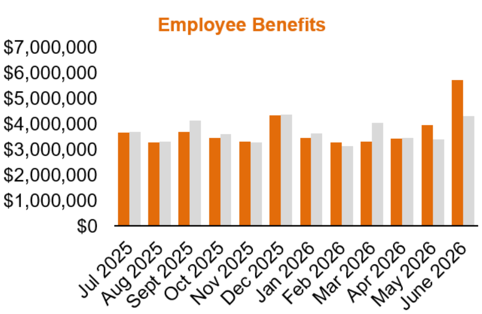
Operating Expenses Monthly Comparisons
FY 2026 Actuals vs Budget

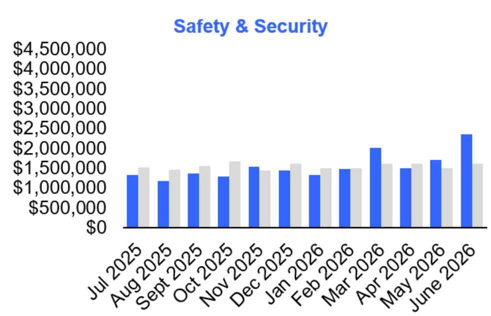


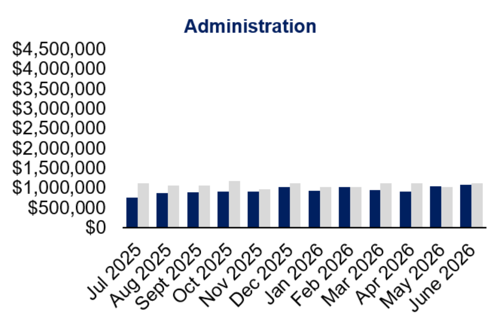


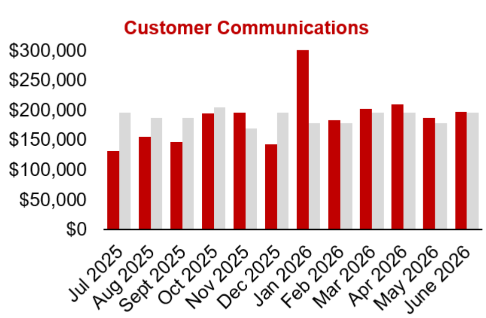


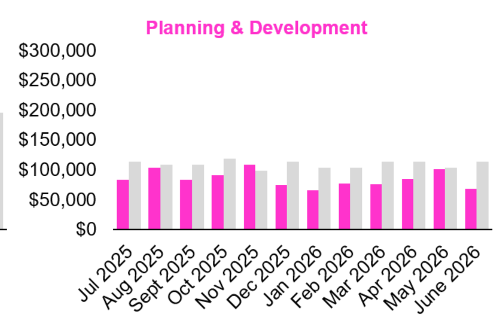


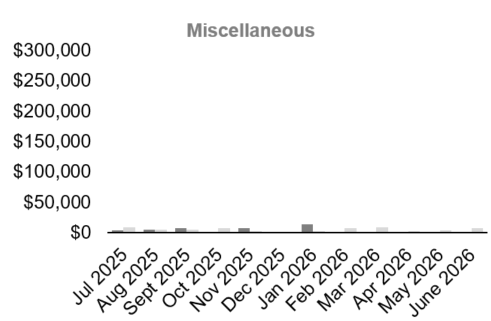












Statement of Operations Compared to Budget
For the Period Ending June 2026
UNAUDITED

	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	419,659	507,380	(87,721)	7,591,293	6,290,821	6,045,250	245,571	6,045,250
Journey Pass Fare Thru CHYM	689,720	173,230	516,490	-	4,151,571	2,000,000	2,151,571	2,000,000
WeGo Access Revenue	24,970	48,960	(23,990)	518,256	434,014	542,000	(107,986)	542,000
Contract Revenue	271,707	278,595	(6,888)	3,125,718	3,173,639	3,255,950	(82,311)	3,255,950
Community Impact Partnership Revenue	13,650	-	13,650	-	48,150	-	48,150	-
Other Non-Transportation Revenue	244,647	223,339	21,308	1,601,137	2,508,779	2,637,280	(128,501)	2,637,280
Total Operating Revenue	1,664,353	1,231,504	432,849	12,836,405	16,606,974	14,480,480	2,126,494	14,480,480
Federal/State/Local Income								
Local Operating Assistance - General Fund	-	-	-	77,365,900	77,212,600	77,212,600	-	77,212,600
Local Operating Assistance - Sales Tax Surcharge	80,438	3,395,010	(3,314,572)	6,000,000	37,499,459	40,740,100	(3,240,641)	40,740,100
Contra Acct - Journey Pass Program	(689,720)	(173,230)	(516,490)	-	(4,151,571)	(2,000,000)	(2,151,571)	(2,000,000)
State Operating Assistance	-	-	-	6,272,000	6,372,000	6,272,000	100,000	6,272,000
Mobility Mgmt / CHSTP Admin Time	-	-	-	26,504	-	-	-	-
CARES Act Operating Reimbursement	-	-	-	6,597,592	-	-	-	-
Total Assistance Income	(609,282)	3,221,780	(3,831,062)	96,261,996	116,932,488	122,224,700	(5,292,212)	122,224,700
Capital Income								
Capital Operating Reimbursement	130,704	5,717,520	(5,586,816)	21,028,138	18,276,630	17,467,520	809,110	17,467,520
Capital ADA Reimbursement	-	-	-	3,500,000	3,500,000	3,500,000	-	3,500,000
Total Capital Income	130,704	5,717,520	(5,586,816)	24,528,138	21,776,630	20,967,520	809,110	20,967,520
Total Revenue	**1,185,776**	**10,170,804**	**(8,985,028)**	**133,626,540**	**155,316,093**	**157,672,700**	**(2,356,607)**	**157,672,700**
Labor & Fringes	10,808,712	9,630,120	1,178,592	91,600,420	103,685,517	105,901,650	(2,216,133)	105,901,650
Services	3,051,893	2,691,310	360,583	22,950,580	30,179,768	30,759,620	(579,852)	30,759,620
Fuel & Lubricants	626,159	582,980	43,179	5,968,983	6,080,640	6,731,870	(651,230)	6,731,870
Parts, Materials & Supplies	1,346,937	679,940	666,997	7,450,889	8,724,213	7,850,550	873,663	7,850,550
Utilities	117,336	140,210	(22,874)	1,423,006	1,564,804	1,619,810	(55,006)	1,619,810
Casualty & Liabilities	1,195,654	316,390	879,264	4,674,525	6,080,048	3,796,680	2,283,368	3,796,680
Other Miscellaneous Expenses	139,480	89,720	49,760	1,004,231	1,021,191	1,012,520	8,671	1,012,520
Total Expenses	**17,286,170**	**14,130,670**	**3,155,500**	**135,072,633**	**157,336,181**	**157,672,700**	**(336,519)**	**157,672,700**
Surplus/(Deficit) before GASB 33	(16,100,394)	(3,959,866)	(5,829,529)	(1,446,094)	(2,020,089)	-	(2,693,126)	-
CARES Act Capital Reimbursement	10,665	-	10,665	325,693	186,401	-	186,401	-
Capital Asset Purchases	13,053,617	-	13,053,617	24,786,771	45,835,005	-	45,835,005	-
CHYM Operating Reserve Revenue	-	-	-	20,000,000	27,200,000	-	27,200,000	-
Amortized Rental Revenue	49,167	-	49,167	590,004	590,004	-	590,004	-
Interest Exp - Cap Lease	(21,138)	-	(21,138)	(249,940)	(252,588)	-	(252,588)	-
(Loss)Gain on Sales	-	-	-	(107,551)	2,141	-	2,141	-
Amortization Exp	(8,409)	-	(8,409)	(100,911)	(100,911)	-	(100,911)	-
Depreciation net of Sub-Recip	(2,122,180)	-	(2,122,180)	(27,022,078)	(26,399,137)	-	(26,399,137)	-
Surplus /(DEFICIT)	**(5,138,672)**	**(3,959,866)**	**5,132,193**	**16,775,894**	**45,040,828**	**-**	**44,367,791**	**-**

Metropolitan Transit Authority
Summary Comparitive Balance Sheet
For the Period Ending June 2026
PRELIMINARY - UNAUDITED

	This Month June	Fiscal YE 2025 June
ASSETS		
CURRENT ASSETS		
Cash and Equivalents	7,782,088	3,759,075
Receivables from Federal, State, and Local Gov't	5,148,679	5,166,928
Accounts Receivable	3,155,648	2,759,682
Material and Supplies	8,944,840	6,518,938
Prepaid Expenses and Other	2,016,734	2,261,660
Pension and OPEB Deferred Outflow	24,618,471	24,618,471
TOTAL CURRENT ASSETS	51,666,460	45,084,754
PROPERTY AND EQUIPMENT		
Land	14,733,025	14,733,025
Buildings, Shelters, and Benches	149,189,732	147,215,778
Revenue Equipment and Parts	251,975,717	221,567,456
Office Furniture and Equipment	8,803,805	7,952,523
Work in Progress	18,029,901	5,936,315
	442,732,180	397,405,097
Less Accum Depreciation and Amortization	(241,161,123)	(214,620,449)
TOTAL PROPERTY AND EQUIPMENT, NET	201,571,057	182,784,648
OTHER ASSETS		
Cash and Restricted Investments for Self Ins	43,527,817	18,350,093
Metropolis Lease Receivable LT	-	-
North Nashville Property (Lease)	7,063,765	7,063,765
TOTAL OTHER ASSETS	50,591,582	25,413,858
TOTAL ASSETS	**303,829,099**	**253,283,260**
LIABILITIES		
CURRENT LIABILITIES		
Accounts Payable	10,884,640	7,679,397
Accrued Expenses	12,721,276	9,803,379
Deferred Revenue	204,710	226,562
CHYM Reserved Revenue	-	-
Notes Payable	3,800	-
TOTAL CURRENT LIABILITIES	23,814,426	17,709,338
NON-CURRENT LIABILITIES		
Long Term Deferred Rent Revenue	3,837,429	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	126,992,809	127,582,813
NET ASSETS		
Invested in Capital Assets	197,729,828	104,273,020
Unrestricted	(94,853,977)	(8,506,225)
Current Year Surplus(Deficit)	50,146,013	12,224,314
TOTAL NET ASSETS	153,021,864	107,991,109
TOTAL LIABILITIES AND NET ASSETS	**303,829,099**	**253,283,260**

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivables	$3,073,630	$71,413	$2,235	$8,370	$3,155,648
	97.4%	2.3%	0.1%	0.3%	100%
Accounts Payable	$5,310,175	$1,419,129	$4,078,595	$76,741	$10,884,640
	48.8%	13.0%	37.5%	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-26-022**	**Meeting Date:**	**8/27/2026**
Item Title:	**Monthly Operating Statistics**		

BACKGROUND:

Attached are monthly operating statistics through **June 2026**.

Highlights

- Ridership continues to exceed growth expectations, surpassing 10.3 million passenger trips this fiscal year.
- Service completion has softened in recent months; staff have identified maintenance reliability and collisions as the primary drivers and are implementing targeted corrective actions for the ongoing growth and demand of our service.
- Operator staffing has improved nearly 10% over the past year, significantly reducing headcount-related missed service and positioning WeGo to support the continued growth.

Ridership

Ridership demand continues to outpace expectations and remains one of the strongest indicators of WeGo's continued growth. During June, WeGo provided 924,821 passenger trips, a 23.4% increase over June 2025. Fixed-route service carried more than 875,000 riders, while Access services grew more than 32% year-over-year. FY2026 ridership now totals 10.3 million passenger trips, exceeding the annual goal of 9.36 million. This growth reflects the continued demand for public transit and demonstrates recent service investments and system network improvements are translating into increased ridership across WeGo.

Delivering Reliable Service

As ridership continues to increase, maintaining reliable service remains the highest priority.

Bus trip completion finished in June at 99.41%, below both last year's performance and the agency goal of 99.75%. While overall service reliability remains high, staff have observed a decline over the past several months and have completed a review of the primary causes of missed service.

That analysis identified two principal contributors:

- Service interruptions resulting from maintenance-related issues, and
- Service interruptions resulting from collisions.

These two categories account for the majority of recent missed trips and have become staff's immediate operational focus. Efforts are underway to improve fleet reliability through increased maintenance oversight while simultaneously strengthening operator coaching and safety initiatives aimed at reducing preventable collisions.

One positive trend is that operator staffing is no longer a significant contributor to missed service. Through sustained hiring and retention efforts over the past year, operator staffing has improved from approximately 90% to nearly 100% of budgeted positions, representing almost a 10% improvement over last year. As a result, headcount-related service losses have declined significantly, allowing staff to concentrate resources on improving fleet reliability and safety performance.

Bus on-time performance was 82.9% for the month of June. Routes 9, 55, and 56 posted the strongest performance, while Routes 86, 84, and 6 remained most challenging. Seventeen of thirty-one routes improved year over year.

Safety

Safety performance continues to require focused attention.

Collision rates remain a challenge. Total collisions were 8.4 collisions per 100,000 miles against a goal of 4.0, and preventable collisions were 4.0 per 100,000 miles against a goal of 2.2.

June included 32 preventable and 26 non-preventable bus collisions, along with 2 preventable and 0 non-preventable Access incidents. While preventable accidents are minor in nature, there is a trend around side-swipes, mirror taps, and hitting fixed objects.

Continued focus on new operator training and coaching is essential as the workforce expands and brings in new talent.

Workforce and Recruitment

The organization's workforce continues to strengthen.

Operator staffing reached 99.8% of budgeted positions, representing one of the strongest staffing levels in recent years and supporting improved service delivery. Maintenance staffing remains below target at 85.6%, and recruitment efforts continue to focus on attracting qualified technicians while expanding apprenticeship and training programs to build the agency's long-term workforce pipeline.

Special Events

Staff successfully supported CMA Fest through extensive coordination with the Country Music Association, NDOT, MNPD, and other regional partners.

The event required temporary relocation of WeGo Star operations, numerous downtown detours, and operation of special event shuttle services. While the event was successfully executed, staff identified several operational challenges including bus priority access, Riverfront Station operations, Nissan Stadium access, and downtown detour management. Events will be evaluated as part of planning efforts for future large-scale special events.

CURRENT STATUS:

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

APPROVED:

Andy Burke

8/27/2026

Chief Operating Officer	*Date*

Operations Dashboard Report

	June 2026	June 2025	Pct. Change	Goal	Indicator
Ridership					
Bus Ridership	875,322	712,324	22.9%		
Access Ridership	49,499	37,417	32.3%		
Total Ridership	924,821	749,741	23.4%	780,000	●
Productivity & Efficiency					
Bus Passengers per Revenue Hour	16.35	14.71	11.1%	15.40	●
Access Passengers per Revenue Hour	1.55	1.55	0.4%	1.60	▲
Safety					
Total Collisions per 100,000 miles	8.4	7.7	9.1%	4.0	◆
Preventable Collisions per 100,000 miles	4.0	4.1	-2.4%	2.2	◆
Service Quality					
Bus Trip Completion	99.41%	99.74%	-0.33%	99.75%	◆
Bus On-Time Performance	82.9%	82.6%	0.2%	85.0%	▲
Access On-Time Performance	94.9%	93.9%	1.0%	93.0%	●
Maintenance					
Bus Miles Between Road Calls	5,773	7,073	-18.4%	6,500	◆
Access Miles Between Road Calls	13,465	18,877	-28.7%	20,000	◆
Customer Care					
Bus Passengers per Complaint	2,702	2,678	0.9%	3,000	▲
Access Passengers per Complaint	762	613	24.1%	350	●
Percent of Calls Answered	88.1%	89.1%	-1.0%	92.0%	▲
Staffing					
% of Operator Positions Filled	99.8%	90.4%	9.4%	92.0%	●
% of Maintenance Positions Filled	85.6%	83.6%	2.0%	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 June 2026	FY2025 June 2025	Pct. Change	Goal	Indicator
Ridership					
Bus Ridership	9,810,506	8,795,852	11.5%		
Access Ridership	519,799	415,271	25.2%		
Total Ridership	10,330,305	9,211,123	12.2%	9,360,000	●
Productivity & Efficiency					
Bus Passengers per Revenue Hour	15.70	14.96	4.9%	15.40	●
Access Passengers per Revenue Hour	1.52	1.54	-1.0%	1.60	▲
Safety					
Total Collisions per 100,000 miles	9.5	6.2	52.5%	4.0	◆
Preventable Collisions per 100,000 miles	5.1	3.4	50.2%	2.2	◆
Service Quality					
Bus Trip Completion	99.05%	99.59%	-0.54%	99.75%	▲
Bus On-Time Performance	82.9%	81.7%	1.2%	85.0%	▲
Access On-Time Performance	94.0%	92.7%	1.4%	93.0%	●
Maintenance					
Bus Miles Between Road Calls	12,106	6,539	85.1%	6,500	●
Access Miles Between Road Calls	30,960	25,949	19.3%	20,000	●
Customer Care					
Bus Passengers per Complaint	3,161	2,959	6.8%	3,000	●
Access Passengers per Complaint	715	507	41.0%	350	●
Percent of Calls Answered	88.3%	88.6%	-0.3%	92.0%	▲
Staffing					
% of Operator Positions Filled	97.7%	90.7%	7.0%	92.0%	●
% of Maintenance Positions Filled	82.7%	85.4%	-2.7%	92.0%	▲
Customer Amenities					
% of Stops with Shelters (including Central)	21.5%	20.4%	1.1%	20.0%	●
% of Boardings at Covered Stops (including Central)	76.3%	75.8%	0.5%	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: 8/27/2026 **Item #: M-I-26-023**

Project Name: Light Duty Spare Parts
- **Brief Description**: Spare parts for fleet.
- **Anticipated Publish Date**: September 2026
- **Estimated Project Value:** TBD

Project Name: Long Term Down Bus Repair & Rehabilitation Services
- **Brief Description**: Heavy Collision & Bodywork repair service for Long Term Down Vehicles.
- **Anticipated Publish Date**: September 2026
- **Estimated Project Value:** TBD

Project Name: Nestor Maintenance Bays
- **Brief Description**: Expansion of maintenance bays to improve service.
- **Anticipated Publish Date**: September 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: Transit Ambassador Program
- **Brief Description:** A customer focused transit ambassador program designed to improve the rider experience, enhance safety presence, support wayfinding and passenger assistance.
- **Anticipated Publish Date**: September 2026
- **Estimated Project Value:** $950,000

Project Name: Enterprise Resource Planning Suite
- **Brief Description:** A new centralized solution that integrates MTA's core operations, including finance, payroll, human resources, procurement, contract management, and more.
- **Anticipated Publish Date:** October 2026
- **Estimated Project Value:** TBD

Project Name: Pre & Post Employee Screening - DTO
- **Brief Description**: Employee screening for new hires and employee selection 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:

______________________________ **8/27/2026**

Chief Administrative Officer *Date*

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-26-027	Meeting Date:	8/27/2026
Item Title:	Interlocal Agreement for Interim Use of Buses by the Memphis Area Transit Authority (MATA)		

BACKGROUND:

The Memphis Area Transit Authority (MATA) has requested temporary assistance from peer transit agencies as it works through ongoing fleet availability challenges. MATA is currently experiencing a shortage of approximately fifteen (15) revenue vehicles needed to support its daily fixed-route service commitments.

As neighboring public transit agencies and long-standing partners in delivering mobility throughout Tennessee, WeGo Public Transit has evaluated its current fleet availability and operational needs to contemplate the request. Staff have determined that WeGo, through an interlocal agreement, can temporarily support MATA by providing two (2) contingency fleet vehicles without negatively impacting current service delivery or near-term operational requirements.

The proposed arrangement is intended as a short-term measure to assist MATA in maintaining reliable transit service while its fleet availability improves.

Staff from both agencies finalized the interlocal agreement that establishes the responsibilities and obligations of each party. The agreement includes, but is not limited to:

- Vehicle identification and condition documentation.
- Duration of the temporary interim use agreement.
- Insurance and indemnification requirements.
- Maintenance and repair responsibilities.
- Responsibility for operating costs, licensing, and applicable regulatory compliance.
- Vehicle record keeping and inspections.
- Procedures for termination or transfer of the vehicles.

The agreement has been reviewed by legal counsel for both agencies prior to execution. The terms and conditions are mutually acceptable for both parties (see attached).

The temporary transfer of two (2) contingency fleet vehicles will not adversely impact WeGo's current fixed-route service or planned operations. Staff have evaluated fleet availability and determined that sufficient reserve capacity exists to support this interlocal agreement while maintaining operational flexibility.

The proposed interlocal agreement is not anticipated to have a material financial impact on WeGo. Any direct costs or reimbursement associated with the agreement are addressed within the terms of the interlocal agreement, including the transfer of the assets. Since both buses met federal useful life requirements, FTA approval is not required. Additionally, staff do not anticipate the need for any additional budget appropriations.

This agreement reflects WeGo's commitment to regional collaboration and mutual support among public transit agencies. Temporary resource-sharing during periods of operational disruption strengthens relationships within the transit industry while helping maintain reliable public transportation services for communities across Tennessee.

RECOMMENDATION:

Staff recommend that the Board of Directors authorize the Chief Executive Officer to execute the interlocal agreement for interim use of buses with the Memphis Area Transit Authority (MATA) for the temporary use of two (2) 40-foot Gillig transit buses.

APPROVED:

8/27/2026

_________________________________ _________________________

Board Secretary *Date*

INTERLOCAL AGREEMENT

for Interim Use of Buses

This Interlocal Agreement (the "Agreement") is entered into and made effective as of August __, 2026 (the "Effective Date"), by and between:

NASHVILLE METROPOLITAN TRANSIT AUTHORITY, the Metropolitan Nashville Transit authority operating as WeGo Public Transit, a Tennessee local government entity with its principal place of operations at 430 Myatt Drive, Nashville, TN 37115 (hereinafter referred to as "WeGo").

MEMPHIS AREA TRANSIT AUTHORITY (MATA), a municipal transit agency organized under the ordinances of the City of Memphis and laws of the State of Tennessee, a Tennessee local government entity with its principal place of operations at 1370 Levee Road, Memphis, TN 38108 (hereinafter referred to or "MATA"); and

WeGo and MATA may collectively be referred to herein as the "Parties" or individually as a "Party."

WITNESSETH:

WHEREAS, the Parties are public transit agencies authorized under Tennessee law to provide public transportation services within their respective urban metropolitan areas; and

WHEREAS, the Tennessee Interlocal Cooperation Act, Tenn. Code Ann. § 12-9-101 et seq., permits local governmental entities to cooperate with one another to provide services and facilities to best serve the needs of local communities; and

WHEREAS, the Parties each have other and separate powers to contract; and

WHEREAS, WeGo possesses certain transit buses purchased with Federal Transit Administration (FTA) financial assistance that are temporarily underutilized or surplus to its immediate operational needs; and

WHEREAS, MATA has an immediate operational need for additional rolling stock transit vehicles to maintain and improve its public transit services; and

WHEREAS, the Parties wish to explore their options with respect to FTA concurrence to a permanent transfer of title of said buses consistent with FTA equipment disposition requirements and other relevant federal, state, and local law; and

WHEREAS, until such time as the Parties have determined whether any such permanent transfer shall take place, the Parties wish to establish an interim arrangement whereby MATA may use the buses in public transit service while WeGo maintains control over the buses in accordance with FTA requirements.

NOW, THEREFORE, in consideration of the mutual covenants, conditions, and promises contained herein, the Parties agree as follows:

SECTION 1. STATUTORY AUTHORITY AND SCOPE

This Agreement is executed pursuant to the Tennessee Interlocal Cooperation Act, Tenn. Code Ann. § 12-9-101 et seq. and other authority possessed by the Parties. The scope of this

Agreement covers the permitted use of certain operational transit vehicles owned by WeGo, the ongoing allocation of maintenance obligations, the distribution of risk and liability, and the framework under which federal interest and legal titles may be permanently assigned from WeGo to MATA.

SECTION 2. VEHICLES AND TERM

Subject to the terms and conditions of this Agreement, WeGo hereby authorizes MATA to assume possession of and use, the rolling stock public transit vehicles described in detail within **Exhibit A**, attached hereto and incorporated by reference (individually a "Vehicle" and collectively the "Vehicles").

2.1 Term. The primary term of this Agreement shall be for a period of six months, commencing on the Effective Date and terminating on ______________, 20___. After the primary term, this Agreement will automatically renew on a month-to-month basis until it is otherwise terminated in accordance with this Agreement.

2.2 Termination. Either Party may terminate this Agreement for its convenience upon 30 days' written notice or for uncured material breach as described in Section 8 below. This Agreement will terminate automatically if it is deemed by governing authorities to be noncompliant with applicable law, regulations, or funding requirements.

2.2 Delivery and Acceptance. Delivery of the Vehicles shall occur at a mutually acceptable intermediate location. MATA shall inspect the Vehicles at delivery and execute a Delivery and Acceptance Certificate. MATA shall bear all costs associated with transport, delivery, and onboarding of the Vehicles into its fleet as well as all costs of maintenance and repair.

SECTION 3. FEDERAL REQUIREMENTS AND CONTINUING CONTROL

3.1 Federal Interest. The Vehicles were acquired using federal grant funds administered by the Federal Transit Administration (FTA). The Parties acknowledge that the Vehicles are bound by the terms of the FTA Master Agreement, FTA Circular 5010.1E (Award Management Requirements), and any specific underlying federal grant agreements.

3.2 Satisfactory Continuing Control. Throughout the duration of this Agreement, WeGo retains legal title to the Vehicles. MATA shall operate and safeguard the Vehicles in a manner that ensures WeGo maintains satisfactory continuing control over the use and disposition of the property as mandated by FTA regulations. MATA shall not encumber, pledge, or permit any lien to attach to the Vehicles.

3.3 Compliance with Federal Clauses. MATA agrees to comply with all applicable FTA standard terms and other requirements as if MATA were itself the direct FTA recipient for thses purposes. This includes, without limitation, adherence to Title VI, EEO and Civil Rights, Buy America requirements, Clean Air and Water regulations, and mandatory Department of Transportation (DOT) Drug and Alcohol testing programs for safety-sensitive employees.

SECTION 4. OPTION FOR FEDERAL ASSET TRANSFER

4.1 Grant of Option. Subject to the explicit prior written concurrence of the Federal Transit Administration, WeGo hereby grants MATA an exclusive option to permanently transfer the federal asset interest and legal title of the Vehicles to MATA (the "Transfer Option").

4.2 Exercise and Conditions. MATA may exercise the Transfer Option at any time after [date] by delivering formal written notice to WeGo. The transfer shall be contingent upon MATA's fulfilment of all terms and financial obligations under this Agreement by MATA through the option execution date and during the duration of the FTA approval process. Notwithstanding anything in this paragraph to the contrary, the Transfer Option expires and is null and void if it is not issued prior to any termination notice sent by WeGo pursuant to this Agreement.

4.3 FTA Concurrence Procedure. Upon receipt of notice, both Parties shall promptly execute and submit all required documentation to secure concurrence from the FTA for transfer of ownership and title. The formal transfer of ownership and legal title shall only take effect on or after the date the FTA issues its official, written concurrence transferring the federal grant obligations from WeGo to MATA. MATA shall pay any and all expenses relating to the transfer, including, without limitation, administrative processing fees, title registration fees, or state documentation costs associated with the title assignment.

4.4 Non-Exercise or Disapproval. If the FTA refuses to grant concurrence for the asset transfer, or if the Transfer Option is not exercised, MATA shall, upon termination, promptly and safely return the Vehicles to WeGo's designated facility in a condition matching that at delivery, reasonable wear and tear excepted. MATA shall pay all return transportation costs.

SECTION 5. INSURANCE AND RISK OF LOSS

5.1 Coverages Required. From the moment of delivery until the Vehicles are either permanently transferred via FTA concurrence or physically returned to WeGo, MATA shall maintain, at its sole cost, insurance coverage as specified below, and otherwise indemnify, defend, and hold harmless WeGo for any damages, losses, liabilities, costs, expenses or claims arising from the use, operation, or maintenance of the Vehicle, including but not limited to accidents, third-party claims, property damage, and/or regulatory fines, not otherwise covered by MATA's existing insurance and thereby subject to MATA's self-insurance coverage(s):

- Defined Perils Policy
- Self-Insured Retention Policy

5.2 Additional Insured & Loss Payee. All policies required under this Section shall explicitly name the Nashville Metropolitan Transit Authority as an Additional Insured and Loss Payee as its operational and asset interests may appear.

5.4 Risk of Loss and Damage Proceeds. In the event of physical damage, destruction of a Vehicle, or other damage, claim, or loss related to the operation of any Vehicle, the risk of loss shall reside with MATA. MATA shall promptly notify WeGo of any such damage, destruction, claim or loss within twenty-four (24) hours. Any insurance proceeds or recovery received under an applicable policy shall be applied either to (a) repair the Vehicle to standard service condition, or (b) reimburse the WeGo/FTA for the remaining asset value or federal interest, subject to FTA directives. Nothing in this paragraph limits MATA's obligation to indemnify WeGo to the fullest extent permitted by this Agreement or applicable law.

SECTION 6. OPERATIONS AND MAINTENANCE

6.1 Use of Vehicles. MATA shall have exclusive possession and operational control over the Vehicles during the Agreement. MATA shall utilize the Vehicles solely for authorized public transit operations consistent with the appropriate grant or other financial award conditions and within its designated service territory and shall ensure only properly licensed, trained, and drug-tested operators drive the Vehicles. This arrangement is a cooperative government-to-government accommodation and is not intended to be a commercial lease, rental, or bailment for hire.

6.2 Maintenance Obligations. MATA shall maintain the Vehicles at its own expense in a state of clean appearance, safe operational capacity, and strong mechanical repair. MATA may make such modifications as are necessary for branding or operational purposes, bearing the sole cost of same and the cost to return the Vehicles to their original state.

6.3 Record Keeping and Inspections. MATA shall maintain accurate, detailed, and comprehensive maintenance logs, repair receipts, and inspection reports for each individual Vehicle. WeGo and the FTA reserve the right to audit, review, and physically inspect the Vehicles and their corresponding maintenance files at any time during regular business hours upon giving three (3) business days written notice.

SECTION 7. INDEMNIFICATION AND LIABILITY LIMITS

7.1 MATA Indemnity. To the maximum extent permitted under the Tennessee Governmental Tort Liability Act (GTLA), Tenn. Code Ann. § 29-20-101 et seq., and without waiving any statutory immunities, MATA shall defend, indemnify, and hold harmless WeGo, its board members, officers, and employees from (1) any and all liability, claims, losses, costs, or damages arising out of the use, operation, mechanical failure, maintenance, storage, or transport of the Vehicles while in the possession or custody of MATA and (2) any and all damages, liability, costs, or expenses arising out of any allegation that this Agreement violates any FTA requirement.

7.2 Sovereign Immunity Preservation. The Parties explicitly acknowledge that both MATA and WeGo are governmental entities protected by the Tennessee GTLA. Nothing contained within this Agreement shall be interpreted, deemed, or construed as a waiver of any sovereign immunity, statutory liability caps, defenses, or protections afforded to either Party under state law.

SECTION 8. DEFAULT, REMEDIES, AND TERMINATION

8.1 Events of Default. The occurrence of any of the following shall constitute a material event of default under this Agreement: (a) MATA's failure to operate or maintain the Vehicles in accordance with legal requirements, FTA regulations, or other safety standards; or (b) a breach of any material representation or covenant contained herein.

8.2 Notice and Cure. Upon written notification of default, the breaching Party shall have thirty (30) calendar days to fully cure the deficiency. If the defaulting Party fails to cure within the designated period, the non-breaching Party may immediately terminate this Agreement, reclaim possession of the Vehicles (with any such costs to be borne by the breaching party), and pursue any legal remedies available under Tennessee or other applicable law.

SECTION 9. MISCELLANEOUS PROVISIONS

9.1 Governing Law and Venue. This Agreement shall be interpreted, construed, and enforced in accordance with the laws of the State of Tennessee. Any legal action arising from this contract shall be filed in a court of competent jurisdiction within the State of Tennessee.

9.2 Entire Agreement. This Agreement represents the entire understanding between the Parties regarding the Vehicles and the subject matter herein supersedes all prior discussions or draft agreements. Any modifications must be executed in writing and signed by authorized representatives of both agencies.

9.3 Assignment. Neither Party may assign its rights or delegate its obligations under this contract without the express prior written consent of the other Party and the FTA.

9.4 No Joint Venture. This Agreement is **NOT** a joint venture or a contract for joint undertaking and does not create a local government joint venture entity.

9.5 No Third-Party Beneficiaries; Federal Government Not a Party. This Agreement does not create any right, benefit, or claim in favor of any third party, including FTA. Notwithstanding FTA's role in reviewing or approving matters described herein, the federal government is not a party to this Agreement and assumes no obligations or liabilities to either Party or any other party pertaining to any matter resulting from or relating to this Agreement.

IN WITNESS WHEREOF, the Parties have executed this Interlocal Agreement as of the dates set forth below.

WEGO: **NASHVILLE METROPOLITAN TRANSIT AUTHORITY**	**MATA:** **MEMPHIS AREA TRANSIT AUTHORITY**
______________________________	______________________________
By: ____________________________	By: ____________________________
Title: __________________________	Title: __________________________
Date: __________________________	Date: __________________________

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

☐ **Information Item** ☒ **Committee Discussion Item** ☐ **Committee Action Item** ☐ **Board Discussion**

Item Number:	**OF-D-26-004**	**Meeting Date:**	**08/27/2026**
Item Title:	**Quarterly Route Performance Report**		

BACKGROUND:

The Quarterly Route Performance Report for April, May, and June 2026 is provided on the following pages. Total MTA ridership was more than 20% higher than the same period last year – an increase of about 438,000 rides. Approximately 36% of rides were taken using Journey Pass.

The connector routes continued to show the strongest growth, largely driven by continued ridership growth on the routes that were added and improved with the April 2024 service changes. With the April 2024 service changes, we nearly doubled service on Route 75 Midtown and Route 77 Thompson-Wedgewood, and while we have not added any service on these routes since then, ridership has been steadily growing in response to the improvements, from under 28,000 in the quarter preceding the service increases to over 84,000 passengers this quarter. Ridership this quarter on Route 71 Trinity was close to double its ridership in the corresponding quarter in 2024, the first quarter that it was in operation. Connector routes are still a small percentage of overall ridership but have grown from 3% to 6% of total ridership in the last two years.

Overall on-time performance was up slightly from last year. Performance on Routes 18 Airport / Elm Hill Pike and 34 Opry Mills improved significantly in part due to added weekend service.

WeGo Link ridership was over 200% higher than last year. Approximately half of all rides were in the South Nashville zone, where users continue to ride without a co-pay during the TDOT construction project on Nolensville Road.

CURRENT STATUS:

Director of Service Development Katie Freudberg will review this report at the committee meeting.

APPROVED:

Katie Freudberg
Director of Service Development

08/27/2026
Date

QUARTERLY ROUTE PERFORMANCE INDICATOR REPORT - APRIL THROUGH JUNE 2026

Route	Ridership		Revenue Hours		Productivity				On-Time Performance	
	Ridership	Ridership Change	Revenue Hrs	Rev Hrs Change	Pax/Hr	Pax/Hr Change	Pax/Trip	Pax/Trip Change	OTP	OTP Change
Frequent Service										
3 - West End	182,198	17.9%	13,491	22.7%	13.5	-3.9%	11.2	-5.3%	81.1%	5.7%
4 - Shelby	73,790	30.7%	4,208	0.8%	17.5	29.7%	9.5	29.6%	83.2%	0.5%
7 - Hillsboro	117,768	3.6%	7,761	10.5%	15.2	-6.3%	10.2	-7.9%	89.8%	7.3%
22 - Bordeaux	118,079	29.0%	5,715	0.6%	20.7	28.3%	7.7	27.6%	90.9%	-0.3%
23 - Dickerson	199,128	25.4%	9,944	8.4%	20.0	15.7%	13.8	14.3%	84.9%	0.1%
50 - Charlotte Pike	194,070	22.0%	9,071	8.1%	21.4	12.8%	15.9	11.5%	82.6%	-1.1%
52 - Nolensville Pike	252,111	11.4%	15,641	19.0%	16.1	-6.3%	15.4	-7.9%	82.2%	5.1%
55 - Murfreesboro Pike	428,759	19.3%	18,420	15.6%	23.3	3.2%	25.1	10.2%	77.5%	2.0%
56 - Gallatin Pike	361,567	18.1%	15,303	9.6%	23.6	7.7%	21.6	7.0%	79.9%	0.8%
Total	**1,927,470**	**18.5%**	**99,554**	**12.5%**	**19.4**	**5.4%**	**15.1**	**6.7%**	**82.7%**	**2.4%**
Local Service										
6 - Lebanon PIke	72,040	30.7%	5,838	22.2%	12.3	7.0%	12.5	6.6%	75.7%	-4.1%
8 - 8th Avenue South	88,719	37.4%	3,764	0.4%	23.6	36.9%	14.6	36.8%	77.3%	-1.0%
9 - Metrocenter	26,581	17.0%	2,221	0.0%	12.0	17.0%	5.9	17.0%	93.6%	3.1%
14 - Whites Creek	47,808	12.6%	5,001	0.5%	9.6	12.1%	8.0	11.5%	83.5%	-4.8%
17 - 12th Avenue South	45,589	9.4%	3,616	0.0%	12.6	9.4%	7.5	9.4%	83.8%	4.9%
18 - Airport/Elm Hill	46,652	0.8%	2,928	2.1%	15.9	-1.2%	11.1	-0.8%	80.0%	10.9%
19 - Herman	72,487	25.0%	4,344	0.5%	16.7	24.4%	11.1	24.4%	85.6%	-0.7%
28 - Meridian	12,107	20.8%	1,962	0.0%	6.2	20.8%	3.0	20.8%	91.6%	1.4%
29 - Jefferson	49,606	28.6%	3,351	0.7%	14.8	27.7%	6.9	28.1%	88.2%	2.8%
34 - Opry Mills - Music Valley	31,823	17.8%	2,024	33.1%	15.7	-11.5%	8.5	-3.2%	89.3%	12.7%
41 - Golden Valley	14,917	53.4%	1,462	70.0%	10.2	-9.8%	4.9	-10.2%	81.1%	-7.3%
42 - St.Cecilia - Cumberland	46,944	27.4%	2,449	0.0%	19.2	27.4%	9.5	27.4%	91.7%	-1.5%
Total	**555,273**	**22.6%**	**38,959**	**6.3%**	**14.3**	**15.3%**	**8.9**	**16.2%**	**84.0%**	**0.1%**
Connector Service										
70 - Bellevue	3,895	0.2%	794	0.7%	4.9	-0.5%	2.5	0.2%	84.9%	9.3%
71 - Trinity	23,708	47.3%	2,556	0.0%	9.3	47.3%	4.2	47.3%	80.6%	-5.4%
75 - Midtown	37,337	40.4%	5,468	0.0%	6.8	40.4%	5.3	40.4%	88.4%	2.0%
76 - Madison	30,765	19.2%	1,647	-0.2%	18.7	19.4%	11.6	18.6%	82.0%	-1.5%
77 - Thompson – Wedgewood	48,365	15.4%	6,884	-0.3%	7.0	15.8%	9.8	15.4%	82.7%	-3.4%
79 - Skyline	18,693	31.7%	2,006	10.7%	9.3	18.9%	4.1	20.3%	81.5%	4.8%
Total	**162,763**	**26.7%**	**19,354**	**0.9%**	**8.4**	**25.5%**	**6.2**	**24.7%**	**83.9%**	**-0.8%**

QUARTERLY ROUTE PERFORMANCE INDICATOR REPORT - APRIL THROUGH JUNE 2026

Route	Ridership		Revenue Hours		Productivity				On-Time Performance	
	Ridership	Ridership Change	Revenue Hrs	Rev Hrs Change	Pax/Hr	Pax/Hr Change	Pax/Trip	Pax/Trip Change	OTP	OTP Change
Regional Bus Service										
64 - Star Downtown Shuttle	2,390	56.3%	167	6.1%	14.3	47.4%	4.7	56.3%	82.0%	-3.0%
84 - Murfreesboro Express	9,991	45.8%	2,239	-0.2%	4.5	46.0%	6.7	46.2%	76.7%	13.3%
86 - Smyrna - LaVergne	2,255	18.2%	551	0.0%	4.1	18.2%	5.0	18.2%	64.6%	2.3%
87 - Gallatin - Hendersonville	6,436	13.4%	571	-4.7%	11.3	19.0%	13.2	19.0%	82.6%	-4.3%
88 - Dickson	1,840	12.9%	286	-4.7%	6.4	18.4%	7.5	18.4%	85.3%	-6.6%
89 - Springfield - Joelton	1,611	2.5%	339	-4.7%	4.8	7.5%	6.6	7.5%	92.0%	-1.7%
93 - Star West End Shuttle	9,109	4.1%	241	-3.8%	37.8	8.2%	17.8	-22.0%	77.2%	-5.2%
94 - Clarksville	6,720	4.0%	665	-4.6%	10.1	9.1%	11.0	9.1%	88.1%	-2.5%
95 - Spring Hill - Franklin	3,315	4.6%	698	-3.4%	4.7	8.3%	6.8	9.8%	93.7%	7.3%
Total	**43,667**	**16.3%**	**5,758**	**-2.0%**	**7.6**	**18.7%**	**8.7**	**15.8%**	**81.8%**	**1.1%**
Regional Rail Service										
90 - WeGo Star Commuter Rail	39,191	6.1%	696	-4.7%	56.3	11.3%	53.5	11.3%	94.3%	-0.4%
Total	**39,191**	**6.1%**	**696**	**-4.7%**	**56.3**	**11.3%**	**53.5**	**11.3%**	**94.3%**	**-0.4%**
Fixed Route Total	**2,728,364**	**19.6%**	**164,322**	**8.9%**	**16.6**	**9.8%**	**12.3**	**10.8%**	**83.2%**	**1.3%**
Demand Response Service										
Access (MTA Operated)	47,721	10.0%	31,024	8.3%	1.5	1.6%	1.3	-1.5%	92.4%	0.5%
Access (3rd Party Providers)	39,377	5.7%	N/A	N/A	N/A	N/A	N/A	N/A	95.9%	0.0%
Access On Demand	43,980	69.5%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
WeGo Link	15,160	207.7%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Demand Response Total	**146,238**	**31.2%**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**94.1%**	**0.2%**

Totals by Service Family (Agency)

Service Family (Agency)	Ridership	
	Ridership	Ridership Change
Local (MTA)	2,791,744	20.4%
Regional (RTA)	82,858	11.2%
System Total	**2,874,602**	**20.1%**

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

☐ **Information Item** ☒ **Committee Discussion Item** ☐ **Committee Action Item** ☐ **Board Discussion Item**

Item Number:	**NICE-D-26-003**	**Meeting Date:**	**8/27/2026**
Item Title:	**Journey Pass Pilot Program Update**		

BACKGROUND:

One of the elements of Mayor O'Connell's Choose How You Move Transit Improvement Program approved by Davidson County voters in November 2024 was a program to offer free transit passes to income eligible individuals. In the months following passage of the referendum, WeGo Public Transit engaged with Mayors Office staff and several social service agencies to design the fare program, which was subsequently branded "Journey Pass." During initial design workshops, three overriding program design goals were established: (1) maximizing access for eligible Journey Pass users, (2) simplifying the process for customers and administrators, and (3) minimizing abuse without impacting legitimate Journey Pass use.

Once registered, Journey Pass holders are provided with unlimited free use of MTA and RTA services, including bus, train, Access (eligibility required), and WeGo Link. Access on Demand is not included in the program offerings as it is considered a "premium" service. Journey Pass users must be Davidson County residents. The program is maintained on the QuickTicket institutional portal that ties each card to a registrant's name and date of birth. While the initial pass is valid for three years, eligibility can be extended if a user continues to meet program eligibility requirements at the time of renewal.

The first phase of the Journey Pass pilot program launched in September 2025 with a focus on leveraging key partnerships with the Metro departments that directly serve Nashville's low-income communities. Phase I partners included the Metropolitan Action Commission (MAC), Metropolitan Development and Housing Agency (MDHA), Metro Social Services (MSS), Office of Homeless Services (OHS), Metro Nashville Public Schools (MNPS) HERO Program, Metro Public Health Department (MPHD), Metro Office of Family Safety (OFS), Juvenile Court, Davidson County Sheriff's Office (DCSO), and General Sessions Court. In response to the September 2025 pause in federal funding for the Supplemental Nutrition Assistance Program (SNAP), WeGo added dozens of registration events specifically for SNAP beneficiaries. In total, WeGo has directly verified and registered over 5,000 of Nashville's SNAP beneficiaries for the Journey Pass program.

Since launching, WeGo has hosted over 100 Journey Pass registration events and distributed over 13,000 Journey Passes. Those users have taken over 2 million trips using WeGo's services, expanding affordable access to job opportunities, grocery stores, doctors' offices, and other destinations throughout Davidson County and the surrounding region. Over 98% of all Journey Pass rides have been on MTA's fixed-route bus services within Davidson County. Journey rides accounted for 38% of total MTA bus rides in June of 2026. Approximately 2% of total Journey rides were taken on WeGo Access with less than 1% using WeGo Link and RTA services. The Journey Pass program, service expansion, system improvements, population growth, and higher fuel prices have all contributed to an average year-over-year ridership growth of 20%. The program has also reduced onboard cash payment from a high of 17% before launch to a new low of 7%, which improves service reliability by reducing boarding times and enhances safety by reducing operator conflicts.

Earlier this month, WeGo began accepting twice as many documents at WeGo's registration events, expanding program eligibility to include Tennessee Assistance for Needy Families (TANF), TennCare Medicaid, Women, Infants & Children Program (WIC), Low-Income Home Energy Assistance Program (LIHEAP), and the Housing Choice Voucher Program (HCVP). To support this pilot expansion phase, WeGo began hosting 12-hour registration events twice per week at the Elizabeth Duff Transit Center at WeGo Central on Mondays and Wednesdays. WeGo staff are also supporting additional offsite events across Davidson County on Tuesdays and providing additional support to partner agencies on Thursdays. Staffing and registration event frequency will be reassessed periodically to align with actual demand and anticipated needs.

Throughout this pilot expansion phase, the latest program usage information and customer comments/feedback will be used to inform future expansion phases. Future planned expansions include growing the program's current partner list to include other agencies and organizations that directly serve low-income populations as well as a full program launch that would require income verification (thresholds currently under consideration) using a self-serve online portal or in-person. This phased approach is intended to minimize risk, reduce program administrative burden, and allow for informed program adjustments as staff monitors potential operational and financial impacts during the program roll out.

CURRENT STATUS:

Overall program design decisions for the Journey Pass program remain with the Mayor's Choose How You Move Office throughout this current pilot phase. Ultimately, as the program "normalizes" and a final program design is established, we anticipate that the MTA Board would adopt a permanent program, which will also require that we follow our normal service and fare adjustment processes including Federal Title VI analysis.

During this pilot phase period until formal adoption by the MTA Board, staff will continue to deliver periodic program updates to the Board. At this month's meeting, Deputy CEO of Finance and Administration Amanda Vandegrift and Director of Customer Care Zeda Riggs will present the latest program information and answer any questions. The intent is to provide background information and incorporate Board feedback into the program's expansion phases, and the ultimate permanent program. Please also find attached to this agenda item our most current promotional flyer describing the Journey Pass program, partner agencies, and the schedule for signup events.

APPROVED:

Amanda Vandegrift — **8/27/2026**

Deputy CEO of Finance and Administration — *Date*

JOURNEY PASS PROGRAM

Funded through Choose How You Move, Journey Pass gives eligible Davidson County residents free access to WeGo Public Transit. To receive a Journey Pass, bring the required documents to a Journey Pass Registration Event or ask a partner agency where you currently receive services.

What to Bring to a Journey Pass Registration Event

> ⚠ **Important Reminder**
>
> If you come to a Journey Pass Registration Event without the required documents, you will not be able to receive a Journey Pass.

Before you go to a Journey Pass Registration Event, make sure you have:

- ☑ A valid form of photo identification
- ☑ One current document from the list below

Category	Acceptable Documents
HCVP (Housing Choice Voucher Program)	• Official Voucher Document • Approval/Recertification Letter
LIHEAP (Low-Income Home Energy Assistance Program)	• Award/Eligibility Letter
MAC (Metro Action Commission)	• Approval Letter
MDHA (Metropolitan Development and Housing Agency)	• New Housing Assistance Payment (HAP) • Contract Request for Tenancy Approval (RTA) approval letter
MSS (Metro Social Services)	• Journey Pass Program Referral Letter
SNAP (Supplemental Nutrition Assistance Program)	• Approval/Verification/Certification Letter • Access to the One DHS SNAP Benefits portal on a smartphone or screenshot of Tennessee Department of Human Services website showing approval
TANF (Tennessee Assistance for Needy Families)	• Award Letter
TennCare Medicaid	• Eligibility Letter
WIC (Women, Infants & Children) Program	• Eligibility Documentation

Don’t Have an Acceptable Document?

- Contact one of the below partner agencies where you currently receive services and ask how you can request a Journey Pass.

- If you do not have an acceptable document and do not currently receive services from one of our partners, we encourage you to watch WeGoTransit.com/Journey-Pass for new partners being added to the program and the latest updates on future expansion phases.
- Your feedback is welcome as we continue to shape the program. Please send your experiences, comments, and questions to journeypass@nashville.gov.

UPCOMING REGISTRATION EVENTS

Elizabeth Duff Transit Center at WeGo Central, 400 Dr. Martin Luther King, Jr. Blvd.

- August 5 – 7 a.m. to 7 p.m.
- August 10 – 7 a.m. to 7 p.m.
- August 12 – 7 a.m. to 7 p.m.
- August 15 – 8 a.m. to 5 p.m.
- August 17 – 7 a.m. to 7 p.m.
- August 19 – 7 a.m. to 7 p.m.
- August 24 – 7 a.m. to 7 p.m.
- August 26 – 7 a.m. to 7 p.m.
- August 31 – 7 a.m. to 7 p.m.

How Does It Work?

Journey Pass rides are loaded onto a new QuickTicket card. Each Journey Pass must be registered using a participant’s name, valid date of birth, and phone number/email address. Once registered, you can ride for free for **three years** on: WeGo local and regional buses, WeGo Access (for riders with disabilities), WeGo Link (base fare only), and WeGo Star. Journey Pass does not cover WeGo Access On-Demand or Vanpool services.

If your card is lost or stolen, bring a valid photo ID to the Elizabeth Duff Transit Center at WeGo Central (Mon-Fri 6 a.m. to 6:30 p.m., Sat 8 a.m. to 5 p.m., Sun 10:30 a.m. to 2:30 p.m.).

Your card may be revoked if you do not follow WeGo’s Customer Code of Conduct.