



Nashville MTA Board Meeting

Tennessee Bankers Association

211 Athens Way | Nashville, TN 37203

November 20, 2025 | 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. **Recognition of 2025 WeGo Public Transit Rodeo Team**
4. **Approval of October 23, 2025, MTA Board Minutes**
5. **Public Comment**
6. **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, Deputy CEO of Finance & Administration **M-I-25-031** **P. 7**
 - Monthly Operating Statistics – Andy Burke, COO **M-I-25-032** **P. 14**
 - Upcoming Procurement Projects List – Vince Malone, COSA **M-I-25-033** **P. 20**
7. **Consent Agenda Items – There are no consent agenda items this month**
8. **Operations & Finance Committee – Jessica Dauphin, Committee Chair**
 - Quarterly Route Performance, Katie Freudberg, Director of Service Dev. **OF-D-25-007** **P. 22**
 - Award of Strategic Planning On Call Contracts – Vince Malone, COSA **M-A-25-050** **P. 25**
 - Authorization to Dispose of Real Property at 4016 Andrew Jackson Way
Vince Malone, COSA **M-A-25-051** **P. 27**
9. **New Initiatives & Community Engagement Committee – Aron Thompson, Committee Chair**
 - Innovative Finance & Asset Concession Grant Implementation Contract Award – Debbie Frank, DCEO of Growth & Development **M-A-25-052** **P. 29**
 - Donelson Station Joint Development Update – Debbie Frank, DCEO of Growth & Development **NICE-D-25-008** **P. 31**
10. **Approval of the 2026 MTA Board Meeting Calendar – Margaret Behm, Board Secretary & General Counsel** **M-A-25-053** **P. 32**
11. **CEO’s Report – Stephen G. Bland, CEO**
12. **Chair’s Report – Gail Carr Williams, Chair**
13. **Other Business**
14. **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

October 23, 2025

I. **Call to Order:** The regular meeting of the Nashville Metropolitan Transit Authority (Nashville MTA) Board of Directors was held at the Tennessee Bankers Association located at 211 Athens Way, Nashville, TN 37228, on Thursday, October 23, 2025.

II. **Roll Call of Persons Present:**

Gail Carr Williams, Chair

Aron Thompson, Vice Chair

Jessica Dauphin, Member

Kathryn Hays, Member

Jeff Haynes, Member

Margaret Behm, Board Secretary

Steve Bland, CEO

Monica Howse, Sr. Exec. Asst. & Bd. Liaison

Debbie Frank, DCEO of Growth & Development

Amanda Vandegrift, DCEO of Finance & Admin.

Felix Castrodad, Director of Planning

Patrick Hester, DCOO of Assets & Infrastructure

D'Nese Nicolosi, Director of Asset Services

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

III. **Approval of Minutes:** Ms. Dauphin made a motion to approve the minutes of the Nashville MTA Board meeting held on September 25, 2025. Mr. Haynes seconded the motion, 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:

- Katija Raine

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 – Mr. Thompson thanked the staff for providing this six-month list. Ms. Dauphin just asked members of the board to review the list of procurements in detail

VI. **Consent Agenda Items:**

a. **Statewide Furnishings Contract (M-A-25-044)**

b. **QuickTicket Card Purchase (M-A-25-045)**

Ms. Dauphin made a motion to approve the Consent agenda action items. The motion was seconded by Mr. Haynes and unanimously approved by the board.

VII. **Operations & Finance Committee Report:** Committee Chair Dauphin introduced the following items for action:

a. **Body on Chassis Bus Purchase (M-A-25-046):** DCOO of Assets & Infrastructure Patrick Hester presented the following item for discussion:

WeGo Public Transit operates a fleet of 91 Body-on-Chassis buses built on Ford E450 chassis, primarily serving WeGo Access and lower-ridership community routes. These lighter-duty vehicles are better suited for neighborhood service due to their maneuverability and lower

profile. Unlike standard transit coaches with a 12-year lifespan, these buses have a useful life of about 5 years or 150,000 miles, requiring the replacement of 19–25 vehicles annually under the Capital Fleet Replacement Plan.

In February 2022, the MTA Board approved the purchase of up to 125 Body-on-Chassis buses over five years from Southern Bus and Mobility, Inc. The third-party inspector, AmeriTran, has completed the Pre-Award Audit confirming compliance with Buy America requirements, including 70% U.S.-built content and final assembly standards. AmeriTran will also conduct post-delivery inspections to verify ongoing compliance.

The staff requested that the Board authorize the Chief Executive Officer to execute a purchase contract for the acquisition of nineteen (19) body-on-chassis buses. These vehicles will replace similar vehicles that will have reached the end of their useful life by the time of delivery.

The total sum for this purchase is not to exceed \$4,540,525.00. This figure includes a base price of \$217,250.00 per bus, after-market equipment to be installed upon delivery (such as Automatic Vehicle Location and Fare Collection equipment); as well as costs for related tools, training, and spare parts. The vehicles will be acquired from Southern Bus and Mobility (vendor) and Turtle Top (manufacturer).

Funding for this acquisition is currently available through grants made for this purpose Metropolitan Government of Nashville and Davidson County, through a previously approved Capital Spending Plan.

Ms. Dauphin asked whether the 91 body-on-chassis cutaway vehicles mentioned would increase or if the plan is solely to replace the existing fleet. Mr. Hester explained that the current focus is on replacement, though some fleet growth is anticipated due to expanded access-on-demand services and the addition of more crosstown and circulator routes. CEO Bland added that WeGo is evaluating heavier-duty vehicle options to better accommodate longer service hours and higher passenger volumes, noting that the current buses are not ideal for standing passengers, particularly on Route 77, which now experiences crowding following soccer games.

Mr. Thompson questioned the vehicle lifespan of five years or 150,000 miles, noting it seemed low. CEO Bland explained that this lifespan is typical for the current Access vehicles, which remain the most standard and suitable option for paratransit at this time. He added that the 5-year/150,000-mile threshold is established by the Federal Transit Administration (FTA) for this type of vehicle and is commonly adopted by transit agencies.

The Operations & Finance Committee made a motion to approve the Body on Chassis Bus Purchase action items. The motion was seconded by Mr. Haynes and unanimously approved by the board.

b. On Call Maintenance Contract Awards (M-A-25-047): DCOO of Assets & Infrastructure Patrick Hester presented the following item for action:

On July 21, 2025, WeGo Public Transit's Procurement Department issued a Request for Proposals (RFP) for On-Call Maintenance, Repair, and Systems Services to establish an Indefinite Delivery/Indefinite Quantity (IDIQ) contract. This flexible, task-order-based procurement will support a broad range of civil, facility, and systems repair work, including paving, roofing, electrical, and communications upgrades.

To promote inclusion, WeGo established a 12% Disadvantaged Business Enterprise (DBE) participation goal, applicable to task orders with subcontracting opportunities.

By the August 29, 2025, deadline, three responsive proposals were received—from BC Mason Group, M&P Services Inc. (both DBEs), and Norwood Properties—each offering competitive rates and committing to the DBE goal.

Following evaluation based on qualifications, experience, understanding of scope, sample work plans, and cost, the Evaluation Committee recommended an award to all three firms. Business Diversity staff will monitor DBE participation throughout the term of the master agreement to ensure compliance and goal attainment.

The staff recommended that the Board authorize the Chief Executive Officer to enter contracts with BC Mason Group, Norwood Properties, and M&P Services for On-Call Maintenance, Repair & Systems services, with a total not-to-exceed authorization of \$15,000,000 over a three-year base term and two (2) one-year renewal options. Each contractor will receive a \$5,000,000 contract award. These contracts are intended to support State of Good Repair initiatives and will be limited to maintenance projects with task order budgets of \$500,000 or less.

Ms. Dauphin recused herself from voting on this particular action item. Mr. Haynes made a motion to approve the On Call Maintenance Contract Awards action item. The motion was seconded by Mr. Thompson and unanimously approved by the board.

- c. **Passenger Waiting Shelter Contract Value Increase (M-A-25-048)**: Director of Asset Services D’Nese Nicolosi, presented the following item for action:

In January 2021, WeGo Public Transit entered a \$1.5 million, three-year contract with Tolar Manufacturing to enhance Nashville’s transit stops with new shelters, benches, and custom designs. The contract was later amended by \$2.28 million, increasing the total to \$3.78 million and extending the term through January 2026.

Since 2020, sheltered stops have increased by 39%, and many outdated shelters have been replaced. To maintain programming momentum and address ongoing state-of-good-repair needs, staff recommend increasing the contract by \$3,028,493, bringing the total to \$6,812,493, to continue improvements while a new procurement is developed.

Staff requested Board approval of a \$3,028,493 increase to the existing Tolar Manufacturing contract. This adjustment will bring the not-to-exceed value to \$6,812,493, ensuring sufficient funds to complete currently planned stop improvements.

A new solicitation process for these services will coincide with the expiration of this contract. Funding for the identified projects is approved annually in the MTA Capital Improvement Program.

The Operations & Finance Committee made a motion to approve the Passenger Waiting Shelter Contract Value Increase action item. The motion was seconded by Ms. Hays and unanimously approved by the board.

- VIII. **New Initiative & Community Engagement Committee Report**: Committee Chair Aron Thompson introduced the following item for action:

- a. **Winter 2026 Recommended Service Changes and Equity Analysis (M-A-25-049)**: Director of Planning Felix Castrodad presented the following item for action:

The proposed Winter 2026 Service Changes represent the second phase of improvements under the Choose How You Move (CHYM) program, building on the Summer 2025 updates. These adjustments focus on improvements achievable with current resources while preparing for future service expansion as staffing and fleet capacity grow.

The proposal emphasizes off-peak enhancements—including midday, evening, and weekend frequency and service hour extensions (including Access), schedule adjustments, and a new WeGo Link zone. It also includes updates on the launch of the Journey Pass program, which provides free transit for income-eligible participants in partnership with the Mayor’s Office.

Operator & Fleet Readiness:

WeGo currently has 446 operators with 55 in training, toward a goal of 468 needed for the winter schedule. Peak service will use 149 vehicles, consistent with the current schedule. Fleet updates include 12 new 40-foot buses (in production), 25 new 60-foot articulated buses (assembly beginning late 2025), and 19 new Access cutaways pending Board approval—all supporting service reliability and future expansion.

Public Outreach:

Public engagement occurred September 15–October 10, 2025, through three public meetings (one in-person, two virtual), outreach at WeGo Central, on buses, social media, and traditional media in English and Spanish. A total of 45 public comments were received.

Key Public Feedback Themes:

- Requests for more bus stop shelters and stop improvements
- Desire for better weekend/evening service on Route 3 West End
- Positive feedback on Route 79 Skyline Sunday service and requests for extensions
- Interest in expanding QuickTicket to Access service
- Strong engagement and questions regarding the Journey Pass program (eligibility, administration, and comparisons to other cities)
- Broader service requests for earlier/later trips, WeGo Star schedule extensions, better connector routes, Robertson Road coverage, and improved bus safety and air conditioning

These service changes aim to maintain safe, reliable, and equitable transit, with an emphasis on expanding access and improving the rider experience across the WeGo network.

Winter 2026 Service Change Recommendations:

The proposed changes, guided by the Choose How You Move program, aim to improve and expand transit options across the WeGo system. Key updates include a new WeGo Link zone in the East Thompson Lane area, enhancing access to lower-density areas and employment centers near the airport. All public comments received during the outreach period were reviewed and incorporated into the final recommendations.

The staff requested by the Board of Directors of the proposed Winter 2026 service changes, as documented in the board book, for implementation. Proposed fixed-route changes will take effect on January 4, 2026.

Ms. Hays expressed her appreciation for the increased service frequency and asked how success would be measured. Mr. Castrodad explained that frequent improvements are often driven by overcrowding, requiring additional service to relieve busy routes. Success is evaluated through on-time performance, ridership growth, and rider satisfaction, and he noted that “frequency is freedom”—higher frequency reduces wait times and attracts more spontaneous riders. CEO Bland also explained that a 15-minute headway is generally the threshold where riders stop planning around schedules and simply “show up and go.” While productivity (riders per hour) may initially dip as loads are spread across more buses, ridership typically grows over time. Additionally, frequency improvements on core routes benefit the broader system, especially for riders transferring from lower-frequency routes. This

connectivity can make the entire network more reliable and appealing, as seen with the increased ridership in the North Nashville pilot.

Ms. Hays praised the WeGoLink Zone at East Thompson, noting its potential to benefit employees working in the Opry Mills and Opryland area. She also referenced the Amazon Fulfillment Center, emphasizing that the expanded service provides greater access for workers returning home safely during later hours. She asked whether the working population would be informed once the changes are implemented so they can take full advantage of the service.

Mr. Castrodad confirmed that once the board approves the changes, the communications team will share information across all its social media platforms and on buses to ensure wide availability. He added that all information is also available in Spanish, and accommodations can be made for other languages as needed.

CEO Bland highlighted how some projects are coordinated for safety and connectivity. For example, the East Thompson Zone includes a transfer point between WeGoLink and the bus at Murfreesboro and Thompson, where a recently approved \$1 million bus stop project ensures a safe location for riders to make transitions.

Mr. Thompson asked if the initiative falls under the *Choose How You Move* program, and Mr. Castrodad confirmed that it does.

The New Initiative and Community Engagement Committee recommended a motion to approve the Winter 2026 Recommended Service Changes and Equity Analysis action item. The motion was seconded by Ms. Dauphin and unanimously approved by the board.

IX. CEO's Report: CEO Bland provided the following report:

1. Since the last meeting, WeGo received its second allocation of *Choose How You Move* capital funding from Metro Nashville, totaling \$24.2 million. This funding will support fleet expansion for increased service, front-end work toward a new operations and maintenance facility, and station improvements at Nashville International Airport.
2. During the same period, WeGo submitted its annual capital spending request to Metro Finance totaling \$29.3 million for MTA and RTA State and Federal grant matches and replacement vehicles for both fixed route and Access services.
3. WeGo continues to partner with the Mayor's Office and several social service agencies on the *Journey Pass* program—a free transit pass for income-eligible riders funded through *Choose How You Move*. Over 1,000 passes are currently in circulation during the pilot phase. Once the pilot concludes, staff will review results, adjust, and present a permanent recommendation.
4. On October 11, WeGo hosted its first-ever Community Day at the Dr. Ernest Rip Patton Jr. North Nashville Transit Center. The event invited neighbors to tour the facility, learn more about transit, and meet participating artists. Special thanks were extended to Board Member Aron Thompson for representing the Board.
5. WeGo's local Bus and Maintenance Roadeo winners competed earlier today at the Tennessee Public Transportation Association State Roadeo in Knoxville. Results will be shared at the next meeting once announced.
6. Several WeGo staff members also participated in the TPTA Annual Conference, held in conjunction with the State Roadeo.

7. CEO Bland participated in a Fox 17 live panel discussion on *Mobility in Middle Tennessee* with panelists from the Mayor's Office, NDOT, and the Nashville Chamber of Commerce.
8. He also joined panel discussions with visiting delegations from Charleston, South Carolina, and Oklahoma City, Oklahoma, and participated in the Nashville Connector TDM Summit, moderated by Ms. Dauphin, alongside NDOT and IndyGo representatives.
9. RTA Updates:
 - a. Design work continues on improvements to Donelson Station, including a new 6-bay transit center, road access relocation, utility adjustments, a new traffic signal, and quiet zone enhancements. Design is currently 60% complete and expected to finish in the first quarter of next year, with construction bidding anticipated mid-year. Debbie Frank will provide a detailed overview at the November meeting.
 - b. Work is also progressing on the Murfreesboro Park and Ride facility, which is currently in the city permitting phase. Construction bid solicitations are expected early next year, with construction anticipated later in 2025.

X. **Chair's Report:** Chair Carr Williams congratulated Ms. Dauphin on her recent projects and her upcoming breakfast event focusing on mobility. She also thanked CEO Bland for sharing his leadership and expertise beyond Nashville, and Mr. Thompson for representing the Board and speaking at WeGo's Community Day at the Dr. Ernest Rip Patton Jr. North Nashville Transit Center. In conclusion, Chair Carr Williams expressed her appreciation to WeGo's drivers for their continued service, patience, and professionalism, particularly given the challenges of traffic congestion and other operational demands.

Other Business: Mr. Haynes expressed his appreciation to CEO Bland and WeGo staff for the opportunity to tour the Myatt facility and meet with team members.

Mr. Thompson thanked WeGo for the chance to speak at Community Day and extended his gratitude to staff members Zeda Riggs and Kia Lewis, as well as the entire WeGo team, for their support.

XI. **Adjournment:** With no further business, the meeting adjourned at 3:26 p.m.

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-25-031	Meeting Date:	11/20/2025
Item Title:	Monthly Financial Report Compared to Budget		

BACKGROUND:

Attached is a preliminary summary of the statement of operations for the month of September 2025 compared to the Board-approved fiscal year (FY) 2026 budget. Total revenues during the first three months of the fiscal year tracked close to budgeted levels. We are monitoring key revenue trends as the fiscal year advances:

- The pilot phase of the Journey Pass Program was initiated in September and is anticipated to grow steadily as additional Journey Passes are registered, and additional Metro departments are added as program partners. The Journey Pass program was not yet active in July and August, resulting in zero fare revenues related to the Journey Pass Program. These July and August revenues were instead classified as part of MTA's local surtax (or Choose How You Move) operating allocation. With the September 1st launch of program testing with several Metro department partners, a total of 321 Journey Passes were registered in the month of September, resulting in a total of 1,190 rides (\$2.00 for 1,186 bus and \$3.70 for 4 WeGo Access). This usage resulted in the reclassification of \$2,386.80 in Choose How You Move funds from Local Funds to Journey Pass. Program usage is anticipated to ramp up significantly over the next few months of program piloting and Journey Pass registration events.
- Investment income in the first three months of the fiscal year was lower than budgeted due to the recent renewal of MTA's banking contract and the pending establishment of an investment account under that new contract for the new MTA Reserve Fund. On September 29, 2025, a total of \$34,250,000 in MTA reserve funds were invested through US Bank's Goldman Sachs fund (4.01% interest rate as of 9/29/2025), which is anticipated to generate over \$1 million in additional operating revenues for the MTA in FY2026. This follows MTA's investment and reserve fund policies, respectively. The first month of investment income will be reported in next month's financial report.

Expenses were 7.1% lower than anticipated due to the following key trends:

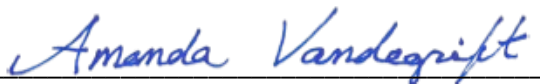
- Fixed-Route Bus Operations category expenses continue to be lower than budgeted in the first three months of the fiscal year. This reflects several waves of new operators in training and lower overtime expenses.
- Asset Maintenance category expenses were 3.1% lower than budgeted, which was due to less than anticipated fuel and utility costs.
- Employee Benefits category expenses were 4.5% lower than budgeted due to open positions.
- Safety & Security category expenses were 14.1% lower than budgeted in the first three months of the fiscal year, primarily due to the timing of implementation for the Transit Police Unit and Ambassador Program, which are anticipated later in the fiscal year.
- Expenses in the Administration (22.7%), Customer Communications (23.9%), and Planning & Development (18.6%) categories were each lower than budgeted for the first three months of the fiscal year due to open positions and lower-than-anticipated network contract maintenance expenses and marketing/advertising costs.

As of September 30, 2025, RTA owed Nashville MTA approximately \$508,448 for services provided. In turn, MTA owes RTA approximately \$60,574 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

11/20/2025

Date

September 2025 Operating Revenue by Category:

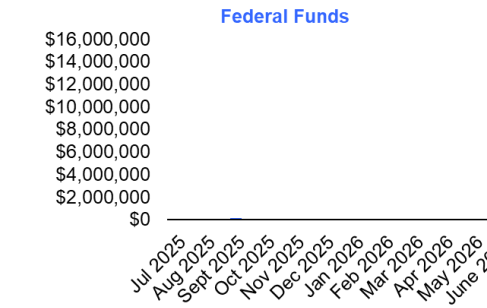
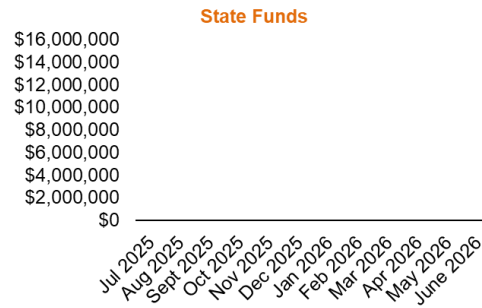
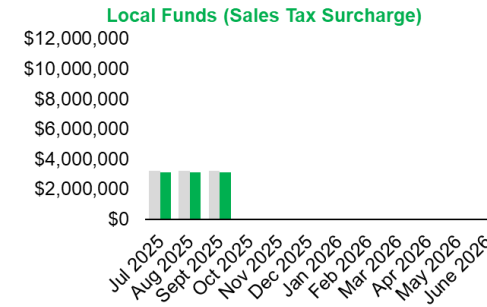
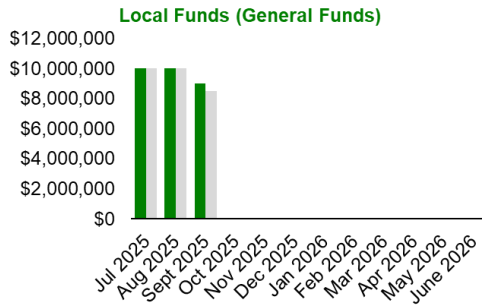
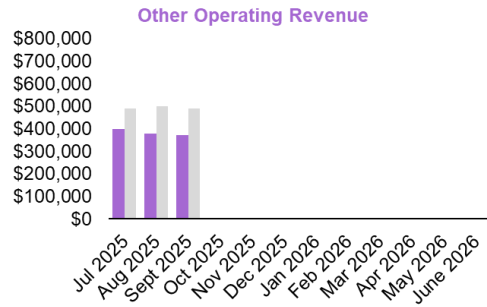
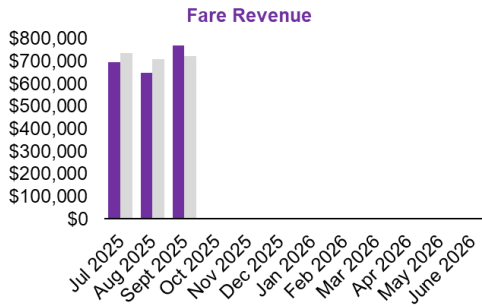
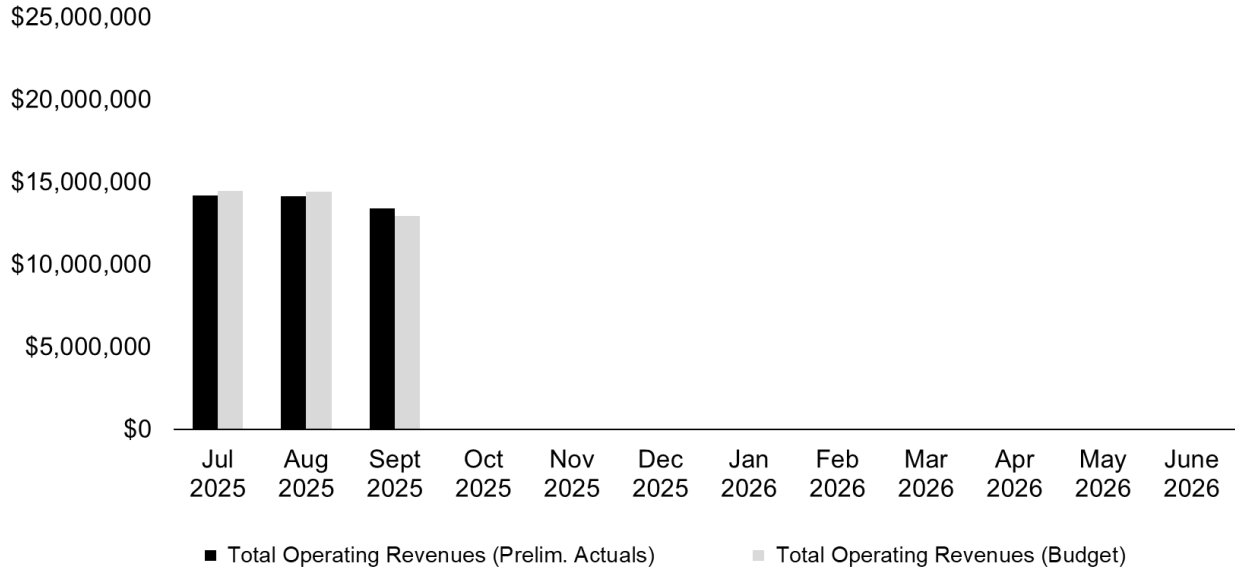
	Sept 2025	Fiscal Year To Date	Approved FY 2026 Budget	% Budget To Date
Passenger Revenues (Budget)	723,470	2,167,210	8,587,250	25%
Passenger Revenues (Actuals)	770,662	2,114,250		25%
Other Operating Revenues (Budget)	488,424	1,478,834	5,893,230	25%
Other Operating Revenues (Actuals)	370,286	1,148,986		19%
Local Funds (General Funds) (Budget)	8,500,000	28,500,000	77,212,600	37%
Local Funds (General Funds) (Actuals)	9,000,000	29,000,000		38%
Local Funds (Sales Tax Surcharge) (Budget)	3,228,343	9,685,025	38,740,100	25%
Local Funds (Sales Tax Surcharge) (Actuals)	3,097,613	9,297,613		24%
State Funds (Budget)	-	-	6,272,000	-
State Funds (Actuals)	-	-		-
Federal Funds (Budget)	-	-	20,967,520	-
Federal Funds (Actuals)	155,065	158,156		1%
Total Operating Revenues (Budget)	12,940,237	41,831,069	157,672,700	27%
Total Operating Revenues (Actuals)	13,393,626	41,719,005		26%

September 2025 Operating Expenses by Category:

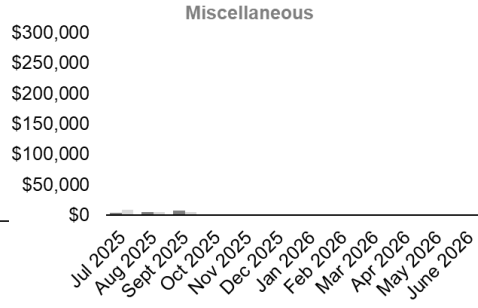
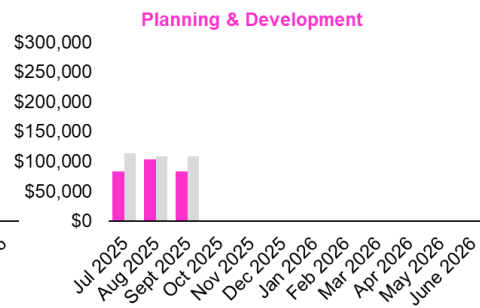
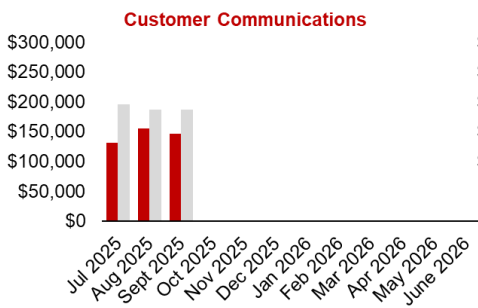
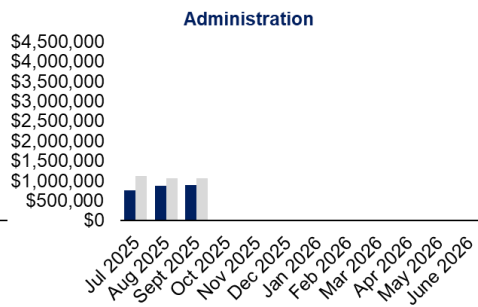
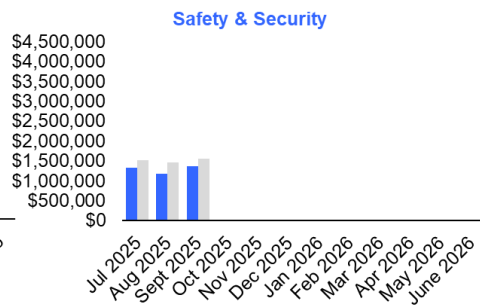
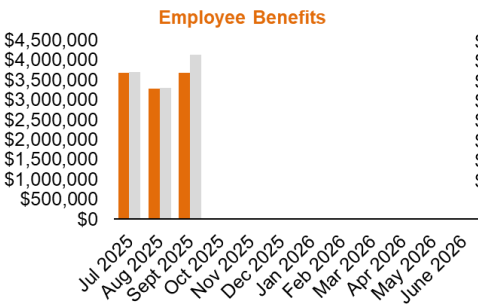
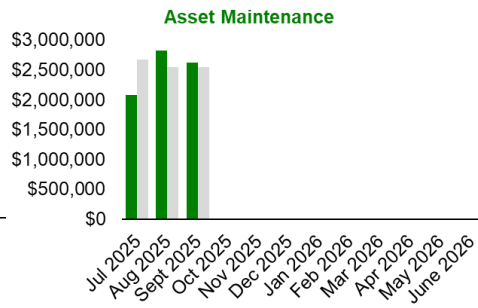
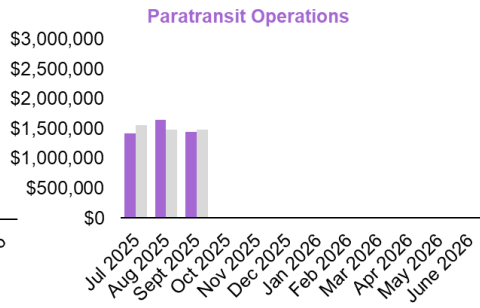
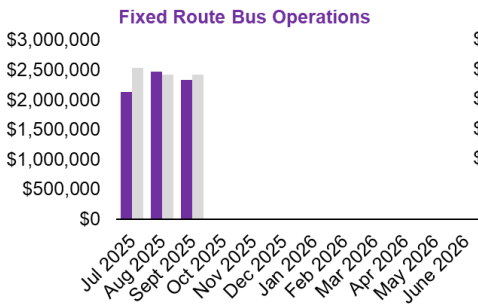
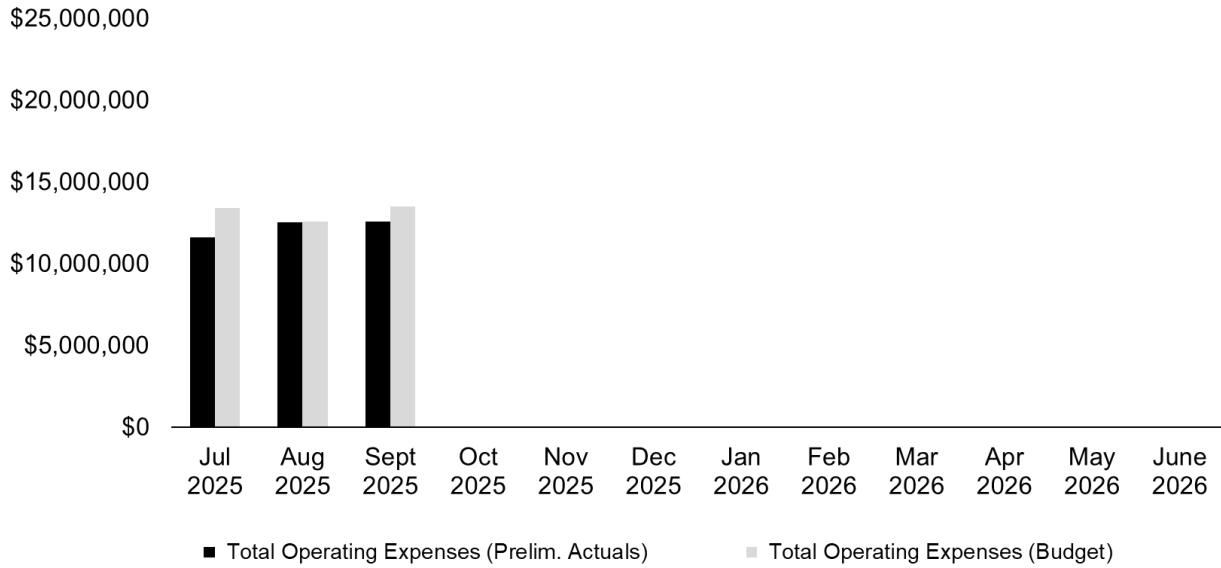
	Sept 2025	Fiscal Year To Date	Approved FY 2026 Budget	% Budget To Date
Fixed Route Bus Operations (Budget)	2,424,730	7,381,690	29,496,690	25%
Fixed Route Bus Operations (Actuals)	2,329,399	6,926,490		23%
Paratransit Operations (Budget)	1,485,090	4,525,970	17,962,510	25%
Paratransit Operations (Actuals)	1,442,150	4,513,322		25%
Asset Maintenance (Budget)	2,548,810	7,767,730	30,827,860	25%
Asset Maintenance (Actuals)	2,626,131	7,528,770		24%
Employee Benefits (Budget)	4,139,490	11,133,330	44,345,980	25%
Employee Benefits (Actuals)	3,681,356	10,632,826		24%
Safety & Security (Budget)	1,549,110	4,512,600	18,509,950	24%
Safety & Security (Actuals)	1,372,959	3,875,047		21%
Administration (Budget)	1,067,240	3,251,510	12,883,870	25%
Administration (Actuals)	890,462	2,511,806		19%
Customer Communications (Budget)	186,370	568,020	2,274,230	25%
Customer Communications (Actuals)	146,012	432,424		19%
Planning & Development (Budget)	108,410	330,410	1,311,070	25%
Planning & Development (Actuals)	82,714	269,002		21%
Miscellaneous (Budget)	4,460	17,960	60,540	30%
Miscellaneous (Actuals)	7,108	14,648		24%
Total Operating Expenses (Budget)	13,513,710	39,489,220	157,672,700	25%
Total Operating Expenses (Actuals)	12,578,290	36,704,335		23%

Fully Allocated Expenses <i>less third-party Access providers and RTA management</i>	11,600,872	
Revenue Hours	60,120	
Cost per Revenue Hour	\$192.96	\$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 September 2025**
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	719,847	674,660	45,187	2,040,057	1,978,057	2,018,650	(40,593)	8,045,250
WeGo Access Revenue	50,815	48,810	2,005	151,697	136,193	148,560	(12,367)	542,000
Contract Revenue	265,250	269,875	(4,625)	775,330	806,844	818,345	(11,501)	3,255,950
Other Non-Transportation Revenue	117,694	218,549	(100,855)	387,646	354,801	660,489	(305,688)	2,637,280
Total Operating Revenue	1,153,607	1,211,894	(58,287)	3,354,729	3,275,895	3,646,044	(370,149)	14,480,480
Federal/State/Local Income								
Local Operating Assistance - General Fund	9,000,000	8,500,000	500,000	29,968,907	29,000,000	28,500,000	500,000	77,212,600
Local Operating Assistance - Sales Tax Surcharge	3,100,000	3,395,008	(295,008)	-	9,300,000	10,185,024	(885,024)	40,740,100
Contra Acct - Journey Pass Program	(2,387)	(166,665)	164,278	-	(2,387)	(499,999)	497,612	(2,000,000)
State Operating Assistance	-	-	-	-	-	-	-	6,272,000
Total Assistance Income	12,097,613	11,728,343	369,270	29,968,907	38,297,613	38,185,025	112,588	122,224,700
Capital Income								
Capital Operating Reimbursement	155,065	-	155,065	279,994	158,156	-	158,156	17,467,520
Capital ADA Reimbursement	-	-	-	-	-	-	-	3,500,000
Total Capital Income	155,065	-	155,065	279,994	158,156	-	158,156	20,967,520
Total Revenue	13,406,285	12,940,237	466,048	33,603,630	41,731,664	41,831,069	(99,405)	157,672,700
Expenses								
Labor & Fringes	8,367,044	9,229,000	(861,956)	21,520,495	25,012,373	26,644,170	(1,631,797)	105,901,650
Services	2,246,388	2,545,590	(299,202)	4,426,784	6,507,790	7,555,560	(1,047,770)	30,759,620
Fuel & Lubricants	518,713	556,580	(37,867)	1,645,578	1,552,994	1,696,220	(143,226)	6,731,870
Parts, Materials & Supplies	875,482	649,030	226,452	1,543,597	2,201,190	1,978,080	223,110	7,850,550
Utilities	118,280	133,940	(15,660)	306,860	335,919	408,180	(72,261)	1,619,810
Casualty & Liabilities	380,005	316,390	63,615	918,375	960,193	949,170	11,023	3,796,680
Other Miscellaneous Expenses	72,378	83,180	(10,802)	171,584	133,877	257,840	(123,963)	1,012,520
Total Expenses	12,578,290	13,513,710	(935,420)	30,533,272	36,704,335	39,489,220	(2,784,885)	157,672,700
Surplus/(Deficit) before GASB 33	827,995	(573,473)	(469,371)	3,070,358	5,027,329	2,341,849	(2,884,290)	-
CARES Act Capital Reimbursement	2,291	-	2,291	43,243	2,291	-	2,291	-
Capital Asset Purchases	3,663,064	-	3,663,064	3,313,334	7,005,354	-	7,005,354	-
CHYM Operating Reserve Revenue	-	-	-	-	16,465,000	-	16,465,000	-
Amortized Rental Revenue	49,167	-	49,167	147,501	147,501	-	147,501	-
Interest Exp - Cap Lease	(20,990)	-	(20,990)	(62,231)	(62,913)	-	(62,913)	-
(Loss)Gain on Sales	-	-	-	5,111	-	-	-	-
Amortization Exp	(8,409)	-	(8,409)	(25,228)	(25,228)	-	(25,228)	-
Depreciation net of Sub-Recip	(2,305,158)	-	(2,305,158)	(6,463,370)	(6,565,906)	-	(6,565,906)	-
Surplus (DEFICIT)	2,207,959	(573,473)	910,593	28,718	21,993,428	2,341,849	14,081,810	-

**Metropolitan Transit Authority
Summary Comparative Balance Sheet
For the Period Ending September 2025
Unaudited**

	This Month September	Fiscal YE 2025 June
ASSETS		
CURRENT ASSETS		
Cash and Equivalents	7,298,548	3,759,075
Receivables from Federal, State, and Local Gov't	4,485,434	5,166,928
Accounts Receivable	2,629,384	2,666,666
Material and Supplies	7,460,946	6,505,389
Prepaid Expenses and Other	4,407,251	2,261,728
Pension and OPEB Deferred Outflow	32,868,326	32,868,326
TOTAL CURRENT ASSETS	59,149,889	53,228,112
PROPERTY AND EQUIPMENT		
Land	14,733,025	14,733,025
Buildings, Shelters, and Benches	147,785,184	147,215,778
Revenue Equipment and Parts	225,782,868	221,567,456
Office Furniture and Equipment	8,008,974	7,952,523
Work in Progress	7,133,660	5,936,315
	403,443,711	397,405,097
Less Accum Depreciation and Amortization	(221,251,153)	(214,620,449)
TOTAL PROPERTY AND EQUIPMENT, NET	182,192,558	182,784,648
OTHER ASSETS		
Cash and Restricted Investments for Self Ins	34,815,668	18,350,093
Metropolis Lease Receivable LT	-	-
North Nashville Property (Lease)	7,063,765	7,063,765
TOTAL OTHER ASSETS	41,879,433	25,413,858
TOTAL ASSETS	283,221,880	261,426,618
LIABILITIES		
CURRENT LIABILITIES		
Accounts Payable	5,234,213	7,665,915
Accrued Expenses	9,117,629	9,803,379
Deferred Revenue	3,391,850	226,562
CHYM Reserved Revenue	-	-
Notes Payable	-	-
TOTAL CURRENT LIABILITIES	17,743,692	17,695,856
NON-CURRENT LIABILITIES		
Long Term Deferred Rent Revenue	4,279,932	4,427,433
North Nashville Property Lease Liability - LT	7,049,599	7,049,599
Net Pension Liability	19,723,621	19,723,621
Pension and OPEB Deferred Inflows	14,909,897	14,909,897
Metropolis Lease Deferred Inflow of Resources	5,114,043	5,114,043
GASB 45 OPEB Liability	82,185,503	82,185,503
NON-CURRENT LIABILITIES	133,262,595	133,410,096
NET ASSETS		
Invested in Capital Assets	177,912,626	100,599,145
Unrestricted	(68,442,179)	(5,895,440)
Current Year Surplus(Deficit)	22,745,146	15,616,961
TOTAL NET ASSETS	132,215,593	110,320,666
TOTAL LIABILITIES AND NET ASSETS	283,221,880	261,426,618

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivables	\$2,154,303	\$382,447	\$59,166	\$33,468	\$2,629,384
	81.9%	14.5%	2.3%	1.3%	100%
Accounts Payable	\$5,049,555	\$91,031	\$11,064	\$82,563	\$5,234,213
	96.5%	1.7%	0.2%	1.6%	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-25-032	Meeting Date:	11/20/2025
Item Title:	Monthly Operating Statistics		

BACKGROUND:

Attached are the monthly operating statistics through September 2025.

Ridership and Productivity

Average daily ridership was 27,463 passengers, with weekday ridership averaging about 31,108 passengers per day.

Access services demand continues across all service categories:

- Core ADA Access: Core demand increased 6% year over year. On-time performance averaged 92.4% for pickups and 91.5% for drop-offs, with complaints at less than 0.3% of total trips.
- Access on Demand & WeGo Flex: Access on Demand trips doubled versus September 2024, with weekend demand holding steady at 18% of trips. You may recall that the weekend Access on Demand Service was the first service WeGo Public Transit service expansion initiative under Mayor O’Connell’s Choose How You Move initiative.
- WeGo Link: A total of 4,854 trips were completed, with a sharp increase in the South Nashville Free Zone (2,282 trips)—a trend that will continue to be monitored for future service optimization. The South Nashville Zone is unusual because the Tennessee Department of Transportation is sponsoring free service in this area to mitigate the impacts of a construction project on Nolensville Pike for pedestrians accessing bus stops.

Service Metrics

Fixed Route bus on-time performance (OTP) averaged 81.5%.

Trip completion performance in September was 99.81%. Mechanical (64.7%), Accidents (10.4%), and Traffic (5.5%) issues were the top 3 issues, accounting for 80.6% of the percentage of missed service. Maintenance staff are working diligently on identifying trends related to Road Calls and Vehicle Availability to enhance service delivery.

Safety

The safety department welcomed a new Safety Supervisor to strengthen oversight and training consistency. During September, there were 28 preventable and 13 non-preventable bus accidents, along with 3 preventable and 1 non-preventable van incidents. Preventable accident trends are minor in nature; typically, minor sideswipes and mirror taps. These preventable accidents are typically observed in newer operators (under 2 years of service). This is a focus point of ongoing training and enhanced efforts around awareness campaigns.

Workforce and Recruitment

Recruiting momentum has been enhanced by engaging with a third-party partner to supplement our internal

recruitment and screening staff, which has also been augmented. The program has processed over 1,172 bus operator applications. All of these initiatives were funded with resources made available through Mayor O’Connell’s Choose How You Move initiative, focusing on service reliability and growth readiness initiatives. During the past month, we achieved full staffing levels for Operators for the first time in over a decade. Hiring and training continue, however, as January service expansion will require an additional 27 Operators.

We continue to see gaps in staffing in our Maintenance Division. Long-term, our successful Maintenance Apprenticeship Program will support growth. Earlier this month, we held an Apprenticeship Signing Event with the Tennessee State Department of Labor and Workforce Development during which we onboarded 6 new apprentices.

Special Events

Bus Operators and Mechanics showcased their expertise at the WeGo Local Bus Roadeo, qualifying several to participate in the State Bus Roadeo competition in October. Qualifiers in the State TPTA Bus Roadeo will allow WeGo to be represented at the National Roadeo in 2026 in Salt Lake City.

WeGo continued its successful partnership with the Tennessee Titans, Metro Nashville Police Department, and Metro departments for the first two home games of the season. Across both events, WeGo provided more than 3,200 bus rides to and from Nissan Stadium, 3x the normal Sunday ridership, while also providing WeGo Star services for the events, with nearly every train being sold out.

This collaboration delivered safe, efficient, and low-cost transportation, significantly reducing downtown congestion and parking demand. Operational enhancements included added express trips on the 3B Bellevue Express and 87 Gallatin–Hendersonville routes. The effort exemplified strong multi-agency coordination, positive rider feedback, and zero major incidents, reinforcing WeGo’s role as a trusted mobility partner for major regional events.

CURRENT STATUS:

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

APPROVED:



Chief Operating Officer

11/20/2025

Date

Operations Dashboard Report

	September 2025	September 2024	Pct. Change	Goal	Indicator
Ridership					
Bus Ridership	826,484	775,111	6.6%		
Access Ridership	41,296	33,020	25.1%		
Total Ridership	867,780	808,131	7.4%	780,000	●
Productivity & Efficiency					
Bus Passengers per Revenue Hour	16.46	16.24	1.4%	15.40	●
Access Passengers per Revenue Hour	1.55	1.57	-1.2%	1.60	▲
Safety					
Total Collisions per 100,000 miles	5.9	6.2	-4.8%	4.0	◆
Preventable Collisions per 100,000 miles	4.1	3.7	10.8%	2.2	◆
Service Quality					
Bus Trip Completion	99.81%	99.33%	0.48%	99.75%	●
Bus On-Time Performance	81.1%	81.4%	-0.3%	85.0%	▲
Access On-Time Performance	92.4%	91.3%	1.1%	93.0%	▲
Maintenance					
Bus Miles Between Road Calls	26,826	5,419	395.1%	6,500	●
Access Miles Between Road Calls	70,694	12,501	465.5%	20,000	●
Customer Care					
Bus Passengers per Complaint	2,821	3,216	-12.3%	3,000	▲
Access Passengers per Complaint	616	398	54.9%	350	●
Percent of Calls Answered	86.1%	85.8%	0.3%	92.0%	▲
Staffing					
% of Operator Positions Filled	95.2%	90.4%	4.8%	92.0%	●
% of Maintenance Positions Filled	75.6%	85.6%	-10.0%	92.0%	◆
Customer Amenities					
% of Stops with Shelters (including Central)	21.5%	18.9%	2.6%	20.0%	●
% of Boardings at Covered Stops (including Central)	76.3%	74.2%	2.1%	74.0%	●

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

Operations Dashboard Report

	FY2026 September 2025	FY2025 September 2024	Pct. Change	Goal	Indicator
Ridership					
Bus Ridership	2,359,048	2,279,748	3.5%		
Access Ridership	122,414	100,432	21.9%		
Total Ridership	2,481,462	2,380,180	4.3%	2,340,000	●
Productivity & Efficiency					
Bus Passengers per Revenue Hour	15.40	15.36	0.3%	15.40	▲
Access Passengers per Revenue Hour	1.53	1.64	-6.5%	1.60	▲
Safety					
Total Collisions per 100,000 miles	6.9	5.2	33.4%	4.0	◆
Preventable Collisions per 100,000 miles	4.3	2.8	57.2%	2.2	◆
Service Quality					
Bus Trip Completion	99.77%	99.63%	0.14%	99.75%	●
Bus On-Time Performance	82.3%	82.4%	-0.1%	85.0%	▲
Access On-Time Performance	94.4%	91.0%	3.4%	93.0%	●
Maintenance					
Bus Miles Between Road Calls	15,961	5,386	196.3%	6,500	●
Access Miles Between Road Calls	42,014	14,845	183.0%	20,000	●
Customer Care					
Bus Passengers per Complaint	2,727	2,836	-3.8%	3,000	▲
Access Passengers per Complaint	567	343	65.3%	350	●
Percent of Calls Answered	88.3%	87.1%	1.2%	92.0%	▲
Staffing					
% of Operator Positions Filled	93.9%	91.6%	2.3%	92.0%	●
% of Maintenance Positions Filled	78.3%	85.9%	-7.6%	92.0%	◆
Customer Amenities					
% of Stops with Shelters (including Central)	21.3%	18.9%	2.3%	20.0%	●
% of Boardings at Covered Stops (including Central)	76.5%	74.2%	2.3%	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: 11/20/2025

Item #: M-I-25-033

Project Name: Central Horseshoe Safety Improvement Project

- **Brief Description:** WeGo is seeking qualified contractors to make improvements to operator and pedestrian safety at Central.
- **Anticipated Publish Date:** December 2025
- **Estimated Project Value:** TBD

Project Name: RTA-Murfreesboro Park & Ride

- **Brief Description:** WeGo is requesting proposals from qualified contractors for the construction of a 75-space Park & Ride facility located at 725 Bridge Avenue, Murfreesboro, TN.
- **Anticipated Publish Date:** December 2025
- **Estimated Project Value:** TBD

Project Name: Elizabeth Duff Plaza Activation and Upgrades

- **Brief Description:** WeGo is seeking qualified firms to prepare designs for upgrades to the Plaza at Elizabeth Duff Transit Center
- **Anticipated Publish Date:** December 2025
- **Estimated Project Value:** TBD

Project Name: Nestor Maintenance Bays

- **Brief Description:** Expansion of maintenance bays to improve service.
- **Anticipated Publish Date:** December 2025
- **Estimated Project Value:** TBD

Project Name: Pre & Post Employee Screening - DTO

- **Brief Description:** Employee screening for new hires and selecting employees for random screening.
- **Anticipated Publish Date:** December 2025
- **Estimated Project Value:** TBD

Project Name: Training and Learning Software - DTO

- **Brief Description:** Training software that manages employees' training.
- **Anticipated Publish Date:** December 2025
- **Estimated Project Value:** TBD

Project Name: Elizabeth Duff Plaza Activation and Upgrades

- **Brief Description:** Construction for upgrades to the Plaza at Elizabeth Duff Transit Center
- **Anticipated Publish Date:** January 2026
- **Estimated Project Value:** TBD

Project Name: Medical/ Dental/ Vision Insurance - DTO

- **Brief Description:** Insurance coverage for employees
- **Anticipated Publish Date:** February 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:** March 2026
- **Estimated Project Value:** TBD

Project Name: Nestor Fuel Lane Improvements

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

Project Name: Grounds Maintenance

- **Brief Description:** Lawn care services for all facilities.
- **Anticipated Publish Date:** TBD
- **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:



Chief of Staff & Administration

11/20/2025

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Information Item Committee Discussion Item Committee Action Item Board Discussion

Item Number:	OF-D-25-007	Meeting Date:	11/20/2025
Item Title:	Quarterly Route Performance Report		

BACKGROUND:

The Quarterly Route Performance Report for July, August, and September 2025 is provided on the following pages. Ridership on MTA services was up 3.5% compared to last year's first quarter ridership and was about 5% higher than the preceding quarter.

Ridership on the frequent network was up around 2%, largely driven by a 9% ridership increase on Route 56, Gallatin Pike. Ridership on this route has been growing steadily, and growth was also supported by the improved weekend frequency added in July 2025 and free service to Titans home games. We again saw very strong growth in Connector Service, with ridership 28% higher than last year.

The beginning of the school year saw slightly higher student ridership than last year, and minor schedule and vehicle assignment adjustments were required to address capacity issues around school bell times.

CURRENT STATUS:

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

APPROVED:



Deputy CEO of Growth & Development

11/20/2025

Date



QUARTERLY ROUTE PERFORMANCE INDICATOR REPORT - JULY THROUGH SEPTEMBER 2025

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	168,592	3.3%	11,113	0.4%	15.2	2.9%	12.8	3.3%	78.30%	-3.46%
4 - Shelby	61,311	1.1%	4,208	0.0%	14.6	1.1%	7.8	1.0%	88.06%	0.08%
7 - Hillsboro	119,894	2.2%	7,072	0.0%	17.0	2.2%	11.5	2.6%	83.94%	1.09%
22 - Bordeaux	92,515	1.8%	5,734	0.1%	16.1	1.7%	6.1	1.9%	92.21%	4.63%
23 - Dickerson	166,116	-2.5%	9,895	7.0%	16.8	-8.9%	11.6	-9.8%	86.04%	1.65%
50 - Charlotte Pike	169,006	-0.4%	9,018	6.7%	18.7	-6.7%	13.9	-7.4%	83.32%	-0.80%
52 - Nolensville Pike	239,088	-0.1%	13,275	0.4%	18.0	-0.5%	17.4	-0.5%	78.45%	0.11%
55 - Murfreesboro Pike	377,514	2.0%	17,341	8.1%	21.8	-5.7%	22.1	-4.3%	73.88%	-1.73%
56 - Gallatin Pike	328,574	9.2%	15,228	8.3%	21.6	0.8%	19.6	0.4%	80.57%	1.81%
Total	1,722,610	2.4%	92,885	4.3%	18.5	-1.8%	14.3	-1.3%	81.31%	0.10%
Local Service										
6 - Lebanon Pike	63,748	13.0%	5,681	18.6%	11.2	-4.7%	11.4	-4.1%	78.37%	-0.67%
8 - 8th Avenue South	66,829	4.6%	3,780	0.0%	17.7	4.6%	10.9	4.5%	80.30%	0.10%
9 - Metrocenter	22,479	-1.6%	2,221	0.0%	10.1	-1.6%	5.0	-1.5%	92.60%	1.67%
14 - Whites Creek	41,947	6.0%	5,021	-0.2%	8.4	6.2%	7.0	6.1%	86.71%	4.04%
17 - 12th Avenue South	43,265	0.2%	3,635	0.0%	11.9	0.2%	7.1	0.3%	82.17%	-1.35%
18 - Airport/Elm Hill	46,123	-3.4%	2,900	1.7%	15.9	-5.0%	11.0	-4.8%	72.95%	-3.44%
19 - Herman	58,118	-6.6%	4,364	0.1%	13.3	-6.7%	8.9	-6.5%	87.47%	0.64%
28 - Meridian	11,867	-0.1%	1,980	0.0%	6.0	-0.1%	2.9	0.1%	90.25%	1.30%
29 - Jefferson	39,538	-8.6%	3,359	0.0%	11.8	-8.6%	5.4	-8.4%	86.49%	0.92%
34 - Opry Mills - Music Valley	28,021	6.8%	1,536	0.0%	18.2	6.8%	9.0	7.1%	82.63%	-2.70%
41 - Golden Valley	9,238	19.5%	860	0.0%	10.7	19.5%	5.1	19.5%	89.46%	1.87%
42 - St.Cecilia - Cumberland	36,912	0.6%	2,467	-0.1%	15.0	0.7%	7.4	0.8%	93.75%	3.70%
Total	468,085	1.4%	37,803	2.5%	12.4	-1.1%	7.8	0.0%	84.62%	0.57%
Connector Service										
70 - Bellevue	5,285	28.4%	788	0.0%	6.7	28.4%	3.4	27.9%	85.39%	-1.70%
71 - Trinity	18,589	35.1%	2,581	0.0%	7.2	35.1%	3.3	35.3%	84.32%	-3.88%
75 - Midtown	31,717	47.6%	5,519	0.0%	5.7	47.6%	4.4	48.6%	86.08%	-1.75%
76 - Madison	26,004	15.5%	1,666	-0.1%	15.6	15.6%	9.8	15.8%	80.47%	-3.37%
77 - Thompson - Wedgewood	44,322	20.1%	6,951	-0.3%	6.4	20.4%	8.8	19.4%	84.09%	-0.07%
79 - Skyline	14,916	2.6%	1,812	0.0%	8.2	2.6%	3.6	2.8%	79.37%	-3.79%
WeGo Link	7,975	189.1%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	148,808	28.2%	19,318	-0.1%	7.7	28.3%	5.7	28.3%	83.88%	-1.72%



QUARTERLY ROUTE PERFORMANCE INDICATOR REPORT - JULY THROUGH SEPTEMBER 2025

Route	Ridership		Revenue Hours		Productivity			On-Time Performance		
	Ridership	Ridership Change	Revenue Hrs	Rev Hrs Change	Pax/Hr	Pax/Trip	Pax/Trip Change	OTP	OTP Change	
Regional Bus Service										
64 - Star Downtown Shuttle	2,031	34.1%	158	0.0%	12.9	34.1%	4.0	34.1%	80.44%	0.29%
84 - Murfreesboro Express	8,112	16.5%	2,246	0.6%	3.6	15.7%	5.3	14.3%	72.40%	-2.42%
86 - Smyrna - LaVergne	2,172	-31.5%	551	7.3%	3.9	-36.1%	4.7	-33.1%	63.18%	-1.05%
87 - Gallatin - Hendersonville	5,805	-12.4%	610	1.8%	9.5	-14.0%	11.1	-14.4%	83.14%	0.91%
88 - Dickson	1,601	-13.3%	300	0.0%	5.3	-13.3%	6.1	-15.9%	86.63%	-10.25%
89 - Springfield - Joelton	1,296	-0.2%	355	0.0%	3.6	-0.2%	5.1	-0.2%	98.81%	2.33%
93 - Star West End Shuttle	7,229	-8.9%	251	-1.3%	28.8	-7.8%	18.7	-8.2%	73.98%	-2.36%
94 - Clarksville	5,891	-10.0%	698	0.0%	8.4	-10.0%	9.0	-12.1%	82.09%	-12.28%
95 - Spring Hill - Franklin	6,014	0.1%	723	0.0%	8.3	0.1%	11.7	0.5%	97.09%	3.15%
Total	40,151	-4.2%	5,892	1.0%	6.8	-5.2%	7.9	-5.5%	74.03%	-3.11%

Regional Rail Service

90 - WeGo Star Commuter Rail	39,598	34.9%	731	0.0%	54.2	34.9%	51.6	34.9%	96.61%	3.26%
Total	39,598	34.9%	731	0.0%	54.2	34.9%	51.6	34.9%	96.61%	3.26%
System Total	2,419,252	3.8%	156,629	3.1%	15.4	0.6%	11.3	1.2%	82.46%	-0.11%

Totals by Service Family (Agency)

Service Family (Agency)	Ridership		Revenue Hours		Productivity			On-Time Performance		
	Ridership	Ridership Change	Revenue Hrs	Rev Hrs Change	Pax/Hr	Pax/Trip	Pax/Trip Change	OTP	OTP Change	
Local (MTA)	2,339,503	3.5%	150,005	3.2%	15.6	0.3%	11.3	0.9%	82.56%	-0.08%
Regional (RTA)	79,749	11.9%	6,623	0.9%	12.0	10.9%	13.6	10.6%	75.42%	-2.67%
System Total	2,419,252	3.8%	156,629	3.1%	15.4	0.6%	11.3	1.2%	82.46%	-0.11%

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-25-050	Meeting Date:	11/20/2025
Item Title:	Award of Strategic Planning On Call Contracts		

BACKGROUND:

The Metropolitan Transit Authority of Nashville and Davidson County (dba WeGo Public Transit) sought to award contracts to consulting firms to provide expertise and consulting resources on an as-needed basis for management consulting services to support the overall strategic planning and organizational development. The WeGo Management staff identified fifteen areas where consulting services could be used to enhance the organization and its employees. A Statement of Work (“SOW”) was established to focus on expertise in areas that would drive best-in-class performance and delivery, such as strategic planning, performance management, business process optimization, customer experience, change management, leadership development, organization structure, quality assurance, project management, and other significant areas. With anticipated growth and complexity in the organization as we implement Mayor O’Connell’s Choose How You Move initiative, there will be a need to examine all aspects of our organizational systems fundamentally.

For this reason, WeGo Public Transit looked to create a pool of firms with expertise in a broad range of industry sectors and areas of expertise. The firms had the opportunity to propose on consulting work in fifteen (15) selected areas, which included: (1) Strategic Planning, Benchmarking and Performance Measurement, Monitoring and Management; (2) Business Process Review, Technology Optimization, and Organizational Alignment; (3) Organizational Structure, Design, and Alignment; (4) Capital/Construction Project and Program Management and Structure; (5) General Advisory Consulting Services; (6) Change and Growth Management; (7) Customer Experience and Data Analytics; (8) Strategic and Crisis Communications; (9) Performance Management and Performance Review Processes (Individual and Departmental); (10) Board of Directors Strategic Planning and Governance; (11) Staff Development and Training; (12) Organizational Culture; (13) Leadership and Executive Coaching; (14) Conflict Resolution; (15) Succession Planning.

Upon award and under the direction of WeGo Public Transit, the Consultant(s) will be called on to perform any combination of the tasks within each specified service area that they are awarded within the Task Order. For each identified project, WeGo Public Transit will provide the general scope of work. Consistent with the proposal submission and the solicitation, the successful proposer will develop and negotiate the specific scope of work, budget, deliverables, and schedule. These details shall be agreed upon in writing by the successful proposer and WeGo Public Transit and later memorialized by individual Task Orders for each separate project.

The Consultants will work with WeGo staff as an integrated part in an effort to advise WeGo Public Transit staff and Board Members on relevant industry best practices; develop and implement tools and approaches to facilitate the review and selection of agency priorities; assist WeGo Public Transit through the implementation steps required to improve business practices related to people, process, budget, finance, and systems; and develop and implement strategies in the areas of organizational planning, just to name a few. Given the breadth of activities critical to WeGo Public Transit’s mission and the advent of Choose How You Move, many different areas of a consulting firm’s expertise may be used by WeGo Public Transit in the coming years.

On February 27th, 2025, a Request for Proposals (RFP) was published on WeGo’s website, social media, and advertised on TransitTalent.com. This RFP included the fifteen scopes and allowed proposers to submit on any combination. Prior to the ultimate submission deadline of May 30th, 2025, a Pre-Proposal Meeting was held with over one hundred (100) representatives in attendance. The meeting covered the solicitation, proposed contract, Disadvantaged Business Enterprise (DBE) questions, and other concerns.

The WeGo Procurement staff had to make additions, clarifications, provide answers to proposer questions, and later extend the procurement deadline for five addenda that were published. A total of thirty proposals were received, with twenty being deemed “responsive” and advancing to the next round. The other ten were given opportunities to protest the decisions, which several did. After multiple e-mail discussions and hearings, the decisions to disqualify some proposers were upheld.

Of the remaining twenty, the Evaluation Committee chose five proposers in which to interview and three additional companies in which WeGo had a previous work history, to be considered for contracts. Multiple evaluation meetings were conducted, and the following eight firms were chosen to recommend offers of contracts:

- Cushion Employer Services Corp. - \$292,500.00
- Deloitte Consulting, LLP - \$1,255,950.00
- E3 Performance Group, LLC - \$907,650.00
- Evision Partners, Inc. - \$1,487,250.00
- Guidehouse - \$1,955,250.00
- Marine Tiger Technologies - \$1,566,450.00
- Transpro Consulting - \$917,550.00
- WSP USA, Inc. - \$1,382,400.00

Each submission was scored at the scope level, taking the approach to review at each vendor’s total score and the difference of the total score within the capability area. This approach provided purely score-proportional distribution, which is tied directly to evaluation results. Additionally, because firms did not propose on every scope and to ensure a fair and data-driven allocation of the total program value, staff distributed the total contract value proportionally across the recommended firms based on their evaluation performance and where they proposed. This approach aligns the recommended contract values with evaluation results, supports regulatory and audit defensibility, and preserves flexibility for task-order assignments as needs arise. The values shown are ceiling amounts, not contract guarantees, and firms will be compensated based on agreed upon task orders.

Based on the evaluation and the approved approach, staff recommend awarding contracts to eight firms for a three-year base term with two one-year options. An Intent to Award Letter was forwarded to all responsive proposers on 10/28/25, and the contracts are being prepared for execution upon Board approval.

RECOMMENDATION:

For On-Call Comprehensive Strategic Planning and Organizational Development Support, the staff recommends that the Board authorize the Chief Executive Officer to enter into contracts with the aforementioned contractors and amounts outlined above, with a total not-to-exceed the amount of \$9,765,000.00 over a three-year base term and two (2) one-year renewal options.

APPROVED:

11/20/2025

Board Secretary

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-25-051	Meeting Date:	11/20/2025
Item Title:	Authorization to Dispose of Real Property at 4016 Andrew Jackson Way		

BACKGROUND:

On June 14, 1996, the Nashville Metropolitan Transit Authority (MTA) acquired approximately 1.049-acre tract of property from Christine M. Alexander & Linda Alexander Halcomb at 4016 Andrew Jackson Way in the Hermitage neighborhood of Nashville. The original intent for the purchase of the property was to be used as a park-and-ride lot to support fixed-route bus service. Acquisition of this property was paid for with a combination of Federal, State, and Local funds. This lot was not built, and, subsequently, the Regional Transportation Authority of Middle Tennessee built the (then called) Music City Star Commuter Rail Project with a station and park-and-ride facility at 4121 Andrew Jackson Parkway (Hermitage Station), less than ½ mile from the subject property. Upon opening, bus service was extended to Hermitage Station, eliminating any need for a park-and-ride facility at 4016 Andrew Jackson Way. This parcel has lain dormant since that time.

The property came to our attention in the past 2 years, as it became occupied by the unhoused community. In collaboration with the Office of Homeless Services, the property was cleared, cleaned up, re-fenced, posted for No Trespassing, and an environmental review was conducted. These activities have cost the MTA approximately \$154,000 over the past two years alone, underscoring the fact that this property is no longer needed for public transportation use and should be deemed surplus property.

The Nashville Department of Waste Services (NDWS), a division of the Metropolitan Government of Nashville and Davidson County, has expressed interest in acquiring the property to develop a much-needed neighborhood recycling center to serve the surrounding community. In May of 2025, we issued task orders for an appraisal and appraisal report in accordance with Federal Transit Administration (FTA) guidelines for the disposition of real property. On August 28, 2025, MTA received its completed revised appraisal and appraisal report from Cushman & Wakefield and Todd Rogers, respectively. The appraisal and subsequent review concluded that the property's fair market value is \$170,000. With interest from NDWS, the proposed reuse has the full support of the Metro Council representative within the area. NDWS has recently invested in site development efforts, including engineering and design work through its consulting team.

In accordance with FTA regulations, an appraisal and a subsequent review appraisal were conducted, with both concluding the property's fair market value to be \$170,000. Additionally, we will be requesting the FTA's preliminary approval to sell the property for the appraised value and apply the net proceeds from the sale to the costs of replacement property under the same program. We will provide a detailed list of the project/s that the proceeds will support, in accordance with FTA Circular 5010.1F.

RECOMMENDATION:

The Nashville Metropolitan Transit Authority staff respectfully requests the Board to grant approval to submit a request to FTA for real property disposition, and subsequently (if approved by FTA) approve transfer of the real property located at 4016 Andrew Jackson Way, Hermitage, Tennessee to the Nashville Department of Waste Services (NDWS), a division of the Metropolitan Government of Nashville and Davidson County, for its appraised fair market value of \$170,000, proceeds of which are to be applied to the MTA Capital Plan in a manner approved by FTA.

APPROVED:

11/20/2025

Board Secretary

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-25-052	Meeting Date:	11/20/2025
Item Title:	Innovative Finance and Asset Concession Grant Implementation Consultant		

BACKGROUND:

WeGo Public Transit was one of twenty-seven (27) recipients of the U.S. Department of Transportation – Build America Bureau’s Innovative Finance and Asset Concession Grant in 2024. The grant provides technical assistance to public entities in assessing existing assets to unlock their value and explore innovative financing, alternative delivery, and public-private partnership opportunities.

To advance the implementation of the grant, WeGo Public Transit Procurement Department on August 6, 2025, issued a Request for Proposals (RFP #2025210) seeking qualified contractors to aid WeGo in its real estate asset management initiative to create a strategy that builds the transit agency’s capacity to capitalize on existing and future real estate assets to generate alternative revenue streams and drive community and economic growth. The announcement was published on WeGo’s website through the procurement system OpenGov. The agency intends to award a firm-fixed price contract designed to provide the agency with technical assistance. WeGo’s real estate asset management initiative will incorporate the following:

- Assessment of the existing real estate assets for enhanced value creation.
- Evaluation of prospective real estate assets for potential enhanced value creation.
- Development of a framework for comprehensive asset management policy that leverages existing and future real estate assets (i.e., transit-oriented development).
- Creation and implementation of a new staff position to administer the asset management program.

By September 1, 2025, the deadline for submitting proposals, WeGo received three responsive proposals with fair and reasonable competitive hourly rates. The proposals came from Greystone Real Estate Advisory Group, HR&A Advisors, and Ernst & Young LLP.

The Evaluation Committee reviewed the proposals based on the following criteria: Qualifications, Experience, and References; Understanding of the Scope of Work; Sampling of the Contractor’s Statement of Work Plan and Representative Projects; and Cost. The evaluation committee met on September 26, 2025, to discuss the proposals. Upon the review of proposals, the evaluation committee voted to seek further clarification. After receiving clarification from the proposers on October 7, 2025, the evaluation was scored for each proposer. Based on this evaluation, the committee recommended awarding a contract to Greystone Real Estate Advisory Group.

RECOMMENDATION:

Staff recommends Board approval to authorize the Chief Executive Officer to execute a contract with Greystone Real Estate Advisory Group for the Innovative Finance and Asset Concession Grant Implementation Consultant award. The agreement will include a term of twenty-four (24) months in keeping with the grant period for a total contract amount not to exceed \$999,400.00 of the total grant award.

APPROVED:

11/20/2025

Board Secretary

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Information Item Committee Discussion Item Committee Action Item Board Discussion Item

Item Number:	NICE-D-25-008	Meeting Date:	11/20/2025
Item Title:	Donelson Station Joint Development Update		

BACKGROUND:

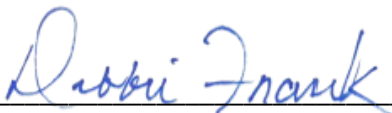
On June 13, 2022, the Regional Transportation Authority of Middle Tennessee (RTA) received an unsolicited proposal from H.G. Hill and Southeast Venture (HGH/SV) to lease a portion of the existing RTA property adjacent to Donelson Station to facilitate the development of a mixed-use complex of housing, commercial, and retail space to complement the rail station and to generate long-term revenue for the Authority. As part of the overall project, parking for rail patrons would be sustained, and the overall functionality of the station improved. The proposed site plan also includes an area for a transit center that would facilitate bus service to the airport and connections to other routes. A transit center at this location has been identified in previous MTA service plans, and its necessity is becoming more important with the passage of Mayor O’Connell’s Choose How You Move transit improvement program, with planned new and expanded WeGo Public Transit bus service in this area. Based on the unsolicited proposal, the RTA Board awarded a period of exclusive negotiation (that has since been extended) to allow the further development of designs and business agreements.

Since the period of exclusive negotiation began, substantial work (market and parking studies, programming/design, property acquisition agreement with Nashville & Eastern Railroad Authority (NERA), appraisals, etc.) critical to a formal joint development agreement and delivering the expanded transit center has been completed. RTA has also secured local, state, and federal funding of just over \$29 million to advance public infrastructure improvements on this project, including station improvements, transit center construction, and various supporting infrastructure, such as quiet zone implementation and intersection upgrades. RTA has reached 60% of the construction design for supporting transit infrastructure investment. Final design activities and construction bidding are planned to take place in 2026.

CURRENT STATUS:

Although the joint development agreement falls under the purview of the RTA Board, and not the MTA Board, the resulting transit center improvements will be important to future development of MTA services in that part of Davidson County. Debbie Frank, Deputy CEO for Growth & Development, will provide an update on the Donelson Station Joint Development and Transit Center to the MTA Board.

APPROVED:



Deputy CEO of Growth & Development

11/20/2025

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-25-053	Meeting Date:	11/20/2025
Item Title:	Approval of the 2026 Board Meeting Schedule		

BACKGROUND:

Attached is the proposed schedule for the 2026 committee and board meetings. Note changes to some dates are as follows:

- November 19 – Thanksgiving falls on the fourth Thursday, so the November meeting will be on the third Thursday.
- December 17 – In recent years, the Nashville MTA Board has met earlier in December to free up the week prior to Christmas for travel and family plans for Nashville MTA Board members and staff.

RECOMMENDATION:

We recommend that the proposed 2026 meeting dates be adopted and approved by the Board.

APPROVED:

Board Secretary

11/20/2025

Date

2026 MTA Board Meetings Schedule

Committee/Board Meeting
2:30 p.m.

Month	Committee & Board Meeting	Meeting Location
January	22	TBD
February	26	TBD
March	26	TBD
April	23	TBD
May	28	TBD
June	25	TBD
July	23	TBD
August	27	TBD
September	24	TBD
October	22	TBD
November	19*	TBD
December	17 *	TBD

* These dates ARE NOT the fourth Thursday of the month.