

## Tennessee Bankers Association

211 Athens Way | Nashville, TN 37203

April 24, 2025 | 2:30 p.m.

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

1. **Call to Order**
2. **Roll Call**
3. **Approval of the February 27, 2025, MTA Board Minutes – The MTA Board did not meet in March.**
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, Deputy CEO of Finance & Administration **M-I-25-009 P. 8**
  - Monthly Operating Statistics – Andy Burke, COO **M-I-25-010 P. 14**
  - Upcoming Procurement Projects List – Vince Malone, COSA **M-I-25-011 P. 19**
6. **Consent Agenda Items** – These action items are routine in nature, tend to be repetitive year over year, and are described in the written agenda materials. As such, they would be voted on as a group to permit more time for discussion of more unusual items. Any Board member can request that any item be removed from the Consent Agenda for further discussion, and the listed staff will be available to ask questions.
  - Approval for Computer Server Storage, Equipment Software & Related Services – Rob McElhaney, IT Manager **M-A-25-012 P. 20**
  - State WeGo Ride Contract Renewal – Billy Higgins, Capital Grants Administrator **M-A-25-013 P. 21**
7. **Operations & Finance Committee – Jessica Dauphin, Committee Chair**
  - Vehicle Maintenance Audit for 2024 – Carl Rokos, Director of Maintenance **OF-D-25-003 P. 22**
  - Enterprise Asset Management Contract Award – Hannah Schaefer, Performance Oversight Manager **M-A-25-014 P. 23**
  - Reserve Fund Policy – Amanda Vandegrift, Deputy CEO of Finance & Administration **M-A-25-015 P. 25**
8. **New Initiatives & Community Engagement Committee – Aron Thompson, Committee Chair**
  - Amendment of the FY2025 – 2030 Capital Investment Plan – Billy Higgins, Capital Grants Administrator **M-A-25-016 P. 29**
  - WeGo Link Program Update – Madeline Roberson, Transit Planner Analyst **NICE-D-25-005 P. 36**
  - Summer 2025 Service Changes and Title VI Analysis, Felix Castrodad, Director of Planning and Grants **M-A-25-017 P. 37**
9. **CEO's Report – Stephen G. Bland, CEO**
10. **Chair's Report – Gail Carr Williams, Chair**
  - Resolution Recognizing the Contributions of Former Member Janet Miller **M-A-25-018 P. 47**
11. **Other Business**
12. **Adjournment**

# Nashville Metropolitan Transit Authority

## Board of Directors Meeting

February 27, 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, February 27, 2025.

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

Gail Carr Williams, Chair	Amanda Vandegrift, DCEO of Finance & Admin
Jessica Dauphin, Member	Andy Burke, Chief Operating Officer
Aron Thompson, Member	Vince Malone, Chief of Staff & Administration
Kathryn Sasser, Member	Nick Oldham, Chief Safety & Security Officer
Margaret Behm, Board Secretary	Felix Castrodad, Dir. Of Planning & Grants
Stephen Bland CEO	Carl Rokos, Director of Maintenance
Debbie Frank, DCEO of Growth & Dev	Katie Freudberg, Scheduling & Service Manager
Monica Howse, Sr. Exec. Asst. & Bd. Liaison	

A quorum was established, and Board Chair Carr Williams called the meeting to order at 2:35 p.m.

- III. **Approval of Minutes:** Ms. Jessica Dauphin made a motion to approve the January 23<sup>rd</sup>. Nashville MTA Board minutes. Mr. Thompson 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:

- |                      |                     |
|----------------------|---------------------|
| • Peter O'Connor     | • Jennifer Sheets   |
| • Emily Grevel       | • Allison Schachler |
| • Ben Tran           | • Darius Knight     |
| • Stephanie Levinson |                     |

- V. **Informational Items:** The following items were presented for the board members' review:

- **Monthly Financial Report Compared to Budget (M-I-25-006)** – Mr. Thompson inquired about key trends to monitor as we approach the new fiscal year. Ms. Vandegrift responded that she would provide further details during the NICE Committee segment of the meeting. She also noted that she plans to return to the board in the coming months with a deeper analysis of the impacts on operating revenue, particularly those resulting from board-approved policy decisions.
- **Monthly Operating Statistics (M-I-25-007)** – Ms. Dauphin requested additional information regarding the \$2 million SMART grant referenced in the report. Mr. Burke explained that the funding will support technology initiatives aimed at easing corridor congestion along Murfreesboro Road and Charlotte Avenue. Specifically, it will enhance Transit Signal Priority systems, improving the handling of video feeds and enabling buses to navigate traffic better. The grant will also contribute to more effective headway management.
- **Upcoming Procurement Projects List (M-I-25-008)** – No questions

- VI. **Consent Agenda Items:** This month's agenda did not include any consent items.

**VII. Operations & Finance Committee Report:** Committee Chair Jessica Dauphin presented the following items for discussion and action:

- a. Forty Foot (40') Transit bus Purchase (M-A-25-006):** Director of Maintenance Carl Rokos presented the following for action:

In August 2023, the board approved a 5-year contract with Gillig LLC for the purchase of 40-foot clean diesel transit buses. Staff is now requesting approval to purchase twelve (12) additional 40-foot buses from this contract, which will support service increases related to the Choose How You Move program approved by Davidson County voters in November 2024. The buses are expected to be delivered in Q2 of FY2026, ahead of the usual production schedule due to a gap in Gillig's timeline, despite current industry supply chain delays.

These buses are part of a balanced approach to capital spending and fleet replacement. The purchase is aligned with WeGo's capital plans, and the third-party inspector, Transit Resources (AmeriTran), has confirmed compliance with federal Buy America requirements. Funding for this purchase has been requested through the Choose How You Move program and is part of the first capital project package to be submitted to the Metropolitan Council. While there is a minor risk of the Council not approving the funding, staff considers this risk negligible compared to the benefits of early bus delivery. Alternative funding options will be pursued if needed.

The Operations & Finance Committee motioned to approve the Forty Foot Transit Bus Purchase action item; Ms. Hays Sasser seconded the motion, and the Board unanimously approved it.

- b. Safety Plan Amendments (M-A-25-007):** Chief Safety & Security Officer Nick Oldham presented the following item for action:

Under the Federal Transit Administration's (FTA) Public Transportation Agency Safety Plan (PTASP) Final Rule, WeGo Public Transit is required to update its Agency Safety Plan annually, which includes safety performance targets. These targets are shared with the Metropolitan Planning Organization (MPO) and the State Department of Transportation.

The targets were agreed upon by both union and management members of the joint labor-management Safety Committee after reviewing and normalizing data from the previous year. The updated plan includes the Bipartisan Infrastructure Law requirements and aims to enhance transit safety by identifying deficiencies and promoting improvements. Once approved by the Board, the plan will be publicly available on the agency's website.

Staff requested the Board give the Chief Executive Officer the authority to execute the Agency Safety Plan to comply with FTA's Public Transportation Agency Safety Plan Final Rule and the updated Bipartisan Infrastructure Law requirements.

The Operations & Finance Committee motioned to approve the Safety Plan Amendments action item; Ms. Sasser seconded the motion, which the Board unanimously approved.

- c. Quarterly Route Performance Report (OF-D-25-002):** Scheduling and Service Manager Katie Freudberg presented the following:

The Quarterly Route Performance Report for October, November, and December 2024 shows a 2% decrease in ridership compared to the previous quarter, partly due to holidays and seasonal variations, but a 6% increase compared to the same period last year. Growth in ridership was primarily driven by improvements and restructuring linked to the North Nashville Transit Center opening, as well as increased ridership on Routes 4 Shelby and 56 Gallatin

Pike. Some of this gain was impacted by our Community Impact Partnership with the Tennessee Titans, with game-day ridership up by 30% on those routes.

Starting in October 2024, a data issue affected the accuracy of on-time performance reporting, particularly at the route level. The software vendor is addressing the issue.

Approximately 8% of WeGo's ridership comes from Metropolitan Nashville Public Schools (MNPS) through the StrIDe program, which provides free rides for MNPS students, teachers, and staff. In 2024, MNPS students took over 700,000 trips, with staff taking an additional 14,600 trips. Student ridership has not fully rebounded to pre-pandemic levels, but StrIDe program use grew by 15% from 2023 to 2024. Extra buses and security are deployed around school bell times to accommodate the large number of students.

**VIII. New Initiative & Community Engagement Committee Report:** Committee Chair Aron Thompson presented the following items for discussion and action:

**a. WeGo Link Pilot Zones & Title VI Analysis (M-A-25-008):** Director of Planning and Grants Felix Castrodad presented the following item for action:

WeGo Link service, launched in fall 2021 in partnership with Uber and Mobility Solutions, addresses first/last mile connectivity to fixed-route service in lower-demand areas. It started with a pilot in Antioch and has expanded to 16 zones throughout Davidson County. In July 2024, three new pilot zones were added based on public requests: Opry Mills, Adventure Science Center, and Bell Road. These zones have generated over 400 trips and are expected to grow.

Before these zones can be permanently added, a Title VI Equity Analysis is required to ensure no disproportionate impact on low-income or minority populations. The analysis compares the proposed service changes to current service levels and evaluates the potential effects on different populations.

The proposed new zones (Opry Mills, Adventure Science Center, and Bell Road) show a slight decrease in minority and low-income populations compared to the overall Davidson County population. After reviewing the data, staff concluded that the changes do not create a disparate impact or disproportionate burden on minority or low-income communities, as the changes fall well within the 20% threshold defined by Title VI policy.

Based on the Title VI Analysis presented, the staff requests the Board of Directors' approval to make the Opry Mills, Adventure Science Center, and Bell Road WeGo Link Zones permanent.

The NICE Committee motioned to approve the WeGo Link Pilot Zones & Title VI Analysis action item; Ms. Kathryn Sasser seconded the motion, and the Board unanimously approved it.

**b. Security Assessment Overview & Findings (NICE-D-25-002):** Chief Safety & Security Officer Nick Oldham presented the following item for discussion:

In August 2023, the Agency contracted Marine Tiger Technologies to conduct a comprehensive security system assessment. The goal was to enhance security operations, improve customer and employee experiences, and strengthen coordination with supporting service agencies. Marine Tiger's evaluation focused on risk assessment, identifying strengths and weaknesses in security procedures, communication systems, technology integration, staffing levels, and coordination with external agencies. Mr. Oldham introduced Mr. Michael

Steinle, the Project Manager from Marine Tiger Technologies to present findings of this effort. Mr. Steinle reported the following:

Key objectives included:

- Assessing security risks using international standards
- Evaluating communication protocols for routine and emergency situations
- Recommending technological improvements for monitoring and incident response
- Enhancing collaboration with supportive agencies
- Reviewing staffing levels for contracted security and police functions

Ms. Hays Sasser expressed support for the heightened security presence, noting that it acts as a strong deterrent. She emphasized the importance of encouraging MNPd to maintain and strengthen its partnership with WeGo. Additionally, Ms. Hays Sasser proposed exploring the possibility of increased penalties for assaults occurring in specific locations against transit staff. She also encouraged staff to consider using signage and messaging as part of this effort.

Ms. Dauphin inquired whether Marine Tiger had established a timeline. Mr. Steinle responded that their initial focus over the next 12 months is on planning, followed by developing procedures and conducting staff training.

Mr. Thompson asked Mr. Steinle to elaborate on the lighting audit. Mr. Steinle explained that it involves assessing whether lighting at designated locations meets required standards. Oldham added that Echo lights have also been installed.

Ms. Carr Williams praised the report, stating she found it meaningful and reflective of the humanity they strive to center in their work. She echoed the appreciation shared by fellow board members for Nick Oldham, his team, and the strong collaboration with the Mayor and Chief Drake.

CEO Bland noted that while policy changes may take some time, the mayor's recent announcement that Captain Brian Williams has been appointed as MNPd's first-ever transit liaison is a promising step in the right direction.

- c. **Contracted Security Contract Award (M-A-25-009)**: Chief Safety & Security Officer Nick Oldham presented the following item for action:

Marine Tiger Technologies completed an assessment of WeGo Public Transit's security systems. The company identified that while current security coverage has been adequate, it needs to evolve to support the city and transit system's growth. Marine Tiger benchmarked WeGo's facilities and operations against similar transit agencies and recommended expanded coverage.

In August 2024, a Request for Proposal (RFP) was published, receiving eight responses. After evaluation, three companies were shortlisted, and Archangel Protective Services was selected as the highest-rated proposal. Archangel provided three cost options: baseline coverage, expanded coverage (recommended by Marine Tiger), and armed officers (not recommended).

WeGo's pending operating budget request includes funding for expanded coverage. The base contract with Archangel for year 1 is \$2.65 million, with increases in years 2 and 3. If expanded coverage is approved, the cost would rise to \$4.57 million in year 1. This expanded coverage would include increased security at key facilities and the creation of a mobile security unit.

Archangel will provide Tennessee-licensed security officers with annual training in security techniques, de-escalation, and self-defense. The contract is for an initial 3 years, with two optional 1-year extensions.

No Disadvantaged Business Enterprise (DBE) goal was set for the project.

Staff recommended that the Board provide the Chief Executive Officer authority to sign into an agreement with Archangel Protective Services to provide security services for all WeGo Public Transit operations and properties at a not to exceed cost of \$8,172,170.88 for baseline services and \$14,112,905.28 for expanded services if funding can be made available beginning in the FY2025-2026 Metro Budget process. The contract period will be from April 1, 2025, through March 31, 2028. Two (2) additional one (1) year options are available to be presented to the Board prior to the initial contract expiration date in 2028.

Ms. Carr Williams asked if MNPd could potentially fill the staffing shortages at WeGo, which could help fill those gaps. Oldham responded that while they cannot control MNPd's staffing levels, he is confident in the strength of their relationship and believes it's reasonable to make that request.

Mr. Thompson inquired about the choice of a 3-year contract instead of a 5-year term. Mr. Oldham explained that a shorter contract allows for more flexibility and the ability to make changes sooner if necessary. CEO Bland added that a 3-year term aligns with standard procurement practices for professional service contracts.

Mr. Thompson also asked whether reporting requirements are included in the contract, and Mr. Oldham confirmed that they are.

Ms. Dauphin then asked if the security officers would be armed. Mr. Oldham responded that they would not be, at least at this time.

The NICE Committee motioned to approve the Contracted Security Contract Award action item, Ms. Dauphin seconded the motion, and the Board unanimously approved it.

- d. **Amendment to Existing Security Contract (M-A-25-010):** Chief Safety & Security Officer Nick Oldham presented the following item for action:

In November 2023, the board approved an 18-month extension to Allied Universal Security's contract for \$1,936,272 to allow Marine Tiger to conduct a system security assessment before issuing a new solicitation for security services. However, the initial cost estimate was based on 12 months, resulting in a shortfall. Staff is now requesting an increase of \$540,000 to cover the additional 6 months needed for a smooth transition between security contractors.

Staff recommended that the Board provide the Chief Executive Officer with the authority to increase the not-to-exceed amount for our existing contract with Allied Universal Security by \$540,000 to cover the remaining costs of security services from Allied Universal Security until this contract can be transitioned to Archangel Security.

The NICE Committee motioned to approve the Amendment to Existing Security Contract action item; Ms. Dauphin seconded the motion, which the Board unanimously approved.

- e. **MTA Reserve Fund Policy Discussion (NICE-D-25-003):** Deputy CEO of Finance & Administration Amanda Vandegrift provided the following background, peer examples, and recommendations:

The MTA currently lacks a reserve fund to address unexpected revenue losses or cost increases. However, Nashville's Choose How You Move Transit Improvement Program (TIP), approved by voters, includes funding for a new reserve fund starting in 2025. This fund is supported by a 0.5% sales surcharge that began collection in February 2025. The reserve is expected to hold at least 30% of the MTA's annual operating budget, or approximately \$47.2 million, by FY2026.

In response to the Board's request, MTA reviewed national transit agency reserve policies, finding that many agencies use reserves to manage operations, emergencies, debt, and expansions. The TIP's proposed reserve approach, based on a percentage of annual operating expenses, aligns with common practices in cities like Denver and San Antonio. The benefits of reserve funds include:

- Maintaining adequate cash reserves (GFOA best practice)
- Avoiding service disruptions from unexpected revenue shortfalls or expenses
- Better resource management
- Increased competitiveness for federal grants

Based on this review, MTA has drafted a reserve fund policy and recommends establishing a board reserve policy before creating the reserve account and transferring initial funds in late spring or summer 2025.

There was a general discussion on the draft policy. Staff will return to a future Board meeting for formal adoption of the reserve policy.

- f. **FY2025 – 2026 MTA Budget Submission to Metro (NICE-D-25-004):** Deputy CEO of Finance and Administration Amanda Vandegrift provided a brief presentation on the budget request submissions.

On February 7, 2025, WeGo Public Transit submitted MTA's FY2025 -26 operating budget requests as part of Metro's annual process. This marked the first submission for dedicated transit funding through the Choose How You Move Transit Improvement Program. The submission included:

- \$88.8 million in baseline operating funding for MTA, an increase of \$11.4 million over FY2024- 25 levels, covering:
  - \$4.0 million for full-year operation of services initiated during the middle of FY2024-25.
  - \$5.0 million for inflation.
  - \$2.4 million to offset revenue impacts from customer-focused programs, such as the free transit passes provided to Metro for Homeless services.
- \$77.7 million in investment requests, including:
  - \$47.2 million for a new MTA reserve fund.
  - \$10.5 million to reduce reliance on federal 5307 funds for operations.
  - \$20 million for service and safety expansions:
    - \$7.8 million for direct service expansion (new routes, expanded service).
    - \$6.3 million for safety and security (security coverage, transit policing, etc.).
    - \$4.5 million for service quality and reliability improvements.
    - \$1.4 million for capital program readiness.

Additionally, a supplemental request could advance some initiatives in FY2024- 25, potentially accelerating \$2.5 million in funding for specific expansions and improvements. Final decisions will be made as the mayor's budget is filed in late April, with further discussions leading to the adoption of the FY2025-26 budget in June.

Ms. Hays Sasser referenced the recent executive orders related to DEI and emphasized the importance of ensuring that we are meeting all compliance requirements, particularly those related to federal funding.

- IX. Election of Vice Chair (M-A-25-011):** Board Secretary and General Counsel Margaret Behm conducted the election of a new Vice Chair to the MTA Board of Directors.

In accordance with the Metropolitan Charter, the Nashville Metropolitan Transit Authority (Nashville MTA) Board shall elect a Chair and Vice-Chair annually. At its July 2024 meeting, the Board elected Gail Carr-Williams as Chair and Janet Miller as Vice Chair for the Board. After this election, Ms. Miller submitted her resignation from the Board to Mayor O'Connell, necessitating the election of a new vice chair.

Ms. Dauphin nominated Mr. Thompson for the role of Vice Chair, and Ms. Hays Sasser seconded it. Mr. Thompson enthusiastically accepted the nomination, which was unanimously approved by the board.

- X. CEO's Report:** CEO Bland provided the following report:

Due to the length of the meeting, Mr. Bland deferred his remarks and board report until next month.

- XI. Chair's Report:** Board Chair Carr Williams presented the following report:

Chair Carr Williams expressed her gratitude to everyone for a productive meeting, noting that WeGo is clearly a growing transit agency. She emphasized that the team is actively responding to that growth and is committed to ensuring Nashville has the best and safest transit system in the country. She also shared her excitement about WeGo's future.

- XII. Other Business:** There was no further business to come before this Board.

- XIII. Adjournment:** With no further business, the meeting adjourned at 4:32 p.m.

**Attested:**

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**Gail Carr Williams**  
Chair

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**Margaret L. Behm**  
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-25-009	Meeting Date:	4/24/2025
Item Title:	Monthly Financial Report Compared to Budget		

## BACKGROUND:

Attached is a summary of the interim statement of operations for February 2025 compared to the approved fiscal year (FY) 2025 budget. In the first seven months of the fiscal year, revenues were just 2.2% lower than budgeted, and expenses were just 2.3% higher than budgeted.

Passenger revenues continue to trend higher than budgeted, with total fiscal year revenues to date being approximately \$580,381 (or 12%) higher than the budget for the first eight months of the fiscal year. They are a result of conservative budgeting assumptions related to fare-capping. A total of \$1,046,310 in federal funds have been received to date for capital program items that were not capitalized and recorded as federal operating revenue. Approximately \$3.8 million in federal COVID-19 funds have been drawn to date, and we anticipate drawing the remaining \$2.8 million in federal COVID-19 relief funds by the end of the fiscal year. As noted in prior reports, an additional \$878,000 in State operating subsidies was received in December due to an unanticipated 17% increase in the UROP allocation compared to prior years. As a result, we have used less local funding to date than budgeted. Nevertheless, we anticipate using all remaining local funds by the end of March. We will then shift to using a combination of federal funds and the new dedicated local funding provided through the Council-approved FY2024-2025 supplemental for initial Choose How You Move initiatives. This will include accelerating priority security initiatives, Access on Demand expansion, WeGo Link expansion, and reducing MTA's reliance on using federal funds for eligible preventative maintenance and ADA costs.

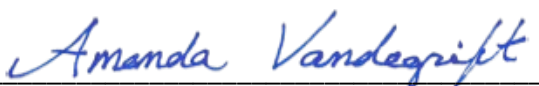
Overtime costs in the Fixed-Route Bus Operations category continue to be significantly higher than budgeted, with total fiscal year spending to date in the Fixed Route Bus Operating category being nearly \$2.1 million (or 13%) higher than anticipated in the FY 2025 budget. Labor shortages have also impacted the Paratransit Operations category, with the category spending to-date being nearly \$1.5 million (or 18%) higher than budgeted, primarily related to the use of third-party providers to cover needed services. The Customer Communications category is currently 5% higher than was budgeted due to efforts related to the Choose How You Move Program. Other categories experienced favorable variances related to the timing of expenses and open positions, including Asset Maintenance (4%), Security (5%), Administration (8%), Planning & Development (6%), and Other (28%).

As of February 28, 2025, RTA owed Nashville MTA approximately \$317,749 for services provided. In turn, MTA owes RTA approximately \$54,029 for fares collected.

## CURRENT STATUS:

Deputy CEO of Finance and Administration Amanda Vandegrift will be available to answer questions.

## APPROVED:



Deputy CEO of Finance and Administration

4/24/2025

Date

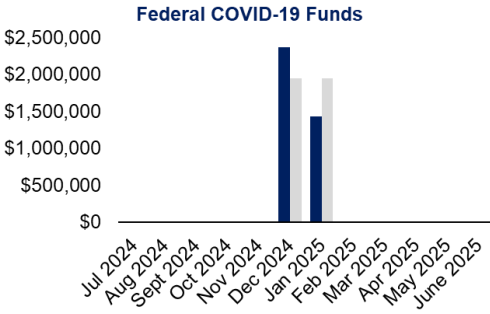
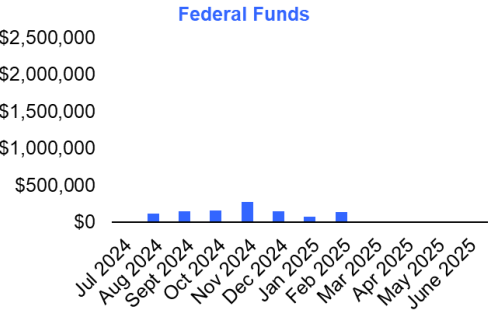
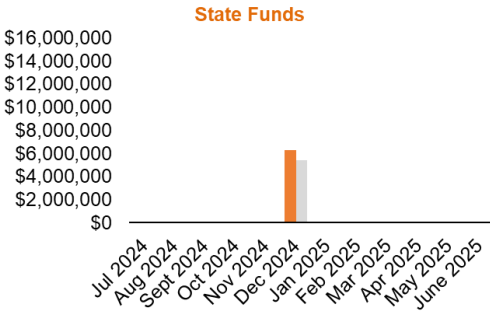
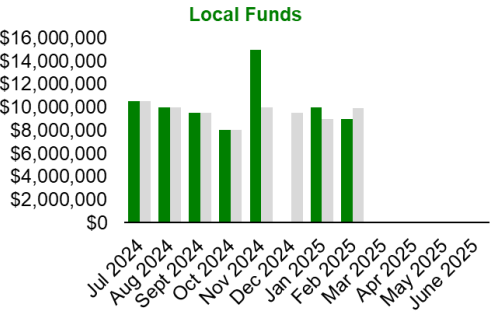
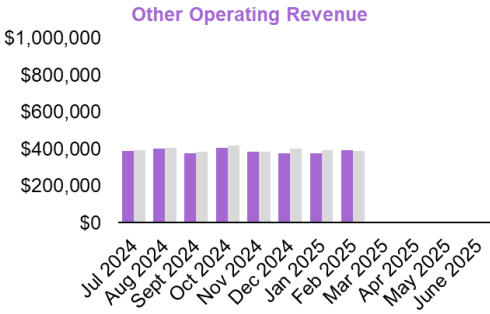
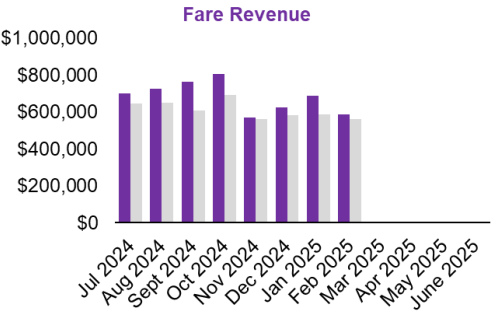
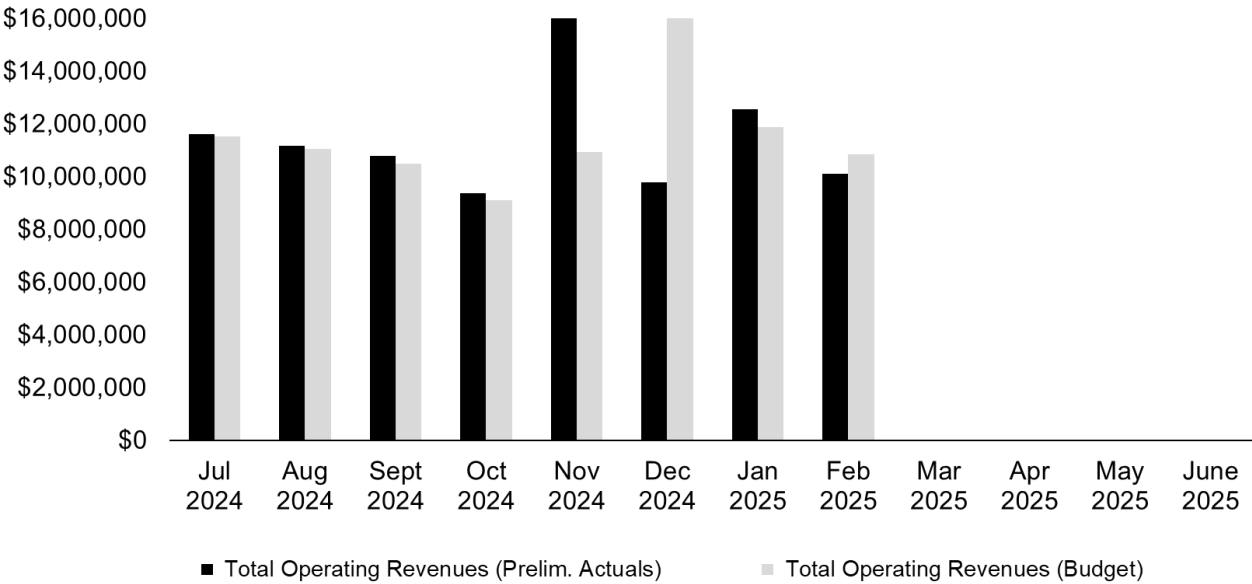
## February 2025 Operating Revenue by Category:

	February 2025	Fiscal Year To Date	Approved FY 2025 Budget	% Budget To Date
Passenger Revenues (Budget)	561,900	4,885,690	7,419,325	66%
Passenger Revenues (Actuals)	585,047	5,466,071		74%
Other Operating Revenues (Budget)	387,460	3,167,620	4,762,955	67%
Other Operating Revenues (Actuals)	394,619	3,100,101		65%
Local Funds (Budget)	9,915,900	76,365,900	77,365,900	99%
Local Funds (Actuals)	9,000,000	71,968,907		93%
State Funds (Budget)	-	5,394,000	5,394,000	100%
State Funds (Actuals)	-	6,272,000		116%
Federal Funds (Budget)	-	-	26,457,279	-
Federal Funds (Actuals)	131,149	1,046,310		4%
Federal COVID-19 Funds (Budget)	-	3,897,500	6,597,591	59%
Federal COVID-19 Funds (Actuals)	-	3,797,707		58%
<b>Total Operating Revenues (Budget)</b>	<b>10,865,260</b>	<b>93,710,710</b>	<b>127,997,050</b>	<b>73%</b>
<b>Total Operating Revenues (Actuals)</b>	<b>10,110,815</b>	<b>91,587,454</b>		<b>72%</b>

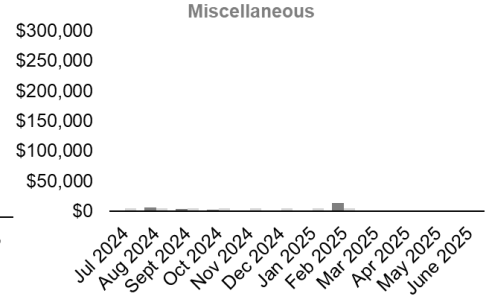
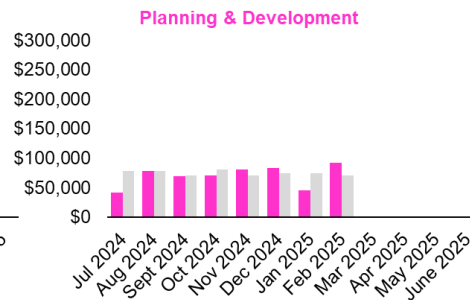
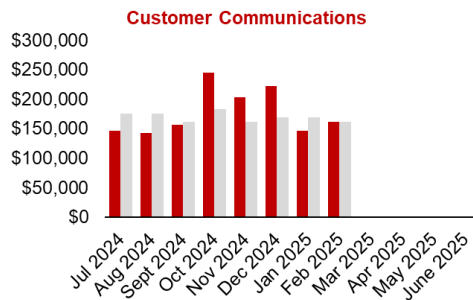
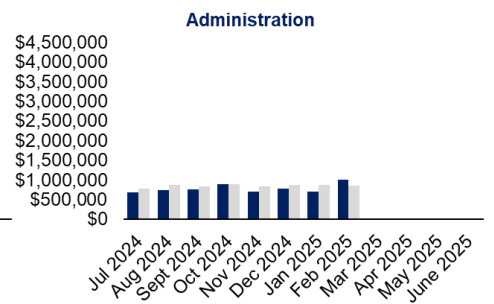
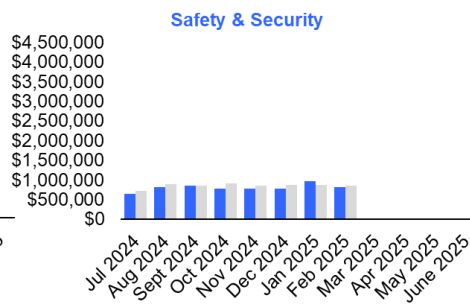
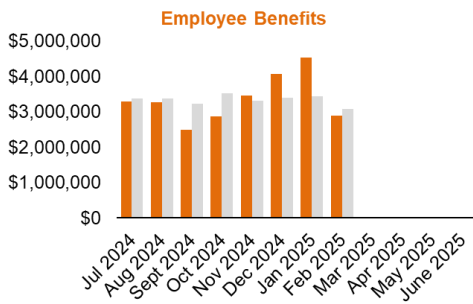
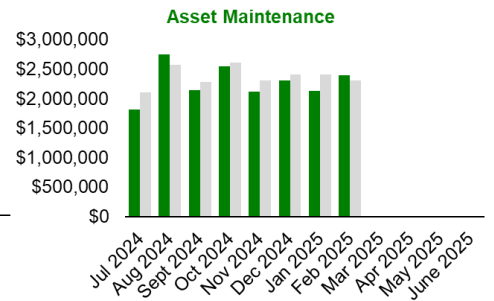
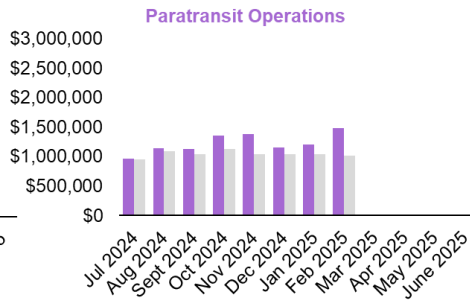
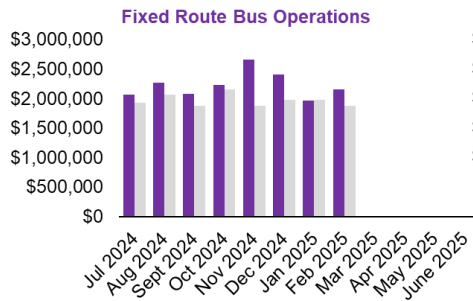
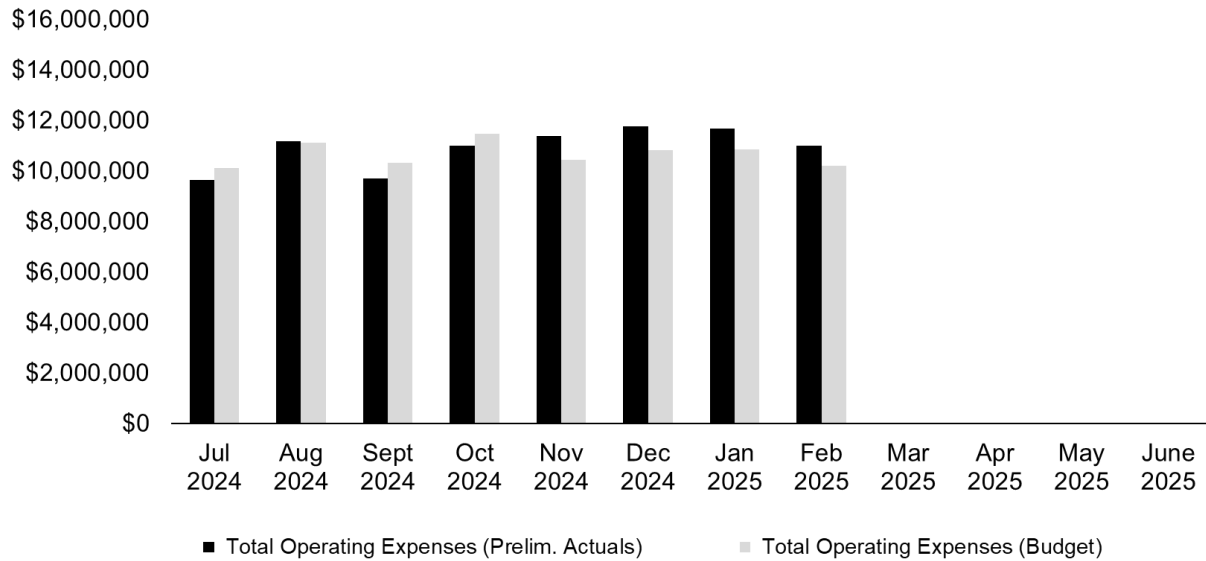
## February 2025 Operating Expenses by Category:

	February 2025	Fiscal Year To Date	Approved FY 2025 Budget	% Budget To Date
Fixed Route Bus Operations (Budget)	1,880,028	15,734,204	23,625,790	67%
Fixed Route Bus Operations (Actuals)	2,158,425	17,821,309		75%
Paratransit Operations (Budget)	1,015,193	8,347,644	12,671,810	67%
Paratransit Operations (Actuals)	1,480,612	9,811,980		78%
Asset Maintenance (Budget)	2,310,227	19,015,046	28,608,930	66%
Asset Maintenance (Actuals)	2,393,259	18,198,223		64%
Employee Benefits (Budget)	3,080,150	26,699,740	39,786,760	67%
Employee Benefits (Actuals)	2,879,897	26,848,812		67%
Safety & Security (Budget)	842,821	6,794,368	10,161,070	67%
Safety & Security (Actuals)	822,300	6,425,940		63%
Administration (Budget)	855,531	6,814,838	10,160,810	66%
Administration (Actuals)	999,026	6,254,782		61%
Customer Communications (Budget)	161,516	1,355,878	2,030,120	67%
Customer Communications (Actuals)	162,019	1,423,253		70%
Planning & Development (Budget)	71,165	599,410	897,350	67%
Planning & Development (Actuals)	91,682	561,419		63%
Miscellaneous (Budget)	4,534	36,272	54,410	67%
Miscellaneous (Actuals)	13,810	26,012		48%
<b>Total Operating Expenses (Budget)</b>	<b>10,221,165</b>	<b>85,397,400</b>	<b>127,997,050</b>	<b>67%</b>
<b>Total Operating Expenses (Actuals)</b>	<b>11,001,030</b>	<b>87,371,729</b>		<b>68%</b>

# Operating Revenue Monthly Comparisons FY 2025 Actuals vs Budget



## Operating Expenditures Monthly Comparisons FY 2025 Actuals vs Budget



Nashville MTA								
Statement of Operations Compared to Budget								
For the Period Ending February 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	546,726	529,820	16,906	4,252,753	5,107,704	4,544,150	563,554	6,885,000
WeGo Access Revenue	38,321	40,210	(1,889)	363,672	358,367	410,270	(51,903)	637,640
Contract Revenue	274,062	247,415	26,647	1,907,772	2,092,402	2,041,010	51,392	3,070,940
Community Impact Partnership Revenue	-	14,170	(14,170)	226,811	-	119,750	(119,750)	180,000
Other Non-Transportation Revenue	120,558	117,745	2,813	953,234	1,007,699	938,140	69,559	1,408,700
Total Operating Revenue	979,666	949,360	30,306	7,704,242	8,566,172	8,053,320	512,852	12,182,280
Federal/State/Local Income								
Local Operating Assistance	9,000,000	9,915,900	(915,900)	69,000,000	71,968,907	76,365,900	(4,396,993)	77,365,900
State Operating Assistance	-	-	-	5,340,300	6,272,000	5,394,000	878,000	5,394,000
CMAQ Operating Revenues	-	-	-	-	-	-	-	-
Mobility Mgmt / CHSTP Admin Time	-	-	-	-	13,837	-	13,837	-
CARES Act Operating Reimbursement	-	-	-	59,134	3,797,707	3,897,500	(99,793)	6,597,591
American Rescue Plan Op Reimbursement	-	-	-	593,470	-	-	-	-
Total Assistance Income	9,000,000	9,915,900	(915,900)	74,992,904	82,052,452	85,657,400	(3,604,948)	89,357,491
Capital Income								
Capital Operating Reimbursement	131,149	-	131,149	71,625	1,032,473	-	1,032,473	22,957,279
Capital ADA Reimbursement	-	-	-	-	-	-	-	3,500,000
Total Capital Income	131,149	-	131,149	71,625	1,032,473	-	1,032,473	26,457,279
Total Revenue	10,110,815	10,865,260	(754,445)	82,768,771	91,651,096	93,710,720	(2,059,624)	127,997,050
Labor & Fringes								
Labor & Fringes	7,069,976	7,173,220	103,244	54,479,700	60,819,837	60,782,350	(37,487)	91,052,070
Services	2,222,059	1,410,470	(811,589)	9,688,644	14,134,954	11,224,370	(2,910,584)	16,832,390
Fuel & Lubricants	544,955	537,230	(7,725)	4,070,436	4,098,057	4,539,300	441,243	6,795,660
Parts, Materials & Supplies	593,382	613,910	20,528	4,598,259	4,264,090	5,014,620	750,530	7,568,890
Utilities	137,220	135,540	(1,680)	889,087	933,916	1,030,400	96,484	1,538,660
Casualty & Liabilities	301,574	281,860	(19,714)	2,073,430	2,506,467	2,254,880	(251,587)	3,382,340
Other Miscellaneous Expenses	131,864	68,935	(62,929)	402,444	614,408	551,480	(62,928)	827,040
Total Expenses	11,001,030	10,221,165	(779,865)	76,202,000	87,371,729	85,397,400	(1,974,329)	127,997,050
Surplus/(Deficit) before GASB 33	(890,215)	644,095	(1,534,310)	6,566,771	4,279,367	8,313,320	(4,033,953)	-
CARES Act Capital Reimbursement								
Capital Asset Purchases	-	-	-	1,140,923	307,351	-	307,351	-
Amortized Rental Revenue	504,183	-	504,183	10,414,724	12,980,362	-	12,980,362	-
GASB 75 OPEB	49,167	-	49,167	393,336	393,336	-	393,336	-
Interest Exp - Cap Lease	-	-	-	-	-	-	-	-
(Loss)Gain on Sales	(20,856)	-	(20,856)	(164,555)	(166,324)	-	(166,324)	-
Amortization Exp	-	-	-	83,264	9,866	-	9,866	-
Depreciation net of Sub-Recip	(8,409)	-	(8,409)	(67,274)	(67,274)	-	(67,274)	-
Surplus /(DEFICIT)	(2,098,920)	-	(2,098,920)	(14,744,621)	(17,073,996)	-	(17,073,996)	-
	(2,465,050)	644,095	(3,109,145)	3,622,566	662,688	8,313,320	(7,650,632)	-

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

	This Month February	Fiscal YE 2024 June
<b>ASSETS</b>		
<b>CURRENT ASSETS</b>		
Cash and Equivalents	7,217,899	6,459,272
Receivables from Federal, State, and Local Gov't	186,018	4,984,588
Accounts Receivable	2,214,570	2,173,701
Material and Supplies	6,185,224	4,814,116
Prepaid Expenses and Other	2,953,816	1,538,215
Pension and OPEB Deferred Outflow	32,868,326	32,868,326
<b>TOTAL CURRENT ASSETS</b>	<b>51,625,853</b>	<b>52,838,218</b>
<b>PROPERTY AND EQUIPMENT</b>		
Land	14,733,025	14,733,025
Buildings, Shelters, and Benches	140,190,400	138,578,250
Revenue Equipment and Parts	227,963,441	222,852,650
Office Furniture and Equipment	7,174,201	7,055,969
Work in Progress	11,173,138	5,364,715
	401,234,205	388,584,609
Less Accum Depreciation and Amortization	(219,517,725)	(203,317,072)
<b>TOTAL PROPERTY AND EQUIPMENT, NET</b>	<b>181,716,480</b>	<b>185,267,537</b>
<b>OTHER ASSETS</b>		
Cash and Restricted Investments for Self Ins	350,000	350,003
Metropolis Lease Receivable LT	-	-
North Nashville Property (Lease)	7,063,765	7,063,765
<b>TOTAL OTHER ASSETS</b>	<b>7,413,765</b>	<b>7,413,768</b>
<b>TOTAL ASSETS</b>	<b>240,756,098</b>	<b>245,519,523</b>
<b>LIABILITIES</b>		
<b>CURRENT LIABILITIES</b>		
Accounts Payable	4,427,898	4,894,741
Accrued Expenses	6,941,245	8,939,025
Deferred Revenue	394,990	581,952
Notes Payable	-	2,400,000
<b>TOTAL CURRENT LIABILITIES</b>	<b>11,764,133</b>	<b>16,815,718</b>
<b>NON-CURRENT LIABILITIES</b>		
Long Term Deferred Rent Revenue	4,624,101	5,017,437
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
<b>NON-CURRENT LIABILITIES</b>	<b>133,606,764</b>	<b>134,000,100</b>
<b>NET ASSETS</b>		
Invested in Capital Assets	177,092,379	100,682,034
Unrestricted	(82,369,866)	(20,295,870)
Current Year Surplus(Deficit)	662,688	14,317,541
<b>TOTAL NET ASSETS</b>	<b>95,385,201</b>	<b>94,703,705</b>
<b>TOTAL LIABILITIES AND NET ASSETS</b>	<b>240,756,098</b>	<b>245,519,523</b>

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivables	\$2,187,257	\$13,165	\$2,896	\$11,252	\$2,214,570
	98.8%	0.6%	0.1%	0.5%	100%
Accounts Payable	\$4,359,199	\$18,888	\$27,900	\$21,911	\$4,427,898
	98.4%	0.4%	0.6%	0.5%	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-25-010	Meeting Date:	4/24/2025
Item Title:	Monthly Operating Statistics		

## BACKGROUND:

Attached are monthly operating statistics through February 2025.

February 2025 included one less day than February 2024, which was a leap year. Additionally, winter weather events during the latter half of the month contributed to a 10.7% decrease in fixed-route ridership compared to February 2024. Building on January's success, we proactively adjusted service levels to mitigate common adverse weather impacts, such as operator shortages and traction issues with 60' articulated buses. These efforts are crucial to customer service so riders know in advance the impacts of adverse weather, but they do impact service reliability as scheduled service is reduced. The service metric for reliability (Bus Trip Completion) is reported inaccurately high this month, as the percentage does not include trips removed from the schedule in advance of the service day. For future reporting, trip completion percentage will be measured against all scheduled trips.

Despite aforementioned challenges, Access Ridership increased by 2.8%, driven by continued growth across WeGo Link, Access on Demand (AOD), and Access 3<sup>rd</sup> Party.

Staffing remains a key challenge. The percentage of filled operator positions fell by 5.6% compared to February 2024, while maintenance was 89.4%. Operator recruitment fell short of targets across key indicators, such as applications received, training class starts, and training completions. Initiatives to increase the recruiting and HR generalist teams continue while a cross-functional team prepares for an increased number of new hires.

On a positive note, the Community Impact Partnership launched another season in collaboration with Nashville Soccer Club. As part of this partnership, we will continue to offer free fares on Routes 52 and 77 and \$2 fares on Route 84 on home game days. Additionally, on February 4<sup>th</sup>, we celebrated Rosa Parks' birthday by hosting a Transit Equity Day event at Dr. Ernest Rip Patton Jr. North Nashville Transit Center.

## CURRENT STATUS:

Chief Operating Officer Andy Burke will be available to answer specific questions regarding the monthly operating statistics.

## APPROVED:



Chief Operating Officer

4/24/2025

Date

# Operations Dashboard Report

	February 2025	February 2024	Pct. Change	Goal	Indicator
<b>Ridership</b>					
Bus Ridership	644,646	721,553	-10.7%		
Access Ridership	32,896	31,997	2.8%		
Total Ridership	677,542	753,550	-10.1%	780,000	◆
<b>Productivity &amp; Efficiency</b>					
Bus Passengers per Revenue Hour	14.51	16.64	-12.8%	15.40	▲
Access Passengers per Revenue Hour	1.49	1.68	-11.0%	1.60	▲
Cost Per Scheduled Revenue Hour	\$186.90	\$175.17	6.7%	\$155.47	◆
<b>Safety</b>					
Total Collisions per 100,000 miles	6.0	6.6	-9.1%	4.0	◆
Preventable Collisions per 100,000 miles	3.3	3.9	-15.4%	2.2	◆
<b>Service Quality</b>					
Bus Trip Completion	99.82%	99.75%	0.07%	99.75%	●
Bus On-Time Performance	79.6%	84.6%	-5.0%	85.0%	▲
Access On-Time Performance	93.4%	93.9%	-0.5%	93.0%	●
<b>Maintenance</b>					
Bus Miles Between Road Calls	5,597	5,769	-3.0%	6,500	◆
Access Miles Between Road Calls	30,399	33,686	-9.8%	20,000	●
<b>Customer Care</b>					
Bus Passengers per Complaint	2,803	3,537	-20.8%	3,000	▲
Access Passengers per Complaint	748	288	159.4%	350	●
Percent of Calls Answered	90.6%	86.2%	4.5%	92.0%	▲
<b>Staffing</b>					
% of Operator Positions Filled	90.8%	96.4%	-5.6%	92.0%	▲
% of Maintenance Positions Filled	89.4%	86.3%	3.1%	92.0%	▲
<b>Customer Amenities</b>					
% of Stops with Shelters (including Central)	21.1%	18.9%	2.2%	20.0%	●
% of Boardings at Covered Stops (including Central)	76.6%	74.2%	2.4%	74.0%	●



Exceeding Goal



Within 10% of Goal



More than 10% off Goal



# Operations Dashboard Report

	FY2025	FY2024			
	February 2025	February 2024	Pct. Change	Goal	Indicator
<b>Ridership</b>					
Bus Ridership	5,830,238	5,577,168	4.5%		
Access Ridership	267,736	250,358	6.9%		
Total Ridership	6,097,974	5,827,526	4.6%	6,240,000	▲
<b>Productivity &amp; Efficiency</b>					
Bus Passengers per Revenue Hour	14.93	15.91	-6.2%	15.40	▲
Access Passengers per Revenue Hour	1.55	1.65	-6.0%	1.60	▲
Cost Per Scheduled Revenue Hour	\$172.34	\$156.88	9.9%	\$155.47	◆
<b>Safety</b>					
Total Collisions per 100,000 miles	5.9	5.5	7.7%	4.0	◆
Preventable Collisions per 100,000 miles	3.3	2.8	15.8%	2.2	◆
<b>Service Quality</b>					
Bus Trip Completion	99.70%	99.72%	-0.02%	99.75%	▲
Bus On-Time Performance	81.5%	83.7%	-2.2%	85.0%	▲
Access On-Time Performance	92.0%	93.0%	-1.0%	93.0%	▲
<b>Maintenance</b>					
Bus Miles Between Road Calls	5,282	6,450	-18.1%	6,500	◆
Access Miles Between Road Calls	19,124	22,104	-13.5%	20,000	▲
<b>Customer Care</b>					
Bus Passengers per Complaint	3,024	3,041	-0.6%	3,000	●
Access Passengers per Complaint	489	303	61.2%	350	●
Percent of Calls Answered	89.0%	85.5%	3.5%	92.0%	▲
<b>Staffing</b>					
% of Operator Positions Filled	91.1%	96.6%	-5.5%	92.0%	▲
% of Maintenance Positions Filled	86.7%	86.6%	0.1%	92.0%	▲
<b>Customer Amenities</b>					
% of Stops with Shelters (including Central)	20.0%	19.3%	0.7%	20.0%	●
% of Boardings at Covered Stops (including Central)	75.4%	72.9%	2.5%	74.0%	●



Exceeding Goal



Within 10% of Goal



More than 10% off Goal

# Operations Dashboard Glossary

Metric	Definition
<b>Ridership</b>	
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
<b>Productivity &amp; Efficiency</b>	
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
Total Cost Per Scheduled Revenue Hour of Service	Total fully allocated cost to deliver service divided by the total scheduled revenue hours. Revenue vehicle hours is the time (in hours) when the bus is providing service to the general public
<b>Safety</b>	
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
<b>Service Quality</b>	
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
<b>Maintenance</b>	
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.
<b>Customer Care</b>	
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.
<b>Staffing</b>	
% 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
<b>Customer Amenities</b>	
% of Stops with Shelters (including Central)	The total number of stops with shelters divided by total number of stops WeGo operates.
% of Sheltered Boardings (including Central)	The total number of riders who boarded with a shelter (including WeGo Central boardings) divided by the total number of riders for the time period.

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## List of Upcoming Procurement Projects

Meeting Date: 4/24/2025

Item #: M-I-25-011

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**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:** April 2025
- **Estimated Project Value:** TBD

**Project Name: Executive Recruiting Services (DTO)**

- **Brief Description:** Contract to provide recruitment services for upcoming Management and Executive Level positions.
- **Anticipated Publish Date:** April 2025
- **Estimated Individual Contract Value:** TBD

**Project Name: Nestor Maintenance Bays**

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

**Project Name: Nestor Roof Repairs**

- **Brief Description:** Repairs covered under FEMA from prior storm damage
- **Anticipated Publish Date:** April 2025
- **Estimated Project Value:** TBD

**Project Name: Murfreesboro Pike All-Access Corridor**


- **Brief Description:** A Request for Qualifications (RFQ) is being issued to solicit consulting firms to provide DTO, MTA, and RTA with the Murfreesboro Pike All-Access Corridor implementation strategy.
- **Anticipated Publish Date:** June 2025
- **Estimated Project Value:** TBD

**CURRENT STATUS:**

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

No discussion is planned at the meeting unless staff has questions. This material is provided for information only.

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**APPROVED:**

Chief of Staff & Administration

4/24/2025

Date

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## Board Action Item

Item Number:	M-A-25-012	Meeting Date:	4/24/2025
Item Title:	Approval for Computer, Server, Storage Equipment, Software, and Related Services		

### BACKGROUND:

The State of Tennessee has a statewide multi-vendor Information Technology contract for local agencies to use to purchase computers (PCs), laptops, servers, storage, software, and other related goods and services. The contract period started on February 1, 2024, and the Initial End Date is June 30, 2025. The final end date with options and extensions is June 30, 2028.

WeGo has prioritized capital projects in the annual capital plan to ensure funding for State of Good Repair needs and high-priority, ongoing projects. Per the adopted capital plan, State of Good Repair items will need to be funded.

Quick Ticket (Init) Server, Storage Equipment, and Software. Budget Expense \$1,100,000  
The original hardware purchase was FY19.

Computers (PCs), Laptops, and Peripherals. Budget Expense \$750,000

Servers, Storage, Computers, and Laptops have a useful life of five to seven years.

Specific projects will be funded using the sources as established in previously approved MTA Capital Plans and Operating Budgets.

### RECOMMENDATION:

Staff recommends that the Board give the Chief Executive Office the authority to utilize the State of Tennessee contract to purchase Information Technology hardware, software, and related services in the amount not to exceed \$1,850,000 through June 30, 2028, as described above. Funding is available through a combination of Federal, State, and local sources. These items are included in the IT state of good repair line item in the approved MTA Capital Spending Plan. Additional purchases will be approved in future MTA Capital Plans.

### APPROVED:

4/24/2025

\_\_\_\_\_  
Board Secretary

\_\_\_\_\_  
Date

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## Board Action Item

Item Number:	M-A-25-013	Meeting Date:	4/24/2025
Item Title:	State WeGo Ride Contract Renewal		

### BACKGROUND:

In 2006, the Nashville Metropolitan Transit Authority (Nashville MTA) and the State of Tennessee began a program for their employees in which the State would pay the work commute transportation cost for all their employees who utilize public transportation. While we have seen some decline in ridership over the last several years due to the State relocating employees to locations outside Downtown Nashville and encouraging remote work arrangements, the Tennessee Department of Transportation (TDOT) would like to renew the contract as the program continues to work well in helping the State with their employee parking issues and supplying WeGo Public Transit (WeGo) and the Regional Transportation Authority of Middle Tennessee (RTA) with additional ridership. The current \$1.75 million contract managed by TDOT is scheduled to expire on June 30, 2025.

We have successfully negotiated with the State to continue the contract for FY2026 at the same rate per ride of \$2.50 based upon all regional transportation services, including both WeGo and RTA. WeGo Access trips will be billed at \$3.70 per ride. WeGo van pool services are managed through RTA's third-party contractor, The TMA Group. Reimbursement rates for this program are set at \$65 per month per rider, which will be passed through to RTA. The contract will be between the Nashville MTA and TDOT, with the RTA receiving its weighted average proportional share for rides provided under the program as defined in a separate sub-agreement between the Nashville MTA and RTA. The total contract amount will remain \$1.75 million. The contract term is for 12 months beginning July 1, 2025, with an expiration of June 30, 2026.

### RECOMMENDATION:

Staff requests Board approval for the Nashville MTA to enter a contract with TDOT for the WeGo Ride program at \$2.50 per ride, \$3.70 for WeGo Access per ride, and \$65 per month per rider on the vanpool services. The contract amount is \$1.75 million, and the term is July 1, 2025, through June 30, 2026.

### APPROVED:

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Board Secretary

4/24/2025

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Date

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

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

Item Number:	OF-D-25-003	Meeting Date:	4/24/2025
Item Title:	Vehicle Maintenance Audit for 2024		

## BACKGROUND:

The Transit Resource Center (TRC) has been conducting annual fleet maintenance audits since 2015. The first audit was part of an extensive review of WeGo Public Transit maintenance practices, and a continuation of the annual audit process has been sustained to track performance over time.

Since then, it has evolved into a phased working plan for transformation within the bus maintenance department at the Nashville Metropolitan Transit Authority (Nashville MTA). Based on the initial results from the 2015 audit, the maintenance department has initiated multiple strategies for enhancement, including manpower shifts, equipment purchases, documentation processes, and training updates.

This is the ninth maintenance performance audit conducted by the Transit Resource Center (TRC) of WeGo Public Transit. This audit consisted of a physical inspection of 24 vehicles (16 buses and eight vans) selected at random and a records review and fluids analysis of eight vehicles also selected at random, the same process used during previous audits. In addition, an audit of Gray Line, a contractor to WeGo, was conducted for the third time.

The WeGo Public Transit Fleet Maintenance program has annually renewed this independent audit practice with TRC to better understand how we have performed over the past year.

The annual fleet assessment has been completed, and we are pleased to report our annual progress results and the next steps for improving bus maintenance.

## CURRENT STATUS:

Director of Maintenance Carl Rokos will present the 2024 Vehicle Maintenance Audit Update at the meeting.

## APPROVED:

*Carl J Rokos*

\_\_\_\_\_  
Director of Maintenance

**4/24/2025**

\_\_\_\_\_  
Date

# Nashville Metropolitan Transit Authority

*of Nashville & Davidson County, Tennessee*

## Board Action Item

Item Number:	M-A-25-014	Meeting Date:	4/24/2025
Item Title:	Enterprise Asset Management (EAM) System Contract Award		

### BACKGROUND:

WeGo's current Enterprise Asset Management (EAM) System for fleet maintenance was first implemented in 1990. This system is limited in its ability to meet the needs of WeGo's expanding fleet. There are limited integrations with other enterprise systems such as Yard Management, Dispatch, and Finance/Accounting software, leading to duplicative data entry and manual processes. Additionally, the system lacks real-time data access, requiring manual review of reports to extract key insights for decision-making and resource planning. The current system also lacks a mobile-friendly interface for field technicians, making it inconvenient for users and forcing reliance on paper forms, further contributing to operational inefficiencies.

In April 2023, with support from a consultant team of industry experts, WeGo conducted a comprehensive, agency-wide evaluation of its asset management practices to determine the best path forward while considering future growth. This assessment produced various scenario options, ultimately leading to the decision to procure a new system to better accommodate the agency's expanding needs, with key features in the following areas:

Asset Condition & Assessment	Management Reporting
Asset Registry	Materials Management
Application / Technical Architecture	Modeling & Analytics
Facilities Management	Planning & Budgeting
Fleet Management	Warranty Management
Integrations with Other Enterprise Systems	Work Planning & Management

Through this analysis, a new EAM system was determined as the best alternative with the highest impact on WeGo's service delivery and asset performance. More specifically, a new system will enable more efficient workload management, resource allocation, and preventive maintenance practices, leading to significant reductions in labor overtime, repair parts expenses, and contracted service costs. For fleet operations, enhanced data analytics will support better decisions regarding major component overhauls versus purchasing remanufactured units, while improved warranty recovery programs will further drive cost savings. Additionally, enhanced tracking of vendor performance, optimized inventory management, and improved scheduling of maintenance activities to reduce corrective maintenance expenses are also areas for anticipated return on investment.

Beyond cost savings, the new system will enhance operational efficiency and customer service. Streamlining administrative tasks by reducing duplicative data entry will allow staff to focus on higher-value data analysis and strategic decision-making. Additionally, improved vehicle condition tracking and preventive maintenance will extend asset life, increase fuel efficiency, and lower transportation-related costs. Most importantly, these improvements will translate into better service reliability by minimizing downtime, ultimately enhancing the overall customer experience.

The Procurement Department published a Request for Proposals (RFP) for an EAM software solution on June 19, 2024. This RFP was advertised on the agency's website, Transit Talent, and WeGo's social media platforms, and was also sent directly to 64 firms, of which 57 were DBE. The resulting contract will be a five-year agreement with five one-year renewal options. The deadline for proposals was August 8, 2024, and was extended to August 22nd, 2024, by request. Four proposals were submitted, and one proposal was deemed non-responsive because it did not meet the 7% DBE goal due to insufficient evidence of a good-faith effort. The three responsive proposals were received from:



- AtomAI Solutions, Inc.
- Interloc Solutions, Inc.
- Trapeze Software Group, Inc.

The evaluation criteria included the alignment of the proposed EAM software with WeGo's requirements, project approach and methodology, qualifications and experience of the proposing team, the qualifications of key personnel, cost, and the quality/completeness of the software demonstration. The evaluation process consisted of two phases: a technical evaluation (Phase 1) and a software demonstration evaluation (Phase 2). Phase 1 was divided into two parts. In Part 1, the committee conducted evaluations without revealing cost. In Part 2, the cost was revealed and evaluated. After completing the technical evaluations in Phase 1, the committee requested product demonstrations from all three firms. Following successful demonstrations, the committee rescored the proposals in line with the RFP criteria. Trapeze Software Group, Inc. was selected as the highest-scoring firm. Trapeze slightly surpassed the 7% DBE project goal, committing to 7.97% participation.

Selecting Trapeze Software Group will maximize benefits due to their specialized approach to the transit industry. Additionally, utilizing Trapeze's existing technologies will facilitate seamless integration with current operational systems, minimizing costs and effort. Favorable reviews from other transit agencies further highlight the anticipated benefits.

Cost proposals included a separation between implementation costs and ten-year maintenance costs:

<b>Goods and Services</b>	<b>ICE</b>	<b>AtomAI</b>	<b>Interloc</b>	<b>Trapeze</b>	<b>BAFO Trapeze</b>
Implementation Services	\$3,228,765.00	\$1,170,010.00	\$12,674,456.70	<del>\$4,466,965.97</del>	\$3,678,395.86
SaaS and Third-Party Subscriptions	\$4,317,390.00	\$1,359,000.00	\$8,041,261.88	<del>\$4,887,635.66</del>	\$5,663,016.01
<b>Total:</b>	<b>\$7,546,155.00</b>	<b>\$2,529,010.00</b>	<b>\$20,715,718.58</b>	<b><del>\$9,354,601.63</del></b>	<b>\$9,341,411.87</b>

After clarifications on the project scope, Trapeze submitted a Best and Final Offer (BAFO) of \$9,341,411.87, reducing their initial proposal by \$13,189.76. Trapeze's final cost was deemed fair and reasonable, with sufficient resources allocated to the project. The anticipated timeline to full deployment is 18-24 months from notice to proceed.

## RECOMMENDATION:

Staff recommends the Board provide the Chief Executive Officer with the authority to enter into a contract with Trapeze Software Group, Inc. for the implementation and ongoing maintenance of their EAM software module. The proposed contract is a five-year agreement with five one-year renewal options for a total of \$9,341,411.87 plus 10% contingency for a total not-to-exceed amount of \$10,275,553.06. Funding for this project will come from a combination of FTA Section 5307 Funds with State and Local matching Capital Grants, programmed in the MTA Capital Spending Plan. Future maintenance costs will be absorbed into the operating budget, following the same approach as existing operational systems.

## APPROVED:

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*Board Secretary*

**4/24/2025**

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*Date*

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## Board Action Item

Item Number:	M-A-25-015	Meeting Date:	4/24/2025
Item Title:	Reserve Fund Policy		

### BACKGROUND:

MTA currently does not have a reserve fund that could be used to fund unanticipated revenue reductions or uncontrollable cost increases. Nashville's voter approved Choose How You Move Transit Improvement Program (TIP) included significant funding for a new MTA reserve fund. The program assumed that a new reserve fund would be created by MTA in 2025 and funded by the new 0.5% sales surcharge, which began revenue collections on February 1, 2025. The program assumed that this proposed reserve fund would hold a minimum of 30% of MTA's annual operating budget each year, which equates to an estimated \$47,200,000 in fiscal year (FY) 2026. MTA anticipates receiving \$36,465,000 in initial reserve funding in the FY2024- 2025 Choose How You Move supplemental budget request. Prior to receiving these funds, we recommend that the Board approve a reserve fund policy to outline the creation of the reserve fund, minimum reserve threshold, authorized uses, and a replacement plan.

At the request of the Board, Management completed a review of several national transit agency reserve policies, which we believe validates the approach put forward in the Choose How You Move Program. Many agencies across the country use various reserves, including operating reserves, emergency reserves, debt reserves, working capital reserves, capital reserves, and expansion reserves. These reserves are designed in various ways that are unique to each agency, with a variety of methods for calculating appropriate reserve funding levels. The Choose How You Move approach of calculating a percentage or number of months of annual operating expenses is the most common method used by the national examples reviewed. This aligns closely with the reserve fund policies used in Denver, San Antonio, California, and Texas.

Several benefits related to reserve funds were identified in the national reserve policy examples:

- Maintain adequate cash reserves, which is a financial best practice published by the Government Finance Officers Association (GFOA)
- Avoids service disruptions related to unexpected, temporary revenue shortfalls or unanticipated expenditures
- Allows for better resource management on a daily and monthly basis
- Increase agency competitiveness for federal grants

Based on the national review and feedback provided to date, we have prepared the attached revised draft reserve fund policy for Board approval. One change was made to the draft policy previously shared with the Board in February related to the desire to limit the use of MTA's line of credit for routine grant funding shortfalls or timing issues. To address this need, we added the following two sentences at the end of Section 3.0:

*From time to time, MTA's state and federal grant draws are delayed, creating short-term cash flow challenges. Reserves may be used without Board approval to address any unforeseen grant funding shortfalls or timing issues that are less than or equal to 180 days.*

We recommend establishing a board reserve policy before transferring initial funds, which could occur over the next few weeks.

**RECOMMENDATION:**

Staff recommends that the Board approve the attached draft reserve fund policy.

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**APPROVED:**

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*Board Secretary*

**4/24/2024**

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*Date*

# Reserve Fund Policy of the Metropolitan Transit Authority

## 1.0 Purpose

MTA desires to maintain a prudent level of financial resources to provide adequate resources to fulfill the agency's mission and avoid disruption of services to our community. This Reserve Fund Policy ("Policy") establishes fiscal reserve guidelines that align with best practices published by the Government Finance Officers Association (GFOA) and will improve the MTA's ability to compete for and receive federal discretionary grant opportunities.

This Policy defines the reserve funds, establishes minimum fund levels, clearly describes authorization for use of reserves, and outlines requirements for replenishing funds in the event of their use and/or as targets increase. This Policy does not govern pension funds of DTO employees, nor any trusted funds or escrowed funds administered in accordance with separate escrow agreements or ordinances.

## 2.0 Annual Reserve Fund Request Subject to Board Approval

This Policy provides that an annual reserve fund request, subject to the minimum Threshold set forth in section 4.0, will be submitted by staff to the Board annually for review during the MTA's operating budget process. The Board shall approve the amount of the annual reserve fund request to be included in MTA's operating budget request to the Metropolitan Government of Nashville and Davidson County. Funding shall be provided through the Transit Improvement Program (TIP) 0.5% sales tax surcharge, approved by voters on November 5, 2024.

## 3.0 Authorized Uses and Replenishment Plan

Reserves may be used to address the unusual, unanticipated, and unforeseen expenditures or unanticipated/unexpected revenue declines, but only after all other reserves or budgeted contingencies are exhausted. Reserves are to be used for solving temporary shortfalls for either operational or capital funding purposes, allowing management time to implement new strategies to restore the financial deficiencies. Reserves are not to be used to cover a long-term or permanent income shortfall. Reserves may also be used to generate investment income in accordance with MTA's Investment Policy, currently approved by the Board on February 27, 2014, and any subsequent amendments thereto. Any investment income generated by the reserves or surplus revenues that is more than the Threshold may be used to offset future budget requests to the Metropolitan Government of Nashville and Davidson County.

If there is a need to use reserves as specified herein, such use of the reserves shall be approved by the Board, and a replenishment plan, shall be presented by MTA's financial officer or designee at the time of the request for use of the reserve funds, and if not feasible, a timeline shall be given to the Board by which there will be a presentation to the Board for approval of the replenishment plan. The replenishment plan shall include, as soon as practical, how to fully restore the fund balance to the amount intended at the end of the fiscal period.

From time to time, MTA's state and federal grant draws are delayed creating short-term cash flow challenges. Reserves may be used without Board approval to address any unforeseen grant funding shortfalls or timing issues that are less than or equal to 180 days.

#### **4.0 Minimum Threshold for Reserve Fund and Separate Reserve Account**

The Board authorizes, at a minimum, a threshold for the reserve fund of thirty percent (30%) of the estimated annual operating budget ("Threshold"). All reserve funds received shall be maintained in a separate reserve account for the purposes set forth in this Policy.

<b>Reserve</b>	<b>Purpose</b>	<b>Minimum Reserve Threshold</b>
Reserve Fund	Provide contingencies for unusual, unanticipated, and unforeseen expenditures or unanticipated/unexpected revenue declines, but only after all other fund balances, reserves, or budgeted contingencies are exhausted.	Minimum of 30% of Annual Operating Budget

#### **5.0 Provision for Changes to Reserve Fund Policy**

This Policy may be amended or exceptions made to this Policy only with Board approval. Any such amendment or exception to this Policy shall include justification, effective dates of implementation, whether the change is temporary or permanent, and current and long-term financial impact.

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## Board Action Item

Item Number:	M-A-25-016	Meeting Date:	4/24/2025
Item Title:	Amendment of the FY2025- 2030 Capital Investment Plan		

### BACKGROUND:

The Nashville Metropolitan Transit Authority's (MTA) Capital Investment Plan prioritizes needs, identifies funding sources, and sets timelines for MTA's capital projects over a five-year period. The plan guides the Authority's future project development activities by outlining key regulatory, state of good repair, and growth and expansion needs. Generally, projects identified in the first year of the plan are relatively firm in scope and budget, while projects in out-years are likely more conceptual. The current plan, approved by the MTA Board in November 2024, covers the period of FY2025- 2029, where approximately \$110.7 million was recommended in Year One (FY2025) of the plan, with a total program investment recommendation of \$434.8 million over the life of the plan.

This past November, Nashville voters overwhelmingly approved Mayor O'Connell's Choose How You Move (CHYM) Transportation Improvement Program (TIP), which dedicated a new half penny sales tax to support a program of transportation investments focusing on four key areas: sidewalks, signals, service, and safety. On March 18<sup>th</sup>, the Metro Council approved the first appropriation of CHYM funding to MTA for several operating and capital initiatives in FY2025. Staff has updated the current capital plan to include this initial appropriation, forecasted revenues, and projects through FY 2030, and recently awarded funding from the State of Tennessee IMPROVE Act Transit Investment Grants.

With this proposed amendment, funding has increased from \$543.6 million to \$1.51 billion, and total project investments have increased from \$434.8 million to \$1.29 billion. The amendment has several new projects, including Transit Security Upgrades, a New Bus Operations & Maintenance Facility, and the Upper Dickson Transit Center. With additional funding for CHYM operating initiatives, the amount of annual operating expenditures being capitalized under preventive maintenance has decreased by \$24.7 million over the life of the plan. These funds will now be available for critical system state-of-good-repair projects. This amendment now includes funding for the first five years of expansion vehicles that are needed to begin expanding MTA's existing services by an estimated 80% over a 15-year period. This amendment also includes additional funding for the rehabilitation of Myatt, Nestor, and the Elizabeth Duff Transit Center, the shelter expansion/upgrade program, the Antioch Transit Center, and the Murfreesboro High-Capacity Transit Corridor.

### RECOMMENDATION:

Staff requests the Board to formally adopt the amendment of the attached FY2025-2030 MTA Capital Investment Plan.

### APPROVED:

\_\_\_\_\_  
Board Secretary

4/24/2025

\_\_\_\_\_  
Date

**Proposed  
FY 2025 - 2030 Capital Investment Plan**

Funding Source	Prior Year Balances	Revenues FY2025	Revenues FY2026	Revenues FY2027	Revenues FY2028	Revenues FY2029	Revenues FY 2030	Total Available
<b>Prior Year Carryover</b>	\$ -	\$ 56,721,512	\$ 53,705,113	\$ 53,140,398	\$ 50,140,804	\$ 83,469,411	\$ 114,565,390	
Section 5307 - Urbanized Area Formula	\$ 20,154,638	\$ 25,558,282	\$ 26,070,973	\$ 26,853,102	\$ 27,658,695	\$ 28,488,456	\$ 29,343,109	\$ 184,127,254
Section 5339 - Bus and Bus Facilities Formula	\$ 6,459,667	\$ 1,499,204	\$ 1,515,636	\$ 1,561,105	\$ 1,607,938	\$ 1,656,176	\$ 1,705,862	\$ 16,005,588
CRRSAA	\$ 652,178	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 652,178
Section 5339 - Bus and Bus Facilities Discretionary	\$ -	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000
Congestion Mitigation/Air Quality	\$ 3,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,200,000
Surface Transportation Block Grant	\$ -	\$ 2,435,000	\$ 2,885,000	\$ 3,355,000	\$ -	\$ -	\$ -	\$ 8,675,000
Improve Act	\$ 8,643,968	\$ 9,809,788	\$ 9,966,080	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 60,419,836
Metro Local Capital Spending Plan	\$ 29,198,824	\$ 26,100,000	\$ 14,376,000	\$ 13,387,000	\$ 26,682,000	\$ 26,694,000	\$ 38,443,000	\$ 174,880,824
<b>Metro Choose How You Move Funds</b>	\$ -	\$ 14,815,000	\$ 93,566,000	\$ 146,692,000	\$ 258,570,000	\$ 220,943,000	\$ 245,631,000	\$ 980,217,000
State Formula Match	\$ 3,326,788	\$ 3,382,186	\$ 3,448,326	\$ 3,551,776	\$ 3,658,329	\$ 3,768,079	\$ 3,881,121	\$ 25,016,605
Metro Grant Match	\$ 9,571,155	\$ 7,693,383	\$ 6,661,096	\$ 6,390,526	\$ 5,658,329	\$ 5,768,079	\$ 5,881,121	\$ 47,623,689
<b>Total</b>	\$ 81,207,219	\$ 153,014,353	\$ 212,194,224	\$ 262,930,906	\$ 381,976,096	\$ 378,787,201	\$ 447,450,604	\$ 1,505,817,975
<b>Less Funds for previously Committed Projects Underway, for which funds have not yet been obligated</b>	\$ 24,485,707	\$ 99,309,241	\$ 159,053,826	\$ 212,790,102	\$ 298,506,684	\$ 264,221,811	\$ 259,307,717	\$ 1,317,675,088
<b>Funds Available for Ensuing Year</b>	\$ 56,721,512	\$ 53,705,113	\$ 53,140,398	\$ 50,140,804	\$ 83,469,411	\$ 114,565,390	\$ 188,142,887	

**Proposed  
FY 2025 - 2030 Capital Investment Plan**

Projects	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Total
<b>1 - Safety, Security and Regulatory Projects</b>							
A. Bus Driver Barrier Retrofit	\$ 726,379	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 726,379
B. Bus Stop Lighting Solution	\$ 194,500	\$ 231,800	\$ -	\$ -	\$ -	\$ -	\$ 426,300
<b>C. Transit Security Upgrades</b>	\$ 3,000,000	\$ 5,000,000	\$ 5,000,000	\$ 2,000,000	\$ 1,500,000	\$ 1,500,000	\$ 18,000,000
Total Safety and Regulatory -	\$ 3,920,879	\$ 5,231,800	\$ 5,000,000	\$ 2,000,000	\$ 1,500,000	\$ 1,500,000	\$ 19,152,679
<b>2 - Preventive Maintenance and ADA Capitalization Transfer</b>							
A. Annual Operating Budget Capitalized to Offset Expenditures	\$ 21,457,279	\$ 22,023,626	\$ 19,789,250	\$ 18,578,000	\$ 17,390,312	\$ 16,505,938	\$ 115,744,405
B. Annual Leases for North Nashville Transit Center & Outbound Shelter Site	\$ 187,500	\$ 187,500	\$ 187,500	\$ 187,500	\$ 187,500	\$ 187,500	\$ 1,125,000
Total PM and ADA Capitalization Transfer -	\$ 21,644,779	\$ 22,211,126	\$ 19,976,750	\$ 18,765,500	\$ 17,577,812	\$ 16,693,438	\$ 116,869,405
<b>3 - State of Good Repair Projects</b>							
<b>Rolling Stock (Revenue Vehicles)</b>							
A. 12-Year Heavy Duty Bus Replacement - Fixed Route	\$ 11,000,000	\$ 14,745,298	\$ 8,262,166	\$ 4,060,000	\$ 21,378,354	\$ 21,204,654	\$ 80,650,471
B. 5-Year Body-on-Chassis Bus Replacement	\$ 5,000,000	\$ 4,783,020	\$ 4,950,425	\$ 5,123,690	\$ 5,303,019	\$ 5,488,625	\$ 30,648,780
Total Revenue Vehicle Replacement -	\$ 16,000,000	\$ 19,528,318	\$ 13,212,591	\$ 9,183,690	\$ 26,681,373	\$ 26,693,279	\$ 111,299,251
<b>Equipment</b>							
C. Non-Revenue Vehicle Replacement	\$ 300,000.00	\$ 300,000.00	\$ 300,000.00	\$ 300,000.00	\$ 300,000.00	\$ 300,000.00	\$ 1,800,000
D. Information Technology Routine Hardware, Software & Office Equipment Replacement	\$ 1,750,000	\$ 650,000	\$ 665,000	\$ 732,050	\$ 1,655,255	\$ 800,000	\$ 6,252,305
E. Replace Electric Bay, Waiting Area and Lobby Signage	\$ 2,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,250,000
F. OnBoard & OnStreet IT Equipment Replacement	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000
G. Facilities & Shop Equipment Replacement	\$ 1,500,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 3,500,000
Total Equipment -	\$ 5,900,000	\$ 1,450,000	\$ 1,465,000	\$ 1,532,050	\$ 2,455,255	\$ 1,600,000	\$ 14,402,305
<b>Facilities</b>							
H. Nestor Rehabilitation & Improvements	\$ 2,500,000	\$ 4,412,433	\$ 1,675,000	\$ 1,450,000	\$ 2,850,000	\$ 1,800,000	\$ 14,687,433
I. Myatt Rehabilitation & Improvements	\$ 2,125,000	\$ 5,610,133	\$ 5,200,000	\$ 900,000	\$ 600,000	\$ 600,000	\$ 15,035,133
J. Central Rehabilitation & Improvements	\$ 1,085,000	\$ 4,980,033	\$ 1,050,000	\$ 625,000	\$ 600,000	\$ 600,000	\$ 8,940,033
K. Other Facility Maintenance	\$ 170,000	\$ 515,000	\$ 650,000	\$ 225,000	\$ 200,000	\$ 200,000	\$ 1,960,000
L. Bus Stop Amenities Replacement	\$ 1,216,249	\$ 1,080,630	\$ 516,709	\$ 1,010,444	\$ 1,009,371	\$ 1,090,000	\$ 5,923,403
<b>M. New Bus Operations and Maintenance Facility</b>	\$ 1,000,000	\$ 30,524,000	\$ 40,000,000	\$ 65,000,000	\$ 65,000,000	\$ 12,100,000	\$ 213,624,000
Total Facilities -	\$ 8,096,249	\$ 47,122,229	\$ 49,091,709	\$ 69,210,444	\$ 70,259,371	\$ 16,390,000	\$ 260,170,002
Total State of Good Repair	\$ 29,996,249	\$ 68,100,547	\$ 63,769,300	\$ 79,926,184	\$ 99,395,999	\$ 44,683,279	\$ 385,871,558



**Proposed**  
**FY 2025 - 2030 Capital Investment Plan**

Projects continued		FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Total
<b>4 - Business Improvement</b>								
	A. Enterprise Asset Management (EAM) System	\$ 4,298,065	\$ 239,740	\$ 609,984	\$ -	\$ -	\$ -	\$ 5,147,789
	B. Organizational Capacity Assessment and Strategic Plan	\$ 600,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 800,000
	C. Apprentice / Maintenance Training Program	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ -	\$ -	\$ 1,000,000
	D. Employee Engagement and Information Portal	\$ 65,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 65,000
	E. Enterprise Resource Planning (ERP) System Assessment	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000
	F. Procurement Software System for Formal Procurements	\$ 67,319	\$ 69,613	\$ 12,068	\$ -	\$ -	\$ -	\$ 149,000
	G. Document Management	\$ 125,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 225,000
	H. Additional Access Dispatch Consoles & Facility Communication Devices	\$ 300,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000
	I. Website Software rebuild update focus on tools and GTFS	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
	<b>Total Business Improvement -</b>	<b>\$ 5,905,384</b>	<b>\$ 1,009,353</b>	<b>\$ 822,052</b>	<b>\$ 200,000</b>	<b>\$ 200,000</b>	<b>\$ -</b>	<b>\$ 8,136,789</b>
<b>5 - nMotion Service Expansion/Service Improvement</b>								
	<b>A. Fleet Expansion for CHYM</b>	<b>\$ 9,815,000</b>	<b>\$ 10,250,000</b>	<b>\$ 13,230,000</b>	<b>\$ 17,140,000</b>	<b>\$ 3,500,000</b>	<b>\$ 12,100,000</b>	<b>\$ 66,035,000</b>
	B. Shelter Expansion/Upgrade Program	\$ 3,000,000	\$ 3,000,000	\$ 3,800,000	\$ 4,000,000	\$ 4,200,000	\$ 4,400,000	\$ 22,400,000
	C. Real Time Bus Displays at Stops	\$ 216,950	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 216,950
	D. On Bus Interior Information Sign Pilot	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,000
	E. Fare System Upgrades	\$ 200,000						\$ 200,000
	F. Service Enhancements- for Bus Bunching, On-time Performance, Vehicle Load, etc.	\$ 30,000	\$ 84,000	\$ 30,000	\$ 30,000	\$ 90,000		\$ 264,000
	G. Antioch Transit Center	\$ 2,500,000	\$ 7,560,000	\$ 16,075,000	\$ 8,370,000	\$ 8,670,000	\$ 7,480,000	\$ 50,655,000
	H. Murfreesboro High Capacity Transit Corridor	\$ 12,000,000	\$ 26,482,000	\$ 36,962,000	\$ 86,075,000	\$ 89,088,000	\$ 102,451,000	\$ 353,058,000
	I. SoBro Transit Hub	\$ 1,000,000	\$ 7,000,000	\$ 25,000,000	\$ 22,000,000	\$ 5,000,000		\$ 60,000,000
	<b>J. Upper Dickerson Transit Center</b>	<b>\$ -</b>	<b>\$ 3,125,000</b>	<b>\$ 13,125,000</b>	<b>\$ 25,000,000</b>			<b>\$ 41,250,000</b>
	J--Downtown Transit Priority							\$ -
	K. Development of Transit Centers	\$ 9,000,000	\$ 5,000,000	\$ 15,000,000	\$ 35,000,000	\$ 35,000,000	\$ 70,000,000	\$ 169,000,000
	<b>Total Service Expansion/ Service Improvement -</b>	<b>\$ 37,841,950</b>	<b>\$ 62,501,000</b>	<b>\$ 123,222,000</b>	<b>\$ 197,615,000</b>	<b>\$ 145,548,000</b>	<b>\$ 196,431,000</b>	<b>\$ 763,158,950</b>
	<b>Grand Total, All Projects -</b>	<b>\$ 99,309,241</b>	<b>\$ 159,053,826</b>	<b>\$ 212,790,102</b>	<b>\$ 298,506,684</b>	<b>\$ 264,221,811</b>	<b>\$ 259,307,717</b>	<b>\$ 1,293,189,381</b>

**Adopted**  
**FY 2025 - 2029 Capital Investment Plan**

Funding Source	Revenues FY2025	Revenues FY2026	Revenues FY2027	Revenues FY2028	Revenues FY2029	Total Available
<b>Prior Year Carryover</b>	\$ 56,721,512	\$ 56,425,113	\$ 20,661,680	\$ 27,143,348	\$ 56,998,530	
Section 5307 - Urbanized Area Formula	\$ 25,558,282	\$ 26,070,973	\$ 26,853,102	\$ 27,658,695	\$ 28,488,456	\$ 154,784,145
Section 5339 - Bus and Bus Facilities Formula	\$ 1,499,204	\$ 1,515,636	\$ 1,561,105	\$ 1,607,938	\$ 1,656,176	\$ 14,299,727
CRRSAA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 652,178
Section 5339 - Bus and Bus Facilities Discretionary	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000
Congestion Mitigation/Air Quality	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,200,000
Surface Transportation Block Grant	\$ 2,435,000	\$ 2,885,000	\$ 3,355,000	\$ -	\$ -	\$ 8,675,000
Improve Act	\$ 9,809,788	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 50,453,756
Metro Local Capital Spending Plan	\$ 55,000,000	\$ 55,000,000	\$ 35,000,000	\$ 35,000,000	\$ 35,000,000	\$ 244,198,824
State Formula Match	\$ 3,382,186	\$ 3,448,326	\$ 3,551,776	\$ 3,658,329	\$ 3,768,079	\$ 21,135,484
Metro Grant Match	\$ 7,693,383	\$ 6,169,576	\$ 6,390,526	\$ 5,658,329	\$ 5,768,079	\$ 41,251,048
<b>Total</b>	<b>\$ 167,099,353</b>	<b>\$ 159,514,624</b>	<b>\$ 105,373,189</b>	<b>\$ 108,726,639</b>	<b>\$ 139,679,320</b>	<b>\$ 543,650,161</b>
<b>Less Funds for previously Committed Projects Underway, for which funds have not yet been obligated</b>	<b>\$ 110,674,241</b>	<b>\$ 138,852,943</b>	<b>\$ 78,229,841</b>	<b>\$ 51,728,109</b>	<b>\$ 55,310,647</b>	<b>\$ 434,795,781</b>
<b>Funds Available for Ensuing Year</b>	<b>\$ 56,425,113</b>	<b>\$ 20,661,680</b>	<b>\$ 27,143,348</b>	<b>\$ 56,998,530</b>	<b>\$ 84,368,673</b>	

**Adopted**  
**FY 2025 - 2029 Capital Investment Plan**

Project Requests		FY2025	FY2026	FY2027	FY2028	FY2029	Total
<b>1 - Safety, Security and Regulatory Projects</b>							
	A. Bus Driver Barrier Retrofit	\$ 726,379	\$ -	\$ -	\$ -	\$ -	726,379
	B. Bus Stop Lighting Solution	\$ 194,500	\$ 231,800	\$ -	\$ -	\$ -	426,300
		\$ -	\$ -	\$ -	\$ -	\$ -	-
	<b>Total Safety and Regulatory -</b>	<b>\$ 920,879</b>	<b>\$ 231,800</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>1,152,679</b>
<b>2 - Preventive Maintenance and ADA Capitalization Transfer</b>							
	A. Annual Operating Budget Capitalized to Offset Expenditures	\$ 26,457,279	\$ 27,272,260	\$ 27,985,430	\$ 28,719,990	\$ 29,980,990	140,415,949
	B. Annual Leases for North Nashville Transit Center & Outbound Shelter Site	\$ 187,500	\$ 187,500	\$ 187,500	\$ 187,500	\$ 187,500	937,500
	<b>Total PM and ADA Capitalization Transfer -</b>	<b>\$ 26,644,779</b>	<b>\$ 27,459,760</b>	<b>\$ 28,172,930</b>	<b>\$ 28,907,490</b>	<b>\$ 30,168,490</b>	<b>141,353,449</b>
<b>3 - State of Good Repair Projects</b>							
	<u>Rolling Stock (Revenue Vehicles)</u>						
	A. 12-Year Heavy Duty Bus Replacement - Fixed Route	\$ 11,000,000	\$ 14,000,000	\$ -	\$ 4,060,000	\$ 4,060,000	33,120,000
	B. 5-Year Body-on-Chassis Bus Replacement	\$ 5,000,000	\$ 5,250,000	\$ 5,512,500	\$ 5,788,125	\$ 6,077,531	27,628,156
	<b>Total Revenue Vehicle Replacement -</b>	<b>\$ 16,000,000</b>	<b>\$ 19,250,000</b>	<b>\$ 5,512,500</b>	<b>\$ 9,848,125</b>	<b>\$ 10,137,531</b>	<b>60,748,156</b>
	<u>Equipment</u>						
	C. Non-Revenue Vehicle Replacement	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	1,500,000
	D. Information Technology Routine Hardware, Software & Office Equipment Replacement	\$ 1,750,000	\$ 650,000	\$ 665,000	\$ 732,050	\$ 1,655,255	5,452,305
	E. Replace Electric Bay, Waiting Area and Lobby Signage	\$ 2,250,000	\$ -	\$ -	\$ -	\$ -	2,250,000
	F. OnBoard & OnStreet IT Equipment Replacement	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	500,000
	G. Facilities & Shop Equipment Replacement	\$ 1,500,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	3,100,000
	<b>Total Equipment -</b>	<b>\$ 5,900,000</b>	<b>\$ 1,450,000</b>	<b>\$ 1,465,000</b>	<b>\$ 1,532,050</b>	<b>\$ 2,455,255</b>	<b>12,802,305</b>
	<u>Facilities</u>						
	H. Nestor Rehabilitation & Improvements	\$ 2,500,000	\$ 3,475,000	\$ 1,675,000	\$ 1,450,000	\$ 2,850,000	11,950,000
	I. Myatt Rehabilitation & Improvements	\$ 2,125,000	\$ 2,650,000	\$ 5,200,000	\$ 900,000	\$ 600,000	11,475,000
	J. Central Rehabilitation & Improvements	\$ 1,085,000	\$ 3,109,400	\$ 1,050,000	\$ 625,000	\$ 600,000	6,469,400
	Q. Other Facility Maintenance	\$ 170,000	\$ 515,000	\$ 650,000	\$ 225,000	\$ 200,000	1,760,000
	L. Bus Stop Amenities Replacement	\$ 1,216,249	\$ 1,080,630	\$ 516,709	\$ 1,010,444	\$ 1,009,371	4,833,403
		\$ -	\$ -	\$ -	\$ -	\$ -	-
	<b>Total Facilities -</b>	<b>\$ 7,096,249</b>	<b>\$ 10,830,030</b>	<b>\$ 9,091,709</b>	<b>\$ 4,210,444</b>	<b>\$ 5,259,371</b>	<b>36,487,803</b>
	<b>Total State of Good Repair</b>	<b>\$ 28,996,249</b>	<b>\$ 31,530,030</b>	<b>\$ 16,069,209</b>	<b>\$ 15,590,619</b>	<b>\$ 17,852,157</b>	<b>110,038,264</b>

**Adopted**

[illegible]

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

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

Item Number:	NICE-D-25-005	Meeting Date:	4/24/2025
Item Title:	WeGo Link Program Update		

## BACKGROUND:

The nMotion strategic service plan recommended first/last mile “Mobility on Demand” zones to serve lower-demand areas cost effectively. These zones allow for improved connections to fixed-route service, especially in areas with limited access due to the amount of distance to existing fixed-route service and where the lack of pedestrian infrastructure makes walking conditions difficult and unsafe.

In 2021, WeGo launched a mobility-on-demand pilot program in the Antioch area branded as WeGo Link. The model entails riders in a designated zone using micro transit to connect to a transfer location along an adjacent transit route. Riders in the zone can download a voucher through the Uber app and only pay \$2.00 (same as a regular bus fare) for the Uber ride if the trip begins and/or ends at a designated bus stop serving as a transfer location. WeGo covers the rest of the Uber ride cost up to \$10.00. Additional providers are also available for individuals who need an accessible vehicle or need to pay cash for their fare.

The program has expanded in recent years, and it currently consists of 16 zones in Davidson County. Criteria for establishing WeGo Link zones consider factors such as:

- Areas without fixed-route transit coverage that can connect to relatively robust transit services like a high-frequency corridor.
- Areas with suitable transfer locations that are ADA accessible.
- Areas with clusters of higher concentration of transit propensity characteristics such as low-income population, minority population, zero or low car households, and higher employment density.

The recent expansion of the program has seen many new areas receive a WeGo Link zone, dramatically expanding transit coverage in Nashville. As the program has grown geographically, so has its use. The Choose How You Move program (CHYM) identifies expansion of the program to be countywide. Staff is currently working on what that model could look like as part of the nMotion plan update.

## CURRENT STATUS:

Madeline Roberson, Transit Planning Analyst, will present the Board of Directors with an update on the utilization of the WeGo Link program.

## APPROVED:



Director of Planning & Grants

4/24/2025

Date

# Nashville Metropolitan Transit Authority

*of Nashville & Davidson County, Tennessee*

## Board Action Item

Item Number:	M-A-25-017	Meeting Date:	4/24/2025
Item Title:	Summer 2025 Service Changes and Title VI Analysis		

### BACKGROUND:

During recent years, service changes have focused on restoring bus service post pandemic as ridership continues to build back up. At the same time, staff took an opportunity to implement Better Bus strategic investments including extending hours of operation on frequent routes and most local routes, improving frequency on major corridor routes with a focus on evenings and weekends, and establishing new services to improve transit access and connections. In 2024, WeGo introduced substantial changes associated with the opening of the Dr. Ernest Rip Patton, Jr. Transit Center in North Nashville (NNTC). The NNTC and the routing improvements around it helped reduce reliance on The Elizabeth Duff Transit Center at WeGo Central by providing connections between 7 different routes and a WeGo Link zone in this part of town while widening options for faster and better access to jobs and opportunities.

With the proposed Summer 2025 service changes WeGo continues its commitment to provide safe, frequent, reliable, and convenient transit service. More importantly, the summer 2025 changes mark the beginning of transit improvements associated with the Choose How You Move (CHYM) program approved by Davidson County voters in November 2024. Although CHYM identifies robust operational and capital transit improvements over the next 15 years, some of those improvements will require additional resources such as more personnel and vehicles. WeGo is currently ramping up efforts to grow its capacity to address those needs. In the meantime, our focus is on improvements that can be implemented with current resources.

The fixed route changes include small routing modifications, off-peak frequency improvements, and schedule adjustments. Additionally, we are proposing service expansion for Access on Demand to include weekends and the implementation of two new WeGo Link zones.

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

The item outlines information on the following areas:

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

## OPERATOR AND FLEET AVAILABILITY

With every service change, staff reviews current workforce and fleet levels to ensure WeGo provides reliable service to its customers. The number of operators required to be fully staffed for the summer service changes is **468** full-time operators. Currently, WeGo Transit has 409 operators and 31 newly recruited operators currently in training.

Staff continue the emphasis on recruiting efforts to fill operator and maintenance positions. A focus on community partnerships is helping reach individuals looking to build a career in transit. The community partnerships range from trade schools for our skilled workforce needs within our maintenance departments to working with other recruiting firms to find quality candidates that meet our needs in terms of operators and other positions within the organization.

The number of vehicles that will be utilized on fixed route (at peak times) for summer service changes will be 149, which is the same number of vehicles in current service. WeGo currently has an active bus fleet consisting of 180 active buses (mixed with 40ft and 60ft buses) and 86 Cutaways. Twelve (12) 40-foot replacement buses are expected to start arriving in late April and ready for service in late May. Another 12 40-foot expansion buses are on order. Delivery of 19 body on chassis cutaway buses is expected to begin in late May. Finally, 25 60-foot replacement articulated buses will start production in late 2025.

## PUBLIC OUTREACH PROCESS

A service changes proposal presented to the public for review and comment. Public engagement on proposed Summer 2025 service changes was conducted between March 12 and April 3, 2025.

Three public meetings were held regarding the proposed changes. An in-person meeting took place at the Elizabeth Duff Transit Center at WeGo Central on March 20<sup>th</sup> and two virtual meetings took place on March 18<sup>th</sup> and March 25<sup>th</sup>. Staff presented the proposed service changes to the public at the meetings, answered questions, and received comments for the record. Public meetings and service changes information were posted at WeGo Central, on buses, on social media channels, and via public notice on newspapers and WeGoTransit.com. All information was provided in both English and Spanish, and comments were gathered through various channels, including letters, emails, social media posts, phone, and public meetings.

A total of 48 comments were received including routes targeted for improvements as well as other routes not listed for summer changes. Below is a summary of the comments.

### Key Issues and Requests:

- **WeGo Star Service and Nashville Yards:** Several comments focused on issues related to the WeGo Star service, particularly concerning transportation to and from the new Nashville Yards development. Riders requested shuttle services, additional stops, and improved connections between the train station and Nashville Yards.
- **Route 18 Airport Service:** There were multiple calls for improved service along Route 18 and Elm Hill Pike, with requests for increased frequency.
- **Route 77 Thompson/Wedgewood Changes:** Issues were raised about the Route 77 changes, specifically the removal of the East Thompson Lane Kroger stops, and the need for better connections to other routes.

***\*Note: This was not a WeGo decision. The Willowbrook Commons shopping center management notified WeGo that the bus stop needed to be removed from their property. A new stop pair was***

*installed on E. Thompson Lane and WeGo is working with NDOT on the installation of a crosswalk and pedestrian signal at the shopping center's main entrance.*

- **Route 55 Murfreesboro Pike Concerns:** Some commenters expressed that Route 55 is overcrowded and needs overnight service.
- **Other Route-Specific Issues/Requests:** Comments also included concerns about Route 23B Dickerson Pike (operator issues), Route 14 Whites Creek (route change causing longer walks), and Route 52 Nolensville Pike (frequency). During this period of public comments, staff also received specific requests for service to McGavock High School in Donelson and Glencliff High School in South Nashville. Those schools are not currently served by fixed route service.
- **General Service Issues:** Broader concerns were brought up, such as bus safety, the need for better connector routes, service to Robertson Road (West Nashville, near Charlotte Park), and the effectiveness of AC on buses.

Additionally, several comments expressed positive feedback and gratitude for the improvements, especially about the weekend expansion of Access on Demand and the frequency improvements on Route 6 Lebanon Pike.

## SERVICE CHANGES RECOMMENDATIONS

Most of the proposed changes for Fall 2025 are driven by the Choose How You Move program implementation to improve and expand options for riders across the system. There are also some routing and schedule adjustments aimed at improving on time performance and service reliability. The expansion of the WeGo link zones is a major proposed change, adding two new zones to help improve access to transit in lower-density areas. Below is a summary of the service change recommendations as presented to the public during the public comment period followed by a detailed explanation of each change. All public comments were reviewed and fully considered in making final recommendations.

Route Modifications	Schedule Adjustments
<div>6 Lebanon Pike      52 Nolensville Pike</div> <div>19 Herman            77 Thompson-Wedgewood</div>	<div>6 Lebanon Pike      52 Nolensville Pike</div> <div>23 Dickerson Pike    55 Murfreesboro Pike</div> <div>50 Charlotte Pike    56 Gallatin Pike</div>
Improved Frequency	Service Expansion
<div>6 Lebanon Pike      55 Murfreesboro Pike</div> <div>23 Dickerson Pike    56 Gallatin Pike</div> <div>50 Charlotte Pike</div>	<div>Elm Hill Pike WeGo Link Zone</div> <div>Maplewood WeGo Link Zone</div> <div>Access on Demand</div>



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

- **Routing Modifications**

- **Route 6 Lebanon Pike**

- Route 6 will operate on McGavock Pike between Lebanon Pike and McGavock High School twice a day on school days.*

- \*This request was received during the public engagement period***

- **19 Herman**

- Relocate the end of the line from Tennessee Ave. & 51st to Charlotte Ave. & 53rd Ave. N. This will improve the transfer to Route 50 Charlotte Pike.*

- **Route 52 Nolensville Pike**

- Route 52 will operate on Antioch Pike between Nolensville Pike and Glencliff High School twice a day on school days.*

- \*This request was received during the public engagement period***

- **77 Thompson/Wedgewood**

- The route will no longer turn into Kroger on East Thompson Lane, and new stops have been added to it.*

- \*Note: This was not a WeGo decision. The Willowbrook Commons shopping center management notified WeGo that the bus stop needed to be removed from their property. A new stop pair was installed on E. Thompson Lane, and WeGo is working with NDOT on the installation of a crosswalk and pedestrian signal at the shopping center's main entrance.***

- **Schedule Adjustments**

- **6 Lebanon Pike**

- **23 Dickerson Pike**

- **50 Charlotte Pike**

- **52 Nolensville Pike**

- **55 Murfreesboro Pike**

- **56 Gallatin Pike**

- **Improved Frequency**

- **6 Lebanon Pike**

- Improving **weekday** frequency from hourly to every 30 minutes between 8:30 A.M. and 3:00 P.M.*

- **23 Dickerson Pike**

- Improving **weekend day** frequency from every 25 minutes to every 15 minutes (6:00 A.M. to 6:00 P.M.)*

- **50 Charlotte Pike**

- Improving **weekend** frequency from every 20-30 minutes to every 15 minutes (6:00 A.M. to 6:00 P.M.)*

- **55 Murfreesboro Pike**

- Improving **weekday evening** frequency from every 20 minutes to every 15 minutes (7:00 P.M. to 10:15 P.M.). Improving **Sunday** frequency from every 20 minutes to every 15 minutes (6:00 A.M. to 6:00 P.M.) and **weekend evening** frequency from every 20-30 minutes to every 15 minutes (7:00 P.M. to 10:15 P.M.).*

- **56 Gallatin Pike**

- Improving **weekday evening** frequency from every 20 minutes to every 15 minutes (7:00 P.M. to 10:15 P.M.). Improving **weekend day** (6:00 A.M. to 6:00 P.M.) frequency from every 20*

*minutes to every 15 minutes and **weekend evening** frequency from every 20-30 minutes to every 15 minutes (7:00 P.M. to 10:15 P.M.).*

- **Service Expansion**

- **Access on Demand**

- Service will be expanded to Saturdays (4:45 A.M. to 1:00 A.M.) and to Sundays and Holidays (4:45 A.M. to 11:00 P.M.)*

- **WeGo Link**

- Adding new Elm Hill Pike and Maplewood zones.*

## **SERVICE CHANGES EQUITY ANALYSIS**

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

1. Any change in service of 25 percent or more of the number of a transit route's revenue service miles computed on a daily basis of the day of the week for which the change is made.
2. A new transit route is established or eliminated.
3. Emergency service changes that meet either of these definitions and have been in effect for over one year.

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

### **Major Changes**

The major changes identified for the Summer 2025 proposal include the following: frequency improvements to routes 6 Lebanon Pike, 23 Dickerson Pike, 50 Charlotte Pike, 55 Murfreesboro Pike, and 56 Gallatin Pike; expansion of Access on Demand service; and implementation of two new WeGo Link zones: Elm Hill and Maplewood. Neither the routing modifications to Routes 19 Herman and 77 Thompson-Wedgewood nor the deviations of Route 6 Lebanon Pike and Route 52 Nolensville Pike with service to McGavock and Glenclyff High Schools meet the major change threshold.

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

The proposed Summer 2025 changes expand and improve upon existing service, resulting in a positive impact to minority populations and low-income households. The analysis performed comparing our previous service changes from Fall 2024 and the proposed Summer 2025 service changes show that the proposed Summer 2025 service changes will result in overall 7% more available trips to minority populations, and 7% more

available trips to low-income populations. This reflects WeGo's commitment to providing reliable service and allowing our users to have flexibility in their travel pursuits.

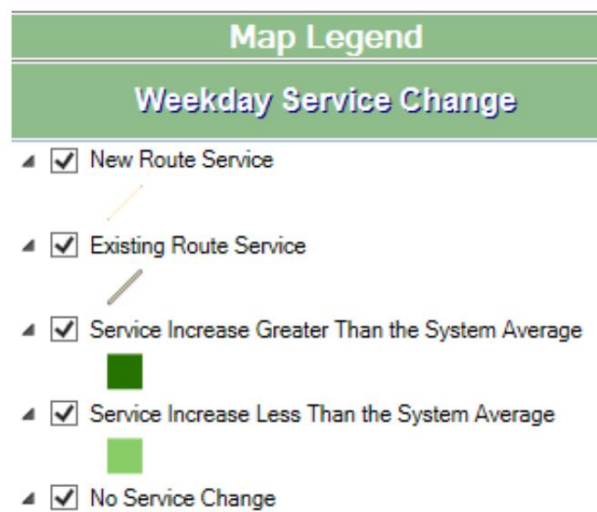
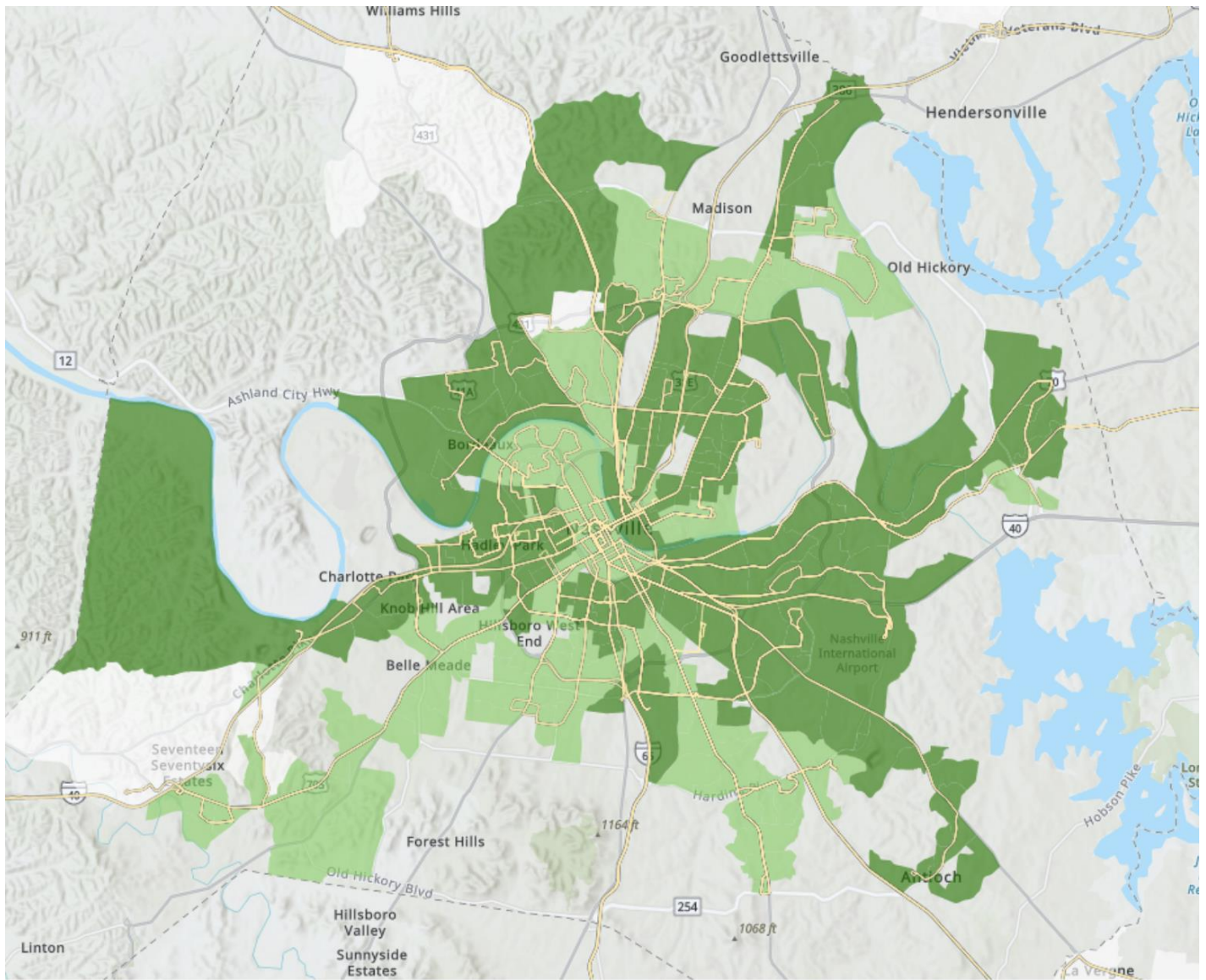
These changes reflect only a slight difference in access between minority/low-income and non-minority/non-low income. The analysis showed a modest benefit to minority and low-income passengers from these changes. Overall, the benefits of these changes are believed to be substantial for passengers. After analyzing these changes, any disparate impact found on a given route is offset when looking at the changes as a whole where improvements to other routes help to make up for that change. Many of the improvements proposed address the desire of passengers for faster travel times and access to more destinations by creating more connections between routes and reducing the need to travel downtown.

<b>Route</b>	<b>Change in Low-Income People Trips</b>	<b>Change in Minority People Trips</b>	<b>Change in Non-Minority, Non-Low-Income People Trips</b>	<b>Change in Annual Service Trips</b>
6	16.8%	17.2%	16.7%	16.3%
23	8.6%	8.7%	8.2%	7.9%
50	8.2%	8.1%	8.7%	8.1%
55	6.7%	6.7%	6.7%	6.6%
56	4.8%	4.8%	4.7%	4.7%
<b>All Routes</b>	<b>7.4%</b>	<b>7.3%</b>	<b>9%</b>	<b>7.5%</b>

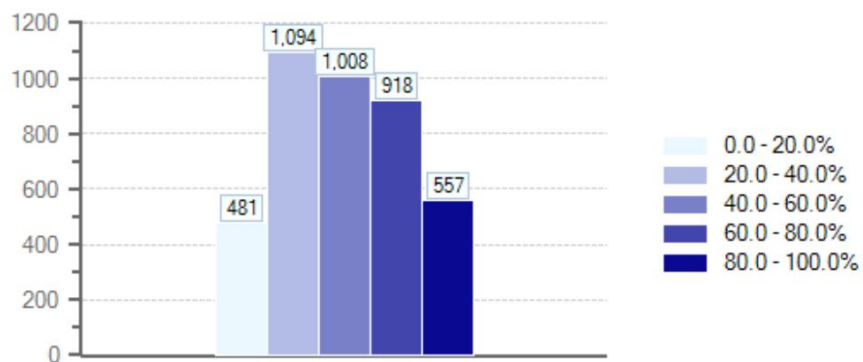
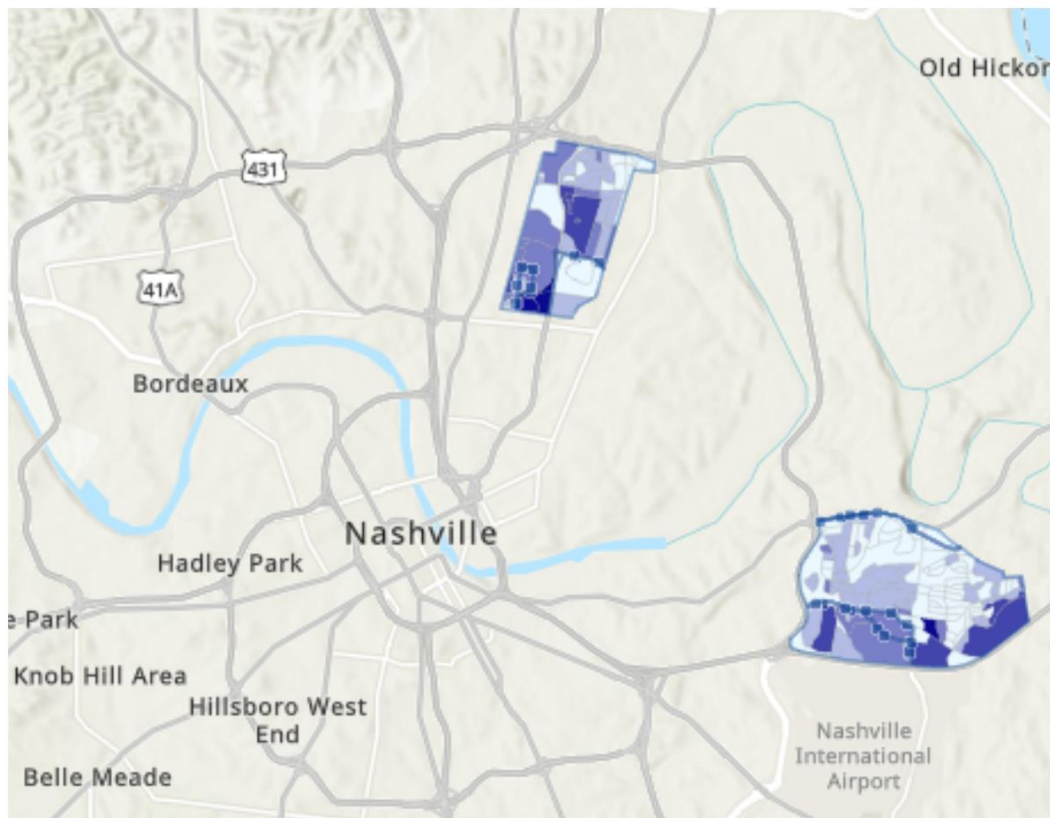
When reviewing the proposed WeGo Link Expansion, staff found that the new zones (Elm Hill Pike and Maplewood) have a higher percentage of both minority and low-income populations than that of Davidson County.

<b>WeGo Link Zone</b>	<b>% Minority</b>	<b>% Low Income</b>
<b>Elm Hill Pike</b>	<b>24.8%</b>	<b>17%</b>
<b>Maplewood</b>	<b>50%</b>	<b>27%</b>
<b>Total New Zones</b>	<b>34.1%</b>	<b>20.7%</b>
<b>Davidson County</b>	<b>42.6%</b>	<b>18.7%</b>
<i>Disparate Impact/ Disproportionate Burden</i>	<b>4.9%</b>	<b>3.3%</b>

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



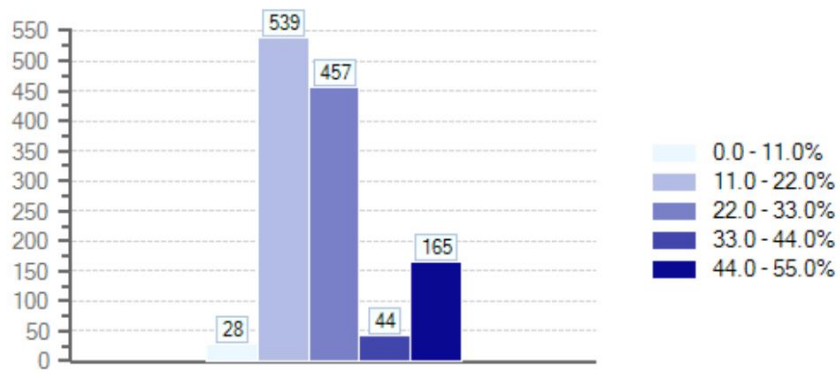
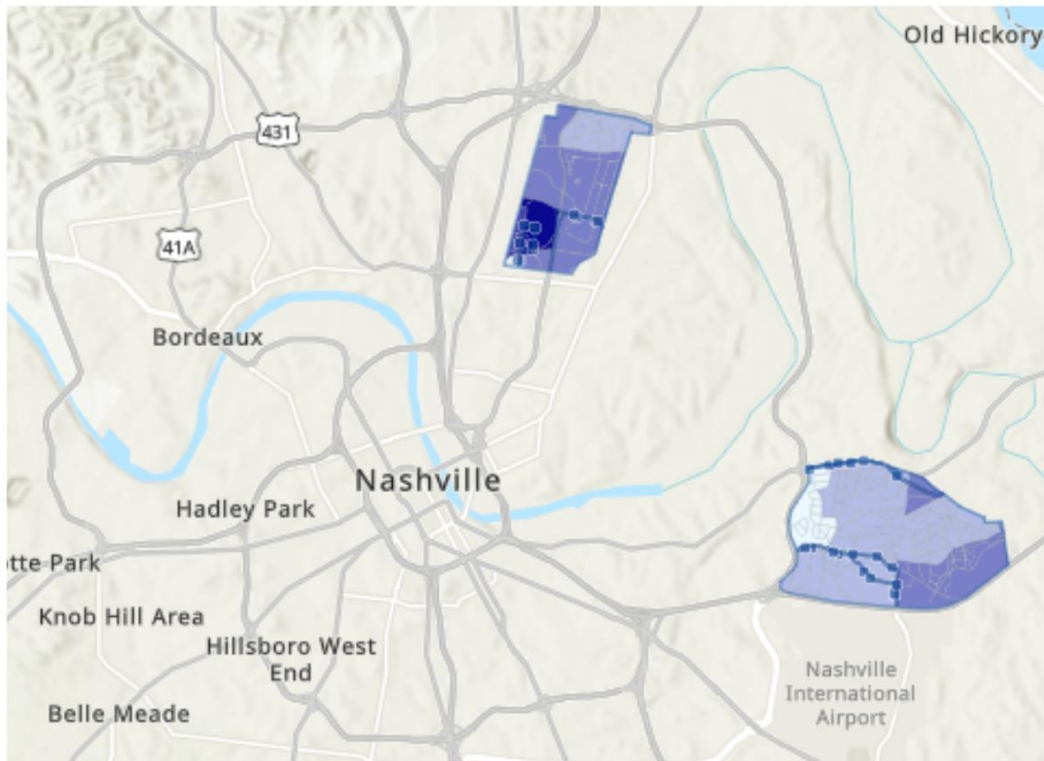
# Minority Population Distribution



Minority Population Distribution	Population	% Market Area
0.0 - 20.0%	481	11.86%
20.0 - 40.0%	1,094	26.97%
40.0 - 60.0%	1,008	24.85%
60.0 - 80.0%	918	22.63%
80.0 - 100.0%	557	13.73%
<b>Market Area Total</b>	<b>4,057</b>	<b>34.1%</b>



# Low Income Households Distribution



Low Income Households Distribution		Households	% Market Area
0.0 - 11.0%		28	2.27%
11.0 - 22.0%		539	43.71%
22.0 - 33.0%		457	37.06%
33.0 - 44.0%		44	3.57%
44.0 - 55.0%		165	13.38%
<b>Market Area Total</b>		<b>1,233</b>	<b>20.7%</b>

**RECOMMENDATION:**

The staff request is for approval by the Board of Directors of the proposed Summer 2025 service changes as documented in this item for implementation. The Access on Demand expansion and the implementation of the WeGo Link Zones will take effect on May 31, 2025. Proposed fixed-route changes will take effect on July 6, 2025.

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**APPROVED:**

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*Board Secretary*

**4/24/2025**

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*Date*

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## Board Action Item

Item Number:	M-A-25-018	Meeting Date:	4/24/2025
Item Title:	Resolution Honoring the Contributions of Former MTA Board Member Janet Miller		

**Whereas**, Ms. Janet Miller was originally appointed to the MTA Board in December 2014 by then Mayor Karl F. Dean, filling the unexpired term of current State Senator Jeff Yarbro; and

**Whereas**, Ms. Miller was subsequently reappointed to the Board by Mayor David Briley in June of 2019, and Mayor Freddie O'Connell in June 2024; and

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

**Whereas**, her leadership as Chair of the New Initiatives and Community Engagement Committee led to significant improvements with respect to the Authority's efforts – particularly as related to the development of new and enhanced services, and improved facilities for our customers; and

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

**Whereas**, She is universally respected throughout the Greater Nashville community.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Metropolitan Transit Authority of Nashville and Davidson County that Ms. Janet Miller 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. Janet Miller, in recognition of her outstanding service as a Board member, enjoys free ride privileges for her lifetime.

**APPROVED:**

\_\_\_\_\_  
*Board Secretary*

**4/24/2025**

\_\_\_\_\_  
*Date*