

Tennessee Bankers Association

211 Athens Way | Nashville, TN 37203

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

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

1. **Call to Order**
2. **Roll Call**
3. **Approval of the June 26, 2025 MTA Board Minutes**
4. **Public Comment**
5. **Information Only Items** – The following information is contained in the board packet distributed for member review. These items are not planned for discussion, but the staff is available to discuss them should members have questions.
 - Monthly Financial Report Compared to Budget – Amanda Vandegrift, Deputy CEO of Finance & Administration **M-I-25-018** **P. 9**
 - Monthly Operating Statistics – Andy Burke, COO **M-I-25-019** **P. 15**
 - Upcoming Procurement Projects List – Vince Malone, COSA **M-I-25-020** **P. 20**
6. **Consent Agenda Items** – There are no consent agenda items this month
7. **Operations & Finance Committee – Jessica Dauphin, Committee Chair**
 - Smart Grant Contract Award, Billy Higgins – Director of Grants Management & Compliance **M-A-25-021** **P. 21**
8. **New Initiatives & Community Engagement Committee – Aron Thompson, Committee Chair**
 - There are no scheduled committee activities this month
9. **Election of 2025-2026 MTA Board Officers – Board Secretary & General Counsel Margaret Behm** **M-A-25-022** **P. 23**
10. **Annual Review of Board Ethics – Conflict of Interest - Board Secretary & General Counsel Margaret Behm** **M-I-25-021** **P. 24**
11. **CEO's Report – Stephen G. Bland, CEO**
12. **Chair's Report – Gail Carr Williams, Chair**
13. **Other Business**
14. **Adjournment**

Nashville Metropolitan Transit Authority

Board of Directors Meeting

June 26, 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, June 26, 2025.

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

Gail Carr Williams, Chair

Jessica Dauphin, Member

Aron Thompson, Member

Margaret Behm, Board Secretary

Stephen Bland CEO

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

Debbie Frank, DCEO of Growth & Dev

Vince Malone, Chief of Staff & Administration

Nick Oldham, Chief Safety & Security Officer

Lydia Benda, Dir. Of Eng., Construction & Proj. Mgmt.

A quorum was established, and Board Chair Carr Williams called the meeting to order at 2:32 p.m.

Chair Carr Williams took a moment to welcome and introduce Ms. Sabrina Sussman, Chief Program Officer, for Choose How You Move. Sabrina Sussman arrives in Nashville after two years at the U.S. Department of Transportation, where she served as Chief of Staff to Deputy Secretary Polly Trottenberg and as Senior Advisor to Transportation Secretary Pete Buttigieg.

Ms. Sussman has worked on the leading edge of transportation policy for nearly two decades, has executed operations for public and private organizations, has a deep understanding of public policy and funding, and has demonstrated talent for engaging with people from all walks of life. Her experience dots both the federal and local landscapes with experience working in the city government in New York, the federal government in D.C., and coalition-building between public and private enterprises.

Ms. Sussman is a strong advocate for the north star of safety, encompassed by Vision Zero, with a deep personal passion for pedestrian safety. She holds a master's degree in political management from The George Washington University and a bachelor's degree in communications from American University.

We are also pleased that Michael Briggs has returned to the Mayor's Office and will serve in the Deputy Chief Program Officer role.

- III. **Approval of Minutes:** Ms. Dauphin made a motion to approve the minutes of the Nashville MTA Board meeting held on May 22, 2025. Mr. Thompson seconded the motion, and the Board unanimously approved the minutes.

IV. **Resolution Recognizing the WeGo Public Transit 2025 International Bus Rodeo Team (M-A-25-022):** Chair Carr Williams presented the following action item:

The Metropolitan Transit Authority Board formally recognizes the 2025 WeGo Public Transit Rodeo Team for their outstanding performance at the International Bus Rodeo Competition hosted by APTA on April 8, 2025, in Austin, Texas. Competing against top transit professionals from across North America, Bus Operator Kevin Sentes placed 22nd out of 75, the Maintenance Team ranked 15th out of 52, and WeGo placed 13th overall out of 44 teams. This success builds on their strong showing at the Tennessee state competition in Franklin, where they placed first in most categories. The Board commends the Rodeo Team and their supporting staff for their professionalism, skill, and daily commitment to serving the people of Davidson County.

Ms. Dauphin moved to approve the Resolution Recognizing the WeGo Public Transit 2025 International Bus Roadeo Team. The motion was seconded by Mr. Thompson and unanimously approved by the board. The audience responded with applause, and photos were taken with the team and board members to commemorate the occasion.

- V. **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:

- Darius Knight

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

- **Monthly Financial Report Compared to Budget** – Mr. Thompson inquired whether the organization is still utilizing COVID-19 relief funds. CEO Bland responded that the pandemic relief funding has been fully depleted. He added that he would provide further details during the NICE Committee portion of the meeting, during the staff presentation of the proposed FY2025-26 Operating Budget.
- **Monthly Operating Statistics** – No questions
- **Upcoming Procurements** – No question

- VII. **Consent Agenda Items:**

- **M-A-25-023 – StrIDE MOU Program Year 2025-2026**
- **M-A-25-024 – MTA/RTA WeGo Ride Program Revenue Sharing Agreement**
- **M-A-25-025 – MTA/RTA Contract Renewal for Regional Transit Services**
- **M-A-25-026 – MTA/RTA Management Contract Renewal**

Mr. Thompson moved to approve the consent agenda action items. The motion was seconded by Ms. Dauphin and unanimously approved by the board.

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

- a. **Contract Award for Capital Project Management Services (MA-25-027):** Deputy CEO of Growth & Development Debbie Frank presented the following item for action:

WeGo Public Transit issued RFP #2024183 to procure a Capital Project Management (CPM) consultant to support the delivery of major transit infrastructure projects under its capital improvement program. The selected consultant will provide strategic oversight, planning, budgeting, construction support, and stakeholder coordination across WeGo's capital portfolio, acting as a lead advisor and "force multiplier" to internal teams. This role excludes direct design or delivery work and precludes firms on the CPM team from bidding on future related procurements.

The RFP was advertised on December 18, 2024, with outreach to over 80 firms, including small and Disadvantaged Business Enterprises (DBEs). Following an extended proposal deadline and an in-person pre-proposal conference, four proposals were received. After evaluation and interviews, Fairpointe Planning, a certified DBE, was awarded the contract. Their team includes Hatch, Jacobs, MP&F, Wilmot, and Tyler Construction Engineers. Fairpointe exceeded the DBE goal with a 50% participation rate. Contractual exceptions were negotiated and resolved prior to the award.

Staff recommended Board approval to authorize the Chief Executive Officer to execute a contract with Fairpointe Planning for Capital Project Management services. The agreement will

include an initial term of three (3) years, with the option to extend for up to two (2) additional one-year periods, for a total contract amount not to exceed \$20,000,000. Funding for this contract will be assigned through the Authority's Capital Investment Planning process, utilizing a combination of project management funding and funding for individual projects contained within the Capital Plan.

There was a general discussion of the scope of work.

The Operations and Finance Committee presented a motion to approve the Contract Award for Capital Project Management Services action item. Mr. Thompson seconded the motion, and the Board unanimously approved it.

b. Oracle Unifier Project Controls Software Modification Change Order 2 (M-A-25-028):

Lydia Benda, Director of Engineering, Construction & Project Management, presented the following item for action.

In May 2024, the WeGo Board approved action (M-A-24-010) to implement the Oracle Unifier Project Controls Project Management System as the core platform for managing capital project delivery, with a total budget not to exceed \$1.55 million (including 15% contingency). The breakdown included:

- Oracle (\$550,000) – system modification and implementation
- eVision (\$256,000) – project management, training, and change management
- Kemper (\$144,000) – systems integration with Sage financial software
- WeGo Project Management (\$300,000) – internal staff support
- Oracle Licenses (\$300,000) – three-year license cost

Key features of the system include a centralized project repository, tools for planning, budgeting, risk management, document control, and advanced reporting for internal and funding agency needs.

In February 2025, Change Order 1 used approximately \$93,000 of the contingency to cover additional integration work with Sage/Norming software, which had not been included in the original scope.

As WeGo collaborates with Oracle, eVision, and Kemper, adjustments are being made to align the system with evolving project management workflows, especially with new consultant project managers joining. In June 2025, staff planned to request an on-call A&E Project Management firm to assist with managing WeGo's growing project portfolio.

Change Order 2 supports that effort by:

- Modifying workflows to enhance oversight of consultant project managers
- Adding staff training for future system adjustments
- Funding additional Oracle hours for custom report development
- Providing post-launch support for system stabilization

These changes are expected to extend the system's full readiness to late September 2025.

Staff recommended action by the Board to add additional funds for Change Order 2 for \$110,000 to modify and implement the Oracle Unifier Project Controls Project Management System as the backbone software for our capital project delivery systems. Staff recommended the board provide authorization for the Chief Executive Officer to approve Change Order 2, for an amount not to exceed \$110,000 (including 25% contingency).

Funding for this project will come from Federal Transit Administration Section 5307 formula funds with 10% State and 10% Local matching funds.

The Operations and Finance Committee presented a motion to approve the Oracle Unifier Project Controls Software Modification Change Order 2_action item. The motion was seconded by Mr. Thompson and unanimously approved by the board.

- c. **Marine Tiger Security Plan Award (M-A-25-029)**: Chief Safety & Security Officer Nick Oldham presented the following item for action.

In December 2023, WeGo Public Transit contracted Marine Tiger Technologies (MTT) to conduct a comprehensive security assessment of its transit system. The completed assessment identified key vulnerabilities and opportunities for improvement. Based on MTT's transit security expertise and familiarity with WeGo's operations, the staff proposed a sole-source continuation of the contract to implement a modernized, agency-wide Security Program.

The proposed next phase includes:

- Security Program Buildout (\$750,000): Development of a Safety and Security ConOps Plan, updated protocols, integrated technology and outreach, coordination with departments and MNPd, and creation of performance metrics.
- Transit-Focused Policing Unit Deployment Plan (\$400,000): Design and strategy for a dedicated MNPd Transit Policing Unit, including role definitions, patrol models, MOU development, and alignment with community policing.

Timeline: June 27, 2025 – June 2026

Justification for Sole-Source Procurement: Continuity of expertise, efficiency, specialized knowledge, and alignment with new MNPd initiatives. Procurement has reviewed and confirmed compliance with sole-source criteria.

MTT's contract also includes a 12-month extension option to support continued implementation.

Staff recommended that the Board provide the Chief Executive Officer with authority to sign an agreement with Marine Tiger Technologies in the amount not to exceed \$1,150,000 to complete the buildout of WeGo's Security Program and to develop a comprehensive plan for deploying the agency's first dedicated transit policing unit. This project would utilize the Choose How You Move Program (100% local) funding for security upgrades, which have already been appropriated by the Metropolitan Council.

There was a general discussion.

The Operations and Finance Committee presented a motion to approve the Marine Tiger Security Plan Award action item. The motion was seconded by Mr. Thompson and unanimously approved by the board.

- d. **Auto Damage/Catastrophic Insurance Renewal (M-A-25-030)**: Chief of Staff & Administration Vince Malone presented the following item for action:

Each year, WeGo Public Transit renews its auto damage and catastrophic insurance policy through its broker, maintaining a \$100,000 deductible per incident. In response to industry-wide trends of increasing catastrophic losses, MTA implemented a layered insurance structure two years ago. This structure includes nine carriers and provides coverage up to a \$50 million

policy limit. It currently ensures a portion of WeGo's \$97.6 million fleet, leaving a potential exposure of \$47.6 million in the event of a worst-case catastrophic loss.

For Fiscal Year 2025, the annual premium is \$1,174,832 — a modest decrease of \$1,390 from the previous year.

Although coverage does not extend beyond \$50 million, the risk is mitigated by several factors:

- The probability of a total fleet loss is low, as vehicles are only vulnerable during the 1–4 a.m. storage window at the Nestor facility.
- Flood evacuation procedures have been effectively executed twice since 2019.
- During the 2010 flood, fleet replacement costs were covered through federal aid rather than traditional insurance.

Staff requested that the Board approve MTA's auto damage and catastrophic insurance coverage as presented here for a premium cost of \$1,174,832 for the period of July 1, 2025, through June 30, 2026.

The Operations and Finance Committee presented a motion to approve the Auto Damage/Catastrophic Insurance Renewal action item. The motion was seconded by Mr. Thompson and unanimously approved by the board.

IX. New Initiative & Community Engagement Committee Report: Committee Chair Thompson introduced the following items for action:

- a. **FY2025-026 Proposed Operating Budget (M-A-25-031):** CEO Steve Bland presented the following action item in the absence of Deputy CEO of Finance & Administration Amanda Vandegrift:

The proposed FY2026 operating budget for WeGo Public Transit, presented as Action Item M-A-25-031 beginning on page 32 of the board packet, marks the first full fiscal year that includes revenues generated through Mayor Freddie O'Connell's *Choose How You Move* (CHYM) transportation initiative. While the current year's budget reflected some supplemental CHYM funding approved by Metro Council, FY2026 represents a significant shift, with notable changes across nearly every revenue and expenditure category. If approved, the proposed \$157.67 million operating budget would represent a 23%—or nearly \$30 million—increase over the FY2024-25 budget.

On the revenue side, one of the most notable developments is the introduction of the low-income fare subsidy program funded through CHYM. Staff have been collaborating with the Mayor's Office and social service agencies to design the program, which is expected to launch before the end of the calendar year. While traditional passenger fare revenue is projected to decrease, based on the estimate that up to 75% of existing riders may qualify for the reduced fare, the lost revenue will be offset by reimbursement through the CHYM program. In addition, the budget includes reimbursement for previously unfunded programs like the Connector Card and Cold Weather Card, which together will account for nearly one million rides this year.

Another major change is the establishment of an operating reserve fund under CHYM, which replaces WeGo's reliance on an annual line of credit for short-term cash flow needs. Investment in income from this reserve is now reflected in the "Other Operating Revenues" line. Funding categories have also been updated to distinguish between general fund support and dedicated CHYM funding. While general fund support sees a slight decline, \$11.6 million in baseline costs have shifted to CHYM, more than offsetting the reduction. At the state level, Governor Lee's FY2026 budget includes a 16% increase in state operating assistance, which now accounts for about 4% of WeGo's total operating budget.

Importantly, all federal COVID-19 relief funds have been exhausted. Thanks to CHYM support, WeGo does not need to revert to pre-pandemic practices of using federal formula funds to cover operations. Instead, a growing percentage of these funds will be redirected to the agency's state of good repair capital program, enhancing long-term infrastructure maintenance and reducing the need for Metro capital funding for routine state of good repair projects.

The local funding breakdown on page 33 highlights a \$2 million allocation for the new Low-Income Fare program, which will cover both traditional fare losses and previously unreimbursed rides for homeless service programs. It also includes \$3.54 million for the new MNPDP Transit Policing Unit. While these funds will be managed by Metro Finance, WeGo will report them as part of its operating expenditures for federal tracking and accountability. Additionally, the reserve fund's projected balance is expected to grow steadily throughout the fiscal year.

On the expenditure side, increases in labor and fringe benefits reflect both service expansion and staffing readiness. This includes hiring and training new operating staff and expanding recruiting efforts. In July 2025, WeGo will roll out its first wave of CHYM-funded fixed route service enhancements, including off-peak improvements on five routes and added school-year service for Glenside and McGavock High Schools. A second wave of service expansion is planned for January 2026. Services-related expenses also increase significantly, especially in areas related to security, such as launching a Transit Ambassador program, expanding mobile security patrols, and funding the new MNPDP Transit Policing Unit. Paratransit and Access on Demand services will also see major cost increases as additional zones and weekend coverage are implemented.

In summary, the FY2026 operating budget positions WeGo for transformative service improvements and increased system resiliency, fueled by new CHYM funding, increased state support, and a stronger financial foundation through reserve planning and reduced reliance on federal and general fund sources.

Ms. Dauphin inquired why fuel costs are projected to decrease by approximately \$60,000 despite plans to provide increased service. CEO Bland explained that the projection is based on the agency's fuel hedge strategy, which accounts for anticipated price stabilization.

Mr. Thompson inquired about the discrepancy between the FY2026 line item for the MNPDP Transit Police Unit listed at \$3,540,000 and the total expenses of \$5,555,800 shown on page 34 of the report. CEO Bland explained that the difference includes both the direct transit policing unit and the secondary employment coverage with MNPDP. He noted that the figures for the Police Unit are projections and will depend on the pace of recruitment and program ramp-up. Over time, you will see a transition where the police unit expenses will go up and the secondary employment will go down as they staff out that unit and transition over completely.

Staff requested that the Board adopt the proposed FY2026 operating budget as presented.

The NICE Committee presented a motion to approve the FY2025-026 Proposed Operating Budget action item. The motion was seconded by Ms. Dauphin and unanimously approved by the board.

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

1. On June 17, the Metro Council officially adopted its operating budget, which included the full recommended funding allocations for both MTA and RTA as proposed in Mayor O'Connell's original budget.
2. With coordination from Mayor O'Connell's Office, WeGo has engaged a number of local social service agencies and advocacy groups to help shape the new low-income fare program funded

through *Choose How You Move*. These conversations will guide the final program design, which staff expect to bring before the Board for approval later this summer. The goal is to begin rolling out the program before the end of the year.

3. The supplemental funding provided in May has allowed WeGo to significantly expand its recruitment and training capacity. As a result, 62 new operators are currently in various stages of training, with 13 more scheduled to begin next week. While some attrition during training is expected, this influx of personnel will help address staffing needs as the fixed-route service expands starting July 6. We anticipate some initial service reliability challenges, but these should improve quickly as new operators complete training.
4. Dawn Mason recently joined WeGo as Director of Procurement and Business Diversity. She brings extensive private-sector experience in procurement and supply chain operations and will play a key role in strengthening these functions at WeGo.
5. WeGo participated in the inaugural meeting of the *Choose How You Move* Advisory Committee, a 15-member group representing a cross-section of the Nashville community. The committee intends to guide and support the broader CHYM initiative.
6. Earlier this month, the CEO attended the Tennessee Public Transportation Association's annual strategy session in Murfreesboro. The group focused on key issues facing transit agencies across the state. Participants also toured Murfreesboro Transit's newly opened bus operations and transfer facility.
7. RTA Project Updates:
 - Design is underway on several public infrastructure upgrades at Donelson Station, including a 6-bay transit center, a new traffic signal, relocation of utilities and the access road, and quiet zone improvements at two rail crossings. The RTA Board has approved the purchase of a key parcel from the Nashville and Eastern Railroad Authority to support this project, with closing currently being arranged.
 - The Board also approved the purchase of a property in Murfreesboro, formerly home to a disbanded church, for a new park-and-ride facility. Located next to the city's new transit center and with easy access to I-24, the site is well situated. The closing is scheduled for next week, followed by demolition and site planning.
 - RTA staff are working closely with Anchor Bus as they take over regional bus operations from Gray Line, the long-time provider. Anchor Bus will begin service this weekend. We appreciate Gray Line's many years of partnership and their professionalism during this transition.

- XI. **Chair's Report:** Chair Carr Williams expressed pride in the Rodeo Team, highlighting their ongoing participation as a reflection of WeGo's values—excellence, safety, teamwork, and dedication. She emphasized that the team's representation speaks to the organization's identity and commitment.

She celebrated the passing of the budget as a significant milestone and an opportunity for growth. Chair Williams also expressed enthusiasm about the partnership with the Mayor's Office and welcomed the presence of Sabrina Sussman at the meeting.

She encouraged a brief rest over the July 4th holiday but reminded the Board and staff that Nashville is rapidly growing, and continued momentum is essential. She concluded by commending both the staff and Board for their collective effort in making WeGo a national and now international example of excellence in public transit. Let's roll with WeGo!

XII. **Other Business:**

- a. **WeGo Liability Insurance Renewal (M-A-25-032):** Chief of Staff & Administration Vince Malone presented the following item for action:

Each year WeGo Public Transit's (WeGo) insurance broker shops the insurance market for renewal of the MTA's \$3 million liability policy with auto liability deductible of \$250,000 per occurrence and general liability deductible of \$100,000 per occurrence. Our broker made inquiries across their nationwide network, which resulted in a change in the insurance provider to Obsidian Insurance Company and savings in our liability coverage premium costs.

Last year, the general liability coverage was through Chubb Insurance, which saw an increase in premium of 17.6% compared to the previous year in the amount of \$1,058,000.00. During the renewal period this year, Chubb provided a delayed renewal quote for \$1,477,750.00 for 2025-2026 in mid-June 2025. The quote was approximately a 40% increase from the previous year. Additionally, the Chubb renewal also reduced the policy limits to \$2 million with an increased auto liability deductible to \$350,000 and no change with the general liability deductible of \$100,000. The Chubb increase is potentially due to new underwriting guidelines by the insurance carrier and a previous 2023 automobile liability claim that still has open claims and is currently in litigation.

Our new insurance carrier for the 2025-2026 liability policy period is Obsidian Insurance Company, which has an excellent "A" rating by AM Best. Obsidian submitted a quote for \$1,051,750.00 for the 2025-2026 policy period. Obsidian's renewal for liability coverage will have a \$3 million limit with a \$250,000 auto liability deductible and \$100,000 general liability deductible per occurrence.

The total premium cost for the coverage period of July 1, 2025, to June 30, 2026, is based on the number of vehicles expected to be on hand on July 1, 2025.

Liability Coverage	Current Chubb (2024-25)	Proposed Obsidian (2025-26)
Premiums	\$1,058,000.00	\$1,051,750.00

This represents \$6,250.00 savings compared to last year. The premium will vary slightly depending on the number of vehicles and vehicle types WeGo may have in the fleet at any given time.

Staff requested for the Board to authorize the CEO to enter a contract with Obsidian Insurance Company for our liability coverage for the period effective July 1, 2025, to June 30, 2026, for \$3 million in coverage with a \$250,000 auto liability deductible and a \$100,000 general liability deductible for an annual premium of approximately \$1,051,750.00.

There was a general discussion.

Ms. Jessica Dauphin moved to approve the WeGo Liability Insurance Renewal. The motion was seconded by Mr. Thompson and unanimously approved by the Board.

- XIII. **Adjournment:** With no further business, the meeting adjourned at 4:06 p.m.

Attested:

Gail Carr Williams
Chair

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-25-018	Meeting Date:	7/24/2025
Item Title:	Monthly Financial Report Compared to Budget		

BACKGROUND:

Attached is a summary of the statement of operations for the month of May 2025 compared to revised fiscal year (FY) 2025 budget projections. The Board-approved FY2025 budget of \$127,997,050 has been revised in this statement to include a new budget projection of \$130,658,050. This reflects anticipated changes related to the initial \$6 million in FY2025 supplemental funding that was provided through the voter-approved Choose How You Move (CHYM) 0.5% sales tax surcharge.

Passenger revenues continued to trend higher than budgeted, with total fiscal year revenues to-date being approximately \$582,827 (or 9%) higher than the budgeted. Other Operating Revenues were 3.7% below budgeted levels due to zero advertising revenue being collected to-date. This anticipated reduction was partially offset by two significant positive revenue variances, including interest income (\$21,252 higher) and rental revenue (\$68,296 higher). All anticipated state operating subsidies were received in December, all remaining local General Funds were drawn as of April, and all remaining federal COVID-19 relief funds were drawn as of May. MTA requested the first two draws for CHYM funds in May, totaling \$4 million. We anticipate drawing the remaining \$2 million in FY2025 supplemental operating support in June, with a total of \$6 million in CHYM funds drawn by the end of the fiscal year. These supplemental funds have allowed us to reduce our previously budgeted federal 5307 funds by over \$3.3 million, shifting these funds to support MTA's critical state of good repair needs. In addition to reducing our reliance on federal funds for operating, CHYM funds are being used to support the acceleration of priority security initiatives, Access on Demand expansion, and WeGo Link expansion in the final months of FY2025.

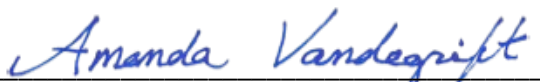
Overtime costs in the Fixed-Route Bus Operations category continue to be significantly higher than budgeted, with total fiscal year spending to-date in the category being nearly \$2.8 million (or 13%) higher than anticipated in the FY2025 budget. The Paratransit Operations category also continues to be significantly higher than budgeted due to the use of third-party providers, labor shortages, and CHYM-funded service expansion. The Employee Benefits category was just 2% lower than budgeted due to favorable Rx rebates, which have been used to fully offset higher-than-anticipated medical and workers' compensation expenses to-date. Safety and Security expenses continue to increase with the new CHYM-funded contract levels. Asset Maintenance was 5% lower than budgeted due to open positions, lower-than-anticipated fuel expenses, and lower-than-anticipated parts, materials, and supplies expenses. Administration was 7% lower than budgeted due to open positions and lower than anticipated interest costs (we have not used MTA's \$20 million Line of Credit).

As of May 31, 2025, RTA owed Nashville MTA approximately \$408,898 for services provided. In turn, MTA owes RTA approximately \$56,857 for fares collected.

CURRENT STATUS:

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

APPROVED:



Deputy CEO of Finance and Administration

7/24/2025

Date

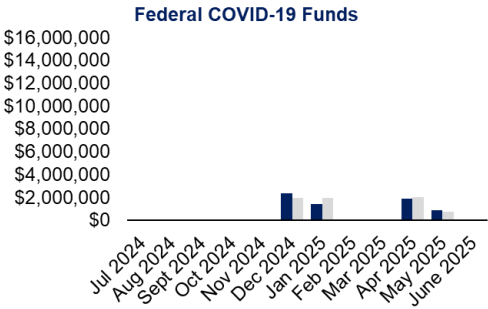
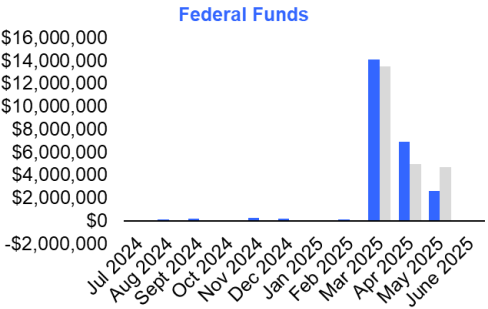
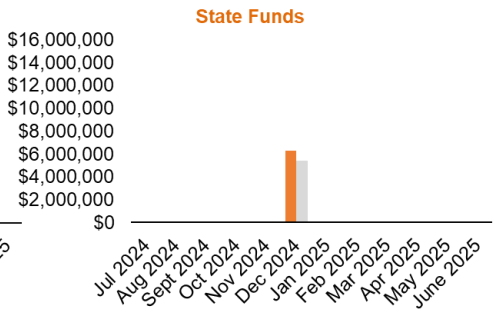
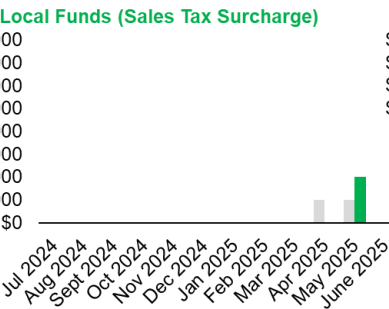
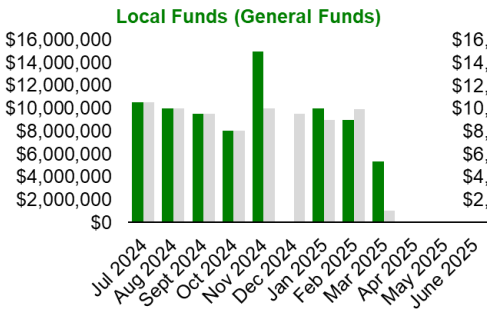
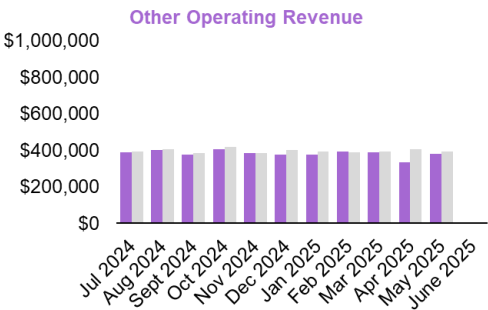
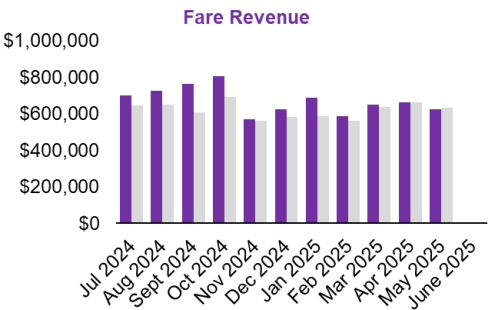
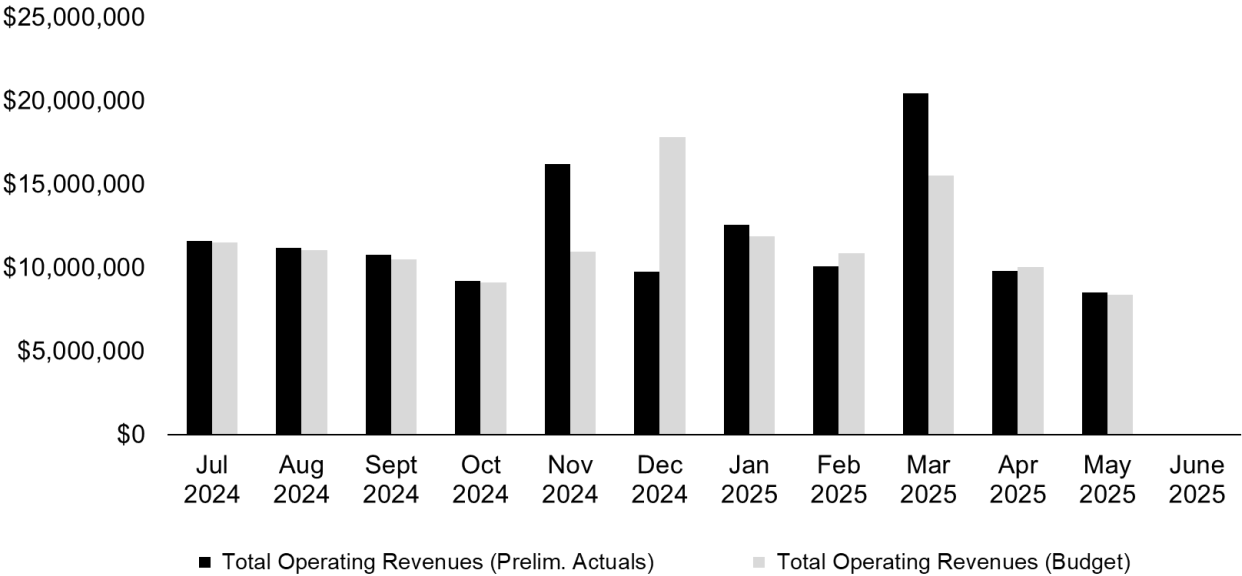
May 2025 Operating Revenue by Category:

	May 2025	Fiscal Year To Date	Revised FY 2025 Budget Projection	% Budget To Date
Passenger Revenues (Budget)	634,410	6,820,130	7,419,325	92%
Passenger Revenues (Actuals)	622,386	7,402,957		100%
Other Operating Revenues (Budget)	394,570	4,363,370	4,762,955	92%
Other Operating Revenues (Actuals)	379,872	4,201,934		88%
Local Funds (General Funds) (Budget)	-	77,365,900	77,365,900	100%
Local Funds (General Funds) (Actuals)	-	77,365,900		100%
Local Funds (Sales Tax Surcharge) (Budget)	2,000,000	4,000,000	6,000,000	67%
Local Funds (Sales Tax Surcharge) (Actuals)	4,000,000	4,000,000		67%
State Funds (Budget)	-	5,394,000	5,394,000	100%
State Funds (Actuals)	-	6,272,000		116%
Federal Funds (Budget)	4,644,819	23,118,279	23,118,279	100%
Federal Funds (Actuals)	2,619,830	24,457,101		106%
Federal COVID-19 Funds (Budget)	700,000	6,597,591	6,597,591	100%
Federal COVID-19 Funds (Actuals)	901,252	6,597,592		100%
Total Operating Revenues (Budget)	8,373,799	127,659,270	130,658,050	98%
Total Operating Revenues (Actuals)	8,523,341	130,297,483		100%

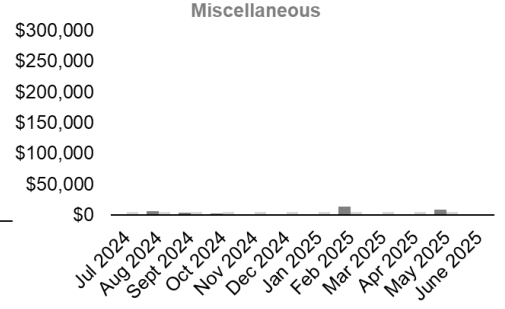
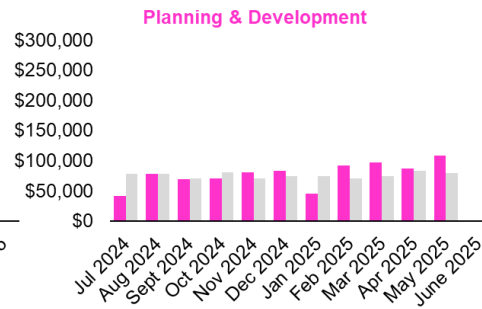
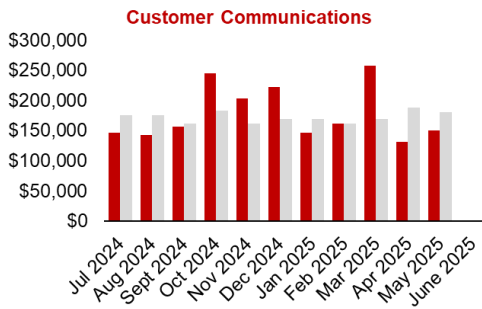
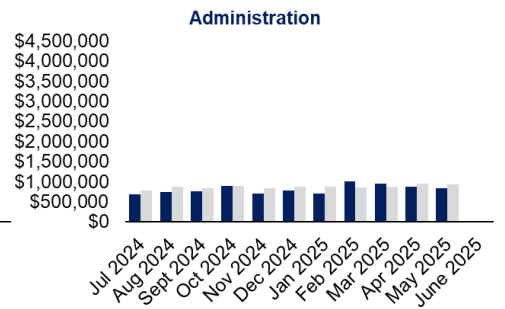
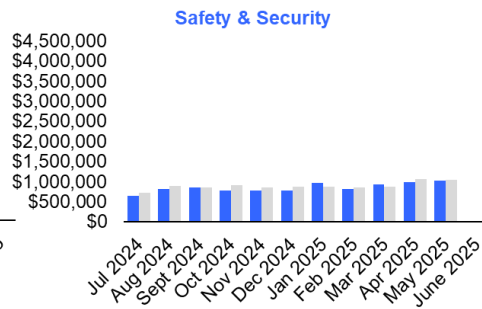
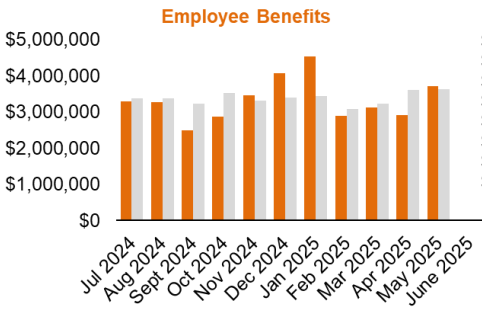
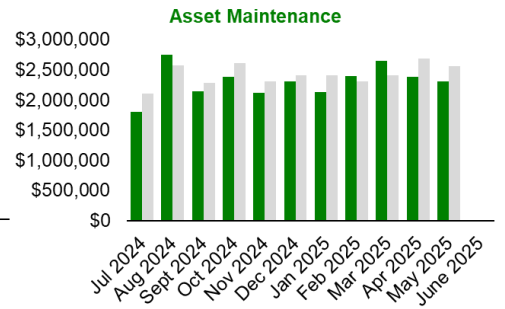
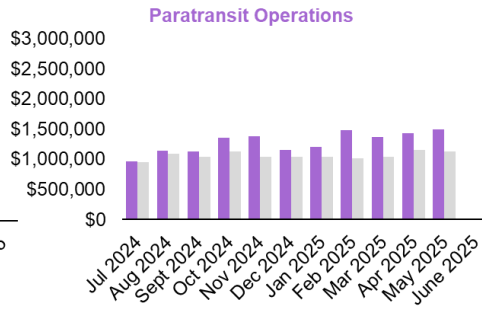
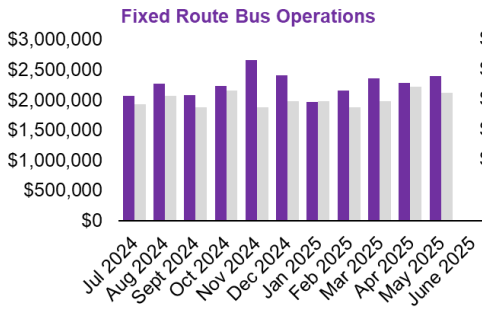
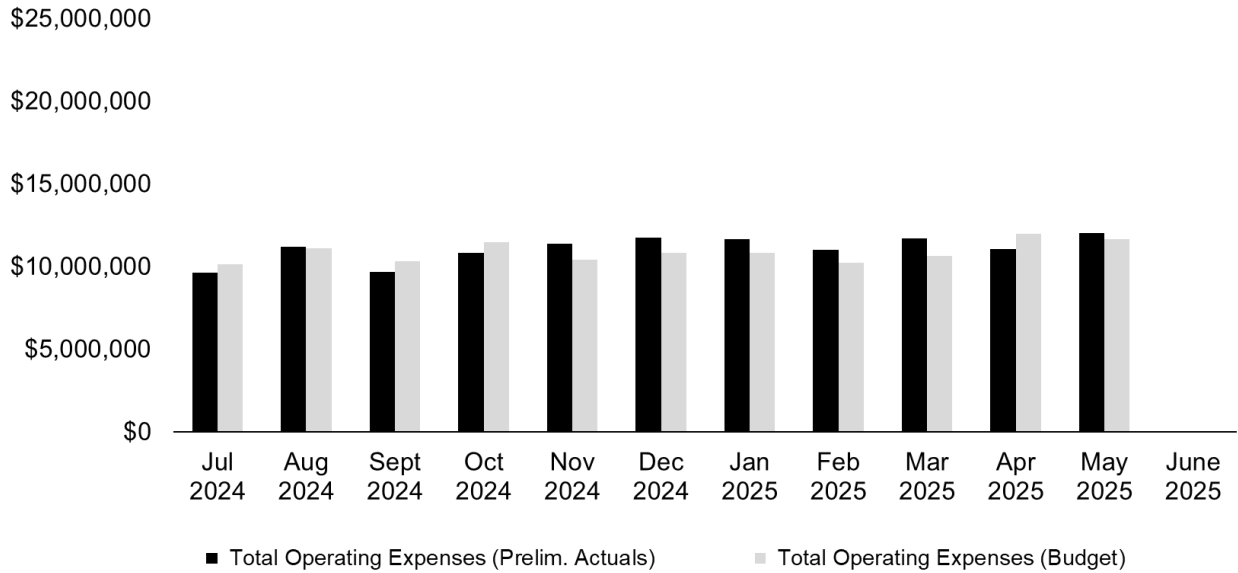
May 2025 Operating Expenses by Category:

	May 2025	Fiscal Year To Date	Revised FY 2025 Budget Projection	% Budget To Date
Fixed Route Bus Operations (Budget)	2,122,071	22,044,114	24,073,425	92%
Fixed Route Bus Operations (Actuals)	2,389,919	24,852,834		103%
Paratransit Operations (Budget)	1,128,990	11,677,457	12,778,088	91%
Paratransit Operations (Actuals)	1,499,704	14,108,959		110%
Asset Maintenance (Budget)	2,554,728	26,665,519	29,114,390	92%
Asset Maintenance (Actuals)	2,312,846	25,367,198		87%
Employee Benefits (Budget)	3,617,773	37,156,526	40,489,932	92%
Employee Benefits (Actuals)	3,703,627	36,592,138		90%
Safety & Security (Budget)	1,039,006	9,765,191	10,674,670	91%
Safety & Security (Actuals)	1,023,628	9,352,481		88%
Administration (Budget)	934,823	9,577,265	10,493,023	91%
Administration (Actuals)	830,843	8,901,178		85%
Customer Communications (Budget)	180,557	1,892,668	2,065,967	92%
Customer Communications (Actuals)	150,578	1,962,305		95%
Planning & Development (Budget)	79,794	836,843	913,184	92%
Planning & Development (Actuals)	107,889	852,729		93%
Miscellaneous (Budget)	4,854	50,514	55,371	91%
Miscellaneous (Actuals)	8,315	34,327		62%
Total Operating Expenses (Budget)	11,662,596	119,666,097	130,658,050	92%
Total Operating Expenses (Actuals)	12,027,350	122,024,149		93%

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 May 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	580,905	577,690	3,215	5,835,952	6,921,827	6,237,190	684,637	6,781,685
WeGo Access Revenue	41,481	56,720	(15,239)	507,548	481,129	582,940	(101,811)	637,640
Contract Revenue	260,785	264,015	(3,230)	2,628,717	2,863,282	2,910,245	(46,963)	3,174,255
Community Impact Partnership Revenue	-	14,880	(14,880)	264,338	-	165,100	(165,100)	180,000
Other Non-Transportation Revenue	119,087	115,675	3,412	1,424,717	1,338,652	1,288,025	50,627	1,408,700
Total Operating Revenue	1,002,258	1,028,980	(26,722)	10,661,271	11,604,890	11,183,500	421,390	12,182,280
Federal/State/Local Income								
Local Operating Assistance - General Fund	-	-	-	74,690,900	77,365,900	77,365,900	-	77,365,900
Local Operating Assistance - Sales Tax Surcharge	4,000,000	2,000,000	2,000,000	-	4,000,000	4,000,000	-	6,000,000
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	-	-	-	15,593	26,504	-	26,504	-
CARES Act Operating Reimbursement	901,252	700,000	201,252	5,077,775	6,597,592	6,597,591	1	6,597,591
American Rescue Plan Op Reimbursement	-	-	-	593,470	-	-	-	-
Total Assistance Income	4,901,252	2,700,000	2,201,252	85,718,038	94,261,996	93,357,491	904,505	95,357,491
Capital Income								
Capital Operating Reimbursement	2,619,830	4,644,819	(2,024,989)	18,403,412	20,930,597	19,618,279	1,312,318	19,618,279
Capital ADA Reimbursement	-	-	-	2,750,000	3,500,000	3,500,000	(0)	3,500,000
Total Capital Income	2,619,830	4,644,819	(2,024,989)	21,153,412	24,430,596	23,118,279	1,312,317	23,118,279
Total Revenue	8,523,341	8,373,799	149,542	117,532,722	130,297,483	127,659,270	2,638,213	130,658,050
Labor & Fringes	8,320,552	8,215,488	(105,064)	76,681,580	84,228,689	84,932,876	704,187	92,661,545
Services	2,146,158	1,660,311	(485,847)	14,443,444	20,425,508	15,990,912	(4,434,596)	17,528,680
Fuel & Lubricants	463,117	604,100	140,983	5,683,702	5,665,523	6,338,390	672,867	6,915,774
Parts, Materials & Supplies	635,875	683,298	47,423	6,776,420	6,202,876	7,044,756	841,880	7,702,601
Utilities	101,636	123,811	22,175	1,220,968	1,300,260	1,450,832	150,572	1,565,694
Casualty & Liabilities	275,654	301,786	26,132	3,365,447	3,386,152	3,140,312	(245,840)	3,442,118
Other Miscellaneous Expenses	84,359	73,802	(10,557)	593,835	815,140	768,019	(47,121)	841,638
Total Expenses	12,027,350	11,662,596	(364,754)	108,765,396	122,024,149	119,666,097	(2,358,052)	130,658,050
Surplus/(Deficit) before GASB 33	(3,504,009)	(3,288,797)	(215,212)	8,767,326	8,273,334	7,993,173	280,161	-
CARES Act Capital Reimbursement	-	-	-	1,366,914	307,351	-	307,351	-
Capital Asset Purchases	6,732,847	-	6,732,847	16,164,495	21,433,104	-	21,433,104	-
Amortized Rental Revenue	49,167	-	49,167	540,837	540,837	-	540,837	-
GASB 75 OPEB	-	-	-	-	-	-	-	-
Interest Exp - Cap Lease	(20,913)	-	(20,913)	(226,565)	(229,007)	-	(229,007)	-
(Loss)Gain on Sales	-	-	-	90,266	10,819	-	10,819	-
Amortization Exp	(8,409)	-	(8,409)	(92,502)	(92,502)	-	(92,502)	-
Depreciation net of Sub-Recip	(2,001,711)	-	(2,001,711)	(20,169,199)	(23,209,120)	-	(23,209,120)	-
Surplus /(DEFICIT)	1,246,971	(3,288,797)	4,535,768	6,441,573	7,034,815	7,993,173	(958,358)	-

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

	This Month May	Fiscal YE 2024 June
ASSETS		
CURRENT ASSETS		
Cash and Equivalents	10,070,367	6,459,275
Receivables from Federal, State, and Local Gov't	2,951,377	4,984,588
Accounts Receivable	2,349,558	2,173,701
Material and Supplies	6,562,610	4,814,386
Prepaid Expenses and Other	1,975,849	1,538,215
Pension and OPEB Deferred Outflow	32,868,326	32,868,326
TOTAL CURRENT ASSETS	56,778,087	52,838,491
PROPERTY AND EQUIPMENT		
Land	14,733,025	14,733,025
Buildings, Shelters, and Benches	140,744,548	138,578,250
Revenue Equipment and Parts	234,119,064	222,852,650
Office Furniture and Equipment	7,539,653	7,055,969
Work in Progress	12,399,892	5,364,715
	409,536,182	388,584,609
Less Accum Depreciation and Amortization	(225,618,603)	(203,317,072)
TOTAL PROPERTY AND EQUIPMENT, NET	183,917,579	185,267,537
OTHER ASSETS		
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
TOTAL OTHER ASSETS	7,413,765	7,413,768
TOTAL ASSETS	248,109,431	245,519,796
LIABILITIES		
CURRENT LIABILITIES		
Accounts Payable	4,068,042	4,895,012
Accrued Expenses	8,556,892	8,939,025
Deferred Revenue	267,737	581,952
CHYM Reserved Revenue	-	-
Notes Payable	-	2,400,000
TOTAL CURRENT LIABILITIES	12,892,671	16,815,989
NON-CURRENT LIABILITIES		
Long Term Deferred Rent Revenue	4,476,600	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
NON-CURRENT LIABILITIES	133,459,263	134,000,100
NET ASSETS		
Invested in Capital Assets	179,440,979	100,682,034
Unrestricted	(84,718,297)	(20,295,867)
Current Year Surplus(Deficit)	7,034,815	14,317,540
TOTAL NET ASSETS	101,757,497	94,703,707
TOTAL LIABILITIES AND NET ASSETS	248,109,431	245,519,796

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivables	\$2,265,946 96.6%	\$39,788 1.7%	\$32,732 1.4%	\$7,662 0.3%	\$2,346,128 100%
Accounts Payable	\$3,796,459 93.3%	\$243,803 6.0%	\$5,627 0.1%	\$21,882 0.5%	\$4,067,771 100%

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

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

Item Number:	M-I-25-019	Meeting Date:	7/24/2025
Item Title:	Monthly Operating Statistics		

BACKGROUND:

Attached are monthly operating statistics through May 2025.

Fixed route ridership in May 2025 reached 759,597 trips, reflecting a 1.1% increase year-over-year and a 0.5% increase from April. Average weekday ridership rose by 1.7% YOY, while weekend ridership also improved, with Saturdays up 2.1% and Sundays up 0.8% YOY. Productivity reached 15.27 passengers per hour revenue; a 2.3% increase compared to May 2024. Demand for Access services increased by 2,547 trips compared to 2024. Core ADA on-time performance was 93.5% and Access on Demand remained at 99%. Due to manpower shortages, 58 in-house routes were annulled in May. Access on Demand launched weekend service on May 31, completing 134 trips.

On-Time Performance (OTP) for May was 81.85%, a slight decline of 0.87% YOY. While several routes, including 42, 9, 22, and 28, performed well, seven routes experienced OTP declines greater than 5% compared to last year. Trip completion remained strong at 99.39%, with primary service interruptions caused by mechanical issues (39.3%), manpower shortages (27.3%), and collisions (12.8%).

Customer feedback showed significant improvement: Bus complaints decreased by 17.7% YOY, and Access complaints dropped by 55% YOY, highlighting meaningful progress in service delivery.

There were 16 preventable and 23 non-preventable bus accidents and 2 preventable van accidents in May. Continued focus on retraining and safety compliance is underway. Coordination with the Fire Marshall is progressing to establish fire drill protocols.

The May hiring event generated strong interest with over 200 applicants interviewed, yielding preliminary offers to 74 bus operators and 71 maintenance/facilities staff. System improvements for tracking employee relations and accommodation are in progress. Recruitment support via a third-party RPO is scheduled for August through October.

In May, 30 new students joined WeGo Bus Academy, and 6 students graduated. The additional resources will be welcomed as staff shortages remain significant, with key vacancies in mechanics and asset services. Productive outreach efforts were made to TCAT students, and a new fleet supervisor from TriMet, Portland, joined the team in June.

CURRENT STATUS:

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

APPROVED:





















Chief Operating Officer

7/24/2025

Date

Operations Dashboard Report

	May 2025	May 2024	Pct. Change	Goal	Indicator
Ridership					
Bus Ridership	759,597	751,083	1.1%	780,000	
Access Ridership	36,368	33,821	7.5%		
Total Ridership	795,965	784,904	1.4%		
Productivity & Efficiency					
Bus Passengers per Revenue Hour	15.27	14.92	2.3%	15.40	
Access Passengers per Revenue Hour	1.48	1.65	-10.2%	1.60	
Cost Per Scheduled Revenue Hour	\$180.68	\$168.30	7.4%	\$155.47	
Safety					
Total Collisions per 100,000 miles	5.5	6.4	-14.1%	4.0	
Preventable Collisions per 100,000 miles	2.4	4.1	-41.5%	2.2	
Service Quality					
Bus Trip Completion	99.69%	99.70%	0.00%	99.75%	
Bus On-Time Performance	81.9%	82.7%	-0.8%	85.0%	
Access On-Time Performance	93.5%	95.9%	-2.5%	93.0%	
Maintenance					
Bus Miles Between Road Calls	11,706	5,463	114.3%	6,500	
Access Miles Between Road Calls	138,124	40,363	242.2%	20,000	
Customer Care					
Bus Passengers per Complaint	2,967	2,415	22.9%	3,000	
Access Passengers per Complaint	649	271	140.0%	350	
Percent of Calls Answered	85.1%	88.5%	-3.4%	92.0%	
Staffing					
% of Operator Positions Filled	89.5%	93.5%	-4.0%	92.0%	
% of Maintenance Positions Filled	88.4%	84.0%	4.3%	92.0%	
Customer Amenities					
% 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			
	May 2025	May 2024	Pct. Change	Goal	Indicator
Ridership					
Bus Ridership	8,081,861	7,809,443	3.5%		
Access Ridership	377,836	350,813	7.7%		
Total Ridership	8,459,697	8,160,256	3.7%	8,580,000	▲
Productivity & Efficiency					
Bus Passengers per Revenue Hour	14.98	15.75	-4.9%	15.40	▲
Access Passengers per Revenue Hour	1.54	1.66	-7.1%	1.60	▲
Cost Per Scheduled Revenue Hour	\$173.73	\$160.40	8.3%	\$155.47	◆
Safety					
Total Collisions per 100,000 miles	5.7	5.5	3.5%	4.0	◆
Preventable Collisions per 100,000 miles	3.1	3.0	3.0%	2.2	◆
Service Quality					
Bus Trip Completion	99.58%	99.71%	-0.13%	99.75%	▲
Bus On-Time Performance	81.6%	83.5%	-1.9%	85.0%	▲
Access On-Time Performance	92.6%	93.7%	-1.1%	93.0%	▲
Maintenance					
Bus Miles Between Road Calls	6,018	5,564	8.1%	6,500	▲
Access Miles Between Road Calls	25,044	25,864	-3.2%	20,000	●
Customer Care					
Bus Passengers per Complaint	2,986	2,918	2.3%	3,000	▲
Access Passengers per Complaint	498	304	64.0%	350	●
Percent of Calls Answered	88.6%	86.8%	1.8%	92.0%	▲
Staffing					
% of Operator Positions Filled	90.7%	95.9%	-5.2%	92.0%	▲
% of Maintenance Positions Filled	87.3%	85.5%	1.9%	92.0%	▲
Customer Amenities					
% of Stops with Shelters (including Central)	20.3%	19.2%	1.1%	20.0%	●
% of Boardings at Covered Stops (including Central)	75.7%	73.2%	2.5%	74.0%	●



Exceeding Goal



Within 10% of Goal



More than 10% off Goal

Operations Dashboard Glossary

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

Operations Dashboard Glossary

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

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

List of Upcoming Procurement Projects

Meeting Date: 7/24/2025

Item #: M-I-23-020

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

Project Name: Executive Recruiting Services (DTO)

- **Brief Description:** Contract to provide recruitment services for the upcoming Management and Executive Level positions.
- **Anticipated Publish Date:** August 2025
- **Estimated Individual Contract 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 MTA and RTA with the Murfreesboro Pike All-Access Corridor implementation strategy.
- **Anticipated Publish Date:** August 2025
- **Estimated Project Value:** TBD

Project Name: Nestor Maintenance Bays

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

CURRENT STATUS:

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

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

APPROVED:

Chief of Staff & Administration

7/24/2025

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-25-021	Meeting Date:	7/24/2025
Item Title:	SMART Grant Contract Awards		

BACKGROUND:

In the July of 2024, WeGo staff applied for a competitive discretionary grant program with the United States Department of Transportation's (US DOT's) Federal Transit Administration (FTA) called SMART (Strengthening Mobility and Revolutionizing Transportation). In December of 2024, WeGo was awarded \$1,982,235 for 'Fixed-Line Transit 2.0: Real-time Optimization of High-Frequency Transit Service'. Following a hold on new projects, the US DOT announced the final approval for the grant award on May 6, 2025.

This project focuses on the highest-ridership corridor in the WeGo System, Route 55 Murfreesboro, and will improve transit service reliability through the development and implementation of active service management technologies and processes, including:

- Real-time tools for control room operations supervisors
- On-board headway performance status monitoring and feedback for bus operators
- Next-generation, headway-based conditional Transit Signal Priority
- Improved real-time bus arrival predictions
- Passenger volumes and wait time measures at busy bus stops
- Traffic-adaptive signal timings for intersections

Together, the above tools will enable WeGo to be much more proactive in how we operate high-frequency (less than 15-minute) transit services. With these types of bus operations, maintaining consistent vehicle spacing (headway) is more important to the overall rider experience than strictly adhering to a schedule. The overall project is scheduled to take 18 months following execution of the grant agreement with the US DOT.

To deliver on this project, WeGo is partnering with multiple universities and technology vendors:

- Vanderbilt University
- Penn State University
- LYT (Transit Signal Priority)
- Nashville Department of Transportation and Multimodal Infrastructure (NDOT)
- Miovision (traffic-adaptive signal timings, optional alternative Transit Signal Priority solution)
- Transit (customer smartphone app)
- Swiftly (transit operations software and real-time customer information)
- March Networks (machine-vision video processing)

WeGo is using a combination of contracting mechanisms to enter into agreements with the above partners, three of which require Board authorization:

1. Vanderbilt University (with Penn State as a subcontractor): \$2,500,000 (\$766,533 of which is for this project)

WeGo staff propose a sole-source, task-based professional services contract with Vanderbilt University. Vanderbilt will provide services including data analysis, software development, predictive modeling, real-time data processing/visualization, and artificial intelligence-based solutions for scheduling and service management. In addition to this project, the contract will enable WeGo and Vanderbilt to partner on future

opportunities as they arise, including other competitive grants. WeGo has a longstanding relationship with Vanderbilt, having collaborated on multiple previous projects. This agreement will strengthen that relationship and allow for synergies with related projects where Vanderbilt is partnering with NDOT, such as the implementation of advanced vehicle and pedestrian tracking systems on Nolensville Pike through their own SMART Grant award. Vanderbilt is also establishing their own traffic control test lab and data pipeline that is fully integrated with Metro Nashville's network, giving them unique abilities to support this work. WeGo advertised the intent to sole source with Vanderbilt University from April 9, 2025 to April 29, 2025 and did not receive any responses from other potential vendors.

2. LYT (Transit Signal Priority): \$348,100

WeGo staff propose a piggyback contract with LYT for up to a 12-month transit signal priority pilot on Murfreesboro Pike, leveraging an existing competitively bid contract through TriMet, a transit agency in Portland, Oregon. LYT is already operating a similar pilot program on the MLK/Charlotte Pike corridor in Nashville (Route 50 Charlotte) between the Elizabeth Duff Transit Center at WeGo Central and Charlotte Pike at White Bridge Road as part of a project funded by a US DOT Federal Highway Administration grant awarded to NDOT.

3. Nashville Department of Transportation and Multimodal Infrastructure (NDOT): \$620,747 (\$428,000 for traffic adaptive plus \$192,747 for optional TSP pilot)

WeGo staff propose entering into an interagency agreement (Memorandum of Understanding) with NDOT for the implementation of traffic-adaptive signal control technology in the Murfreesboro Pike corridor. NDOT will be a subrecipient on the SMART Grant. NDOT is planning to contract with Miovision, a technology vendor that previously partnered with the Tennessee Department of Transportation (TDOT) on the I-24 Smart Corridor Project, to install vehicle detection equipment along Murfreesboro Pike. Vanderbilt and NDOT also had significant involvement in that project, which tested and implemented various solutions to improve both interstate and parallel arterial traffic flow in the corridor. Miovision also has its transit signal priority solution, which may be tested on the corridor in addition to LYT's solution to obtain comparable performance measures of the two systems.

CURRENT STATUS:

Staff recommend that the MTA Board of Directors authorize the MTA CEO to execute agreements as detailed below, with funding available through the SMART Grant as well as other Federal, State, and Local sources:

1. Vanderbilt University
 - a. Contract Value: not-to-exceed **\$2,500,000 for five years**
 - b. Contract Mechanism: Sole-source agreement
2. SinWaves Inc. dba LYT
 - a. Contract Value: \$348,100 plus 20% contingency, or **\$417,720 for 18 months**
 - b. Contract Mechanism: Piggyback competitive contract
3. Metro Nashville Department of Transportation and Multimodal Infrastructure
 - a. Contract Value: \$620,747 plus 20% contingency, or **\$744,896 for 18 months**
 - b. Interagency MOU and subrecipient agreement

APPROVED:

7/24/2025

Board Secretary

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-25-022	Meeting Date:	7/24/2025
Item Title:	2025-26 Election of Nashville MTA Board Officers		

BACKGROUND:

In accordance with the Metropolitan Charter, the Nashville Metropolitan Transit Authority (Nashville MTA) Board shall elect a Chair and Vice-Chair annually. Currently, Gail Carr Williams and Aron Thompson serve as the Chair and Vice Chair, respectively, for the Board.

RECOMMENDATION:

Board Secretary Margaret Behm will conduct the election.

APPROVED:

Board Secretary

7/24/2025

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

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

Item Number:	M-I-25-021	Meeting Date:	7/24/2025
Item Title:	Annual Review of Board Ethics and Conflicts of Interest		

BACKGROUND:

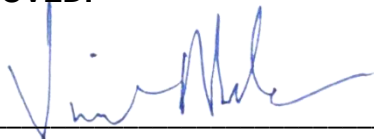
In 2006, the Tennessee General Assembly required municipalities to adopt a code of ethics by July 1, 2007, which applies to boards, commissions, authorities, corporations, and other entities created or appointed by the municipality. The legislation permitted such entities to adopt model codes developed by the Municipal Technical Advisory Services (MTAS) or by the County Technical Advisory Service (CTAS) as an alternative to drafting a policy of their own.

Nashville Metropolitan Transit Authority (Nashville MTA) Counsel Margaret Behm recommended the MTAS model to the Nashville MTA Board of Directors, which was adopted on June 19, 2007. The Code of Ethics is reviewed with all new Board members and regularly reviewed with the full Board. A copy of the code of ethics is attached to this item. General Counsel Margaret Behm will conduct the Annual Review with Members at the July meeting.

RECOMMENDATION:

Board Secretary Margaret Behm will review the Code of Ethics and applicable procurement policies and procedures with the Board.

APPROVED:



Chief of Staff & Administration

7/24/2025

Date

Nashville Metropolitan Transit Authority

CODE OF ETHICS

Based on the MTAS model

History: In 2006, the Tennessee General Assembly required municipalities to adopt a code of ethics by July 1, 2007, which applies to boards, commissions, authorities, corporations, and other entities created or appointed by the municipality. The legislation permitted such entities to adopt model codes developed by the Municipal Technical Advisory Services (MTAS) or by the County Technical Advisory Services (CTAS) as an alternative to drafting a policy of their own.

MTA Counsel Margaret Behm recommended the MTAS model to the MTA Board of Directors for adoption. The MTAS model was reviewed by the Ethics Committee of the Nashville MTA Board and recommended for adoption with limited changes only to persons designated to perform duties under the code to conform with the structure of the Nashville MTA, since the Board is not a municipality. These changes are detailed in action item A-07-021, which was adopted by the MTA Board on June 19, 2007, and are included in this policy.

I. APPLICABILITY

This is the code of ethics for personnel of the Nashville Metropolitan Transit Authority (Nashville MTA). It applies to all full-time and part-time elected or appointed officials and employees, whether compensated or not, including those of any separate board, commission, committee, authority, corporation, or other instrumentality appointed or created by the Nashville Metropolitan Transit Authority. The words "Nashville MTA" and "Nashville Metropolitan Transit Authority" include these separate entities.

II. DEFINITION OF "PERSONAL INTEREST"

A. For purposes of Sections 3 and 4, "personal interest" means:

1. Any financial, ownership, or employment interest in the subject of a vote by the Nashville MTA board not otherwise regulated by state statutes on conflicts of interest; or
2. Any financial, ownership, or employment interest in a matter to be regulated or supervised; or
3. Any such financial, ownership, or employment interest of the official's or employee's spouse, parent(s), stepparent(s), grandparent(s), sibling(s), child(ren), or stepchild(ren).

B. The words "employment interest" include a situation in which an official or employee or a designated family member is negotiating possible employment with a person or organization that is the subject of the vote or that is to be regulated or supervised.

C. In any situation in which a personal interest is also a conflict of interest under state law, the provisions of the state law take precedence over the provisions of this chapter.

III. DISCLOSURE OF PERSONAL INTEREST BY OFFICIAL WITH VOTE

An official with the responsibility to vote on a measure shall disclose during the meeting at which the vote takes place, before the vote, and so it appears in the minutes, any personal interest that affects or that would lead a reasonable person to infer that it affects the official's vote on the measure. In addition, the official may recuse himself from voting on the measure.

IV. DISCLOSURE OF PERSONAL INTEREST IN NONVOTING MATTERS

An official or employee who must exercise discretion relative to any matter, other than casting a vote, and who has a personal interest in the matter that affects or that would lead a reasonable person to infer that it affects the exercise of the discretion shall disclose, before the exercise of the discretion, when possible, the interest on a form provided by and filed with the Chief Executive Officer of MTA. In addition, the official or employee may, to the extent allowed by law, charter, ordinance, or policy, recuse himself from the exercise of discretion in the matter.

V. ACCEPTANCE OF GRATUITIES, ETC.

An official or employee may not accept, directly or indirectly, any money, gift, gratuity, or other consideration or favor of any kind from anyone other than the Nashville MTA:

1. For the performance of an act, or refraining from performance of an act, that he would be expected to perform, or refrain from performing, in the regular course of his duties; or
2. That might reasonably be interpreted as an attempt to influence his action or reward him for past action, in executing Nashville MTA business.

VI. USE OF INFORMATION

1. An official or employee may not disclose any information obtained in his official capacity or position of employment that is made confidential under state or federal law except as authorized by law.
2. An official or employee may not use or disclose information obtained in his official capacity or position of employment with the intent to result in financial gain for himself or any other person or entity.

VII. USE OF NASHVILLE MTA TIME, FACILITIES, ETC.

1. An official or employee may not use or authorize the use of Nashville MTA time, facilities, equipment, or supplies for private gain or advantage.
2. An official or employee may not use or authorize the use of Nashville MTA time, facilities, equipment, or supplies for private gain or advantage to any private person or entity, except as authorized by a legitimate contract or lease that is determined by the governing body to be in the best interests of Nashville MTA.

VIII. USE OF POSITION OF AUTHORITY

1. An official or employee may not make or attempt to make private purchases, for cash or otherwise, in the name of Nashville MTA.

2. An official or employee may not use or attempt to use his position to secure any privilege or exemption for himself or others that are not authorized by the charter, general law, ordinance, or policy of Nashville MTA.

IX. OUTSIDE EMPLOYMENT

An official or employee may not accept or continue any outside employment if the work unreasonably inhibits the performance of any affirmative duty of the Nashville MTA position or conflicts with any provision of the Nashville MTA's charter or any ordinance or policy.

X. ETHICS COMPLAINTS

1. The General Counsel of Nashville MTA is designated as the ethics officer of Nashville MTA. Upon the written request of an official or employee potentially affected by a provision of this chapter, the General Counsel of Nashville MTA may render an oral or written advisory ethics opinion based upon this chapter and other applicable laws.
2. (a) Except as otherwise provided in this subsection, the General Counsel of Nashville MTA shall investigate any credible complaint against an appointed official or employee charging any violation of this chapter or may undertake an investigation on his initiative when he acquires information indicating a possible violation and make recommendations for action to end or seek retribution for any activity that, in the General Counsel of Nashville MTA's judgment, constitutes a violation of this code of ethics.
(b) The General Counsel of Nashville MTA may request that the governing body hire another attorney, individual, or entity to act as an ethics officer when he has or will have a conflict of interest in a particular matter.
(c) When a complaint of a violation of any provision of this chapter is lodged against a member of the Nashville MTA's governing body, the governing body shall either determine that the complaint has merit, determine that the complaint does not have merit, or determine that the complaint has sufficient merit to warrant further investigation. If the governing body determines that a complaint warrants further investigation, it shall authorize an investigation by the General Counsel of Nashville MTA or another individual or entity chosen by the governing body.
3. The interpretation that a reasonable person in the circumstances would apply shall be used in interpreting and enforcing this code of ethics.
4. When a violation of this code of ethics also constitutes a violation of a personnel policy, rule, or regulation, or a civil service policy, rule, or regulation, the violation shall be dealt with as a violation of the personnel or civil service provisions rather than as a violation of this code of ethics.

XI. VIOLATIONS

An elected official or appointed member of a separate Nashville MTA board, commission, committee, authority, corporation, or other instrumentality who violates any provision of this chapter is subject to punishment as provided by the Nashville MTA's charter or other applicable law and in addition, is subject to censure by the governing body. An appointed official or an employee who violates any provision of this chapter is subject to disciplinary action.