

# Nashville MTA Board Meeting

## Tennessee Bankers Association

211 Athens Way | Nashville, TN 37203

September 25, 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 August 28, 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-25-025** **P. 7**
  - Monthly Operating Statistics – Andy Burke, COO **M-I-25-026** **P. 13**
  - Upcoming Procurement Projects List – Vince Malone, COSA **M-I-25-027** **P. 19**
6. **Consent Agenda Items** – These routine, repetitive items appear in the written agenda and are voted on as a group to allow more time for other discussions. Any Board member may request an item's removal from the Consent Agenda for further discussion, and the listed staff will be available for questions.
  - Resolution for FY2026 Annual Grant Applications – Billy Higgins, Director of Grants Management & Compliance **M-A-25-036** **P. 21**
7. **Operations & Finance Committee – Jessica Dauphin, Committee Chair**
  - Annual Pension Overview – Amanda Vandegrift, Deputy CEO of Finance & Administration **OF-D-25-006** **P. 24**
  - Nestor Parking Lot Rehabilitation – Patrick Hester, DCOO of Asset & Infrastructure **M-A-25-037** **P. 26**
  - Nestor Roof Rehabilitation – Patrick Hester, DCOO of Asset & Infrastructure **M-A-25-038** **P. 27**
  - Myatt Employee Parking Lot Rehabilitation – Patrick Hester, DCOO of Asset & Infrastructure **M-A-25-039** **P. 28**
  - Murfreesboro & Thompson Place Transit Stop Improvements – Lydia Benda, Director of Engineering, Construction, & Project Management **M-A-25-040** **P. 29**
  - eVision CO1 Expanded Consulting Services – Lydia Benda, Director of Engineering, Construction, & Project Management **M-A-25-041** **P. 32**
  - MNPD Memorandum of Understanding – Nick Oldham, CSSO **M-A-25-042** **P. 34**
8. **New Initiatives & Community Engagement Committee – Aron Thompson, Committee Chair**
  - Title VI Program Adoption – Felix Castrodad, Director of Planning & Grants **M-A-25-043** **P. 36**
9. **CEO's Report – Stephen G. Bland, CEO**
10. **Chair's Report – Gail Carr Williams, Chair**
11. **Other Business**
12. **Adjournment**

### **Appeal of Decisions**

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

### **Public Comment**

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

# Nashville Metropolitan Transit Authority

## Board of Directors Meeting

August 28, 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, August 28, 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
Kathryn Hays, Member	Vince Malone, Chief of Staff & Administration
Jeff Haynes, Member	Nick Oldham, Chief Safety & Security Officer
Margaret Behm, Board Secretary	Katie Freudberg, Director of Service Dev.
Steve Bland, CEO	Rob McElhaney, Director of IT
Monica Howse, Sr. Exec. Asst. & Bd. Liaison	Shelly McElhaney, Director of Finance

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

- III. **Approval of Minutes:** Ms. Dauphin made a motion to approve the minutes of the Nashville MTA Board meeting held on July 24, 2025. Mr. Haynes seconded the motion, and the Board unanimously approved the minutes.

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

- Wesley Smith
- Peter Robinson
- Peter O'Connor
- Darius Knight

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

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

VI. **Consent Agenda Items:**

- a. **TriStar Digital Connections Service Contract Increase (M-A-25-033):** Staff requested the Board authorize the CEO to add \$100,000 to the existing TriStar Digital Connections contract, bringing the total contract value to \$375,000 for the purchase, installation, and support of audio-visual hardware and services. Funding for this contract will be provided through the Authority's annual approved capital and operating budgets.

Ms. Hays made a motion to approve the TriStar Digital Connections Service Contract Increase action item. The motion was seconded by Mr. Haynes and unanimously approved by the board.

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

- a. **Claims Management Third Party Administrative Services Contract Modification (M-A-25-034):** Chief of Staff & Administration Vince Malone presented the following item for action:

In September 2023, the Board approved a \$671,500 contract with Charles Taylor for Auto, General Liability, and Workers' Compensation claims management over five years, including a \$61,000 contingency. The initial contract value was \$610,500. However, due to a major accident in August 2023, first-year costs were significantly higher than expected. While claim volumes have declined in the second year, total spending is now projected to exceed the budget by \$130,000—\$100,000 for Auto and General Liability claims and \$30,000 for Workers' Compensation claims.

Staff requested the Board authorize the Chief Executive Officer to add \$100,000 for Auto and General Liability claims processing and \$30,000 for the Worker's Compensation claims processing with Charles Taylor, increasing the overall total contract value to \$801,500. Funding for these contracts will be assigned through the Authority's operating budget.

The Operations & Finance Committee recommended a motion to approve the Claims Management Third Party Administrative Services Contract Modification action item. The motion was seconded by Ms. Hays and unanimously approved by the board.

- b. **Enterprise Resource Planning (ERP) Consultant Services (M-A-25-035):** Director of Finance Shelly McElhaney presented the following item for action:

WeGo's current accounting system, Sage 300, is outdated and labor-intensive, causing inefficiencies in financial reporting, payments, and asset management. To modernize operations, WeGo sought a consultant to guide the transition to a modern ERP system—assessing business processes, developing RFP documents, evaluating proposals, overseeing implementation, and supporting organizational change.

Following March 7, 2025, RFP for ERP Consultant Services, six proposals were received. eVision Partners, Inc. was selected as the top-scoring firm, exceeding the 7% DBE goal with a 19.47% commitment. Cost proposals ranged from ~\$637K to \$4.3M (average ~\$2M); eVision's Best and Final Offer was \$1,097,145, considered fair and reasonable.

eVision brings relevant transit ERP experience and prior familiarity with WeGo through their EAM assessment. Their plan anticipates completing the needs assessment in ~90 days, issuing an ERP RFP within six months, and beginning implementation within one year—providing significant time and cost efficiencies.

Staff requested Board approval authorizing the CEO to enter a contract with eVision for ERP Consultant Services: a three-year agreement with two one-year extension options, for a total not-to-exceed amount of \$1,097,145. Funding is allocated in the FY2025–2029 Capital Plan, with \$150,000 programmed for Task 1 using federal, state, and local funds.

The Operations & Finance Committee recommended a motion to approve the Enterprise Resource Planning (ERP) Consultant Services action item. The motion was seconded by Mr. Haynes and unanimously approved by the board.

- c. **Quarterly Route Performance Report (OF-D-25-005):** Director of Service Development Katie Freudberg presented the following item for action:

The Quarterly Route Performance Report for April–June 2025 shows a 2% increase in ridership compared to the same quarter last year and a 9% increase over the previous quarter. This seasonal rise is typical due to factors like weather, school schedules, and holidays. Ms. Freudberg noted that service levels for this quarter were nearly identical to service levels for the prior year quarter, as service expansion accompanying the opening of the Dr. Ernest Rip Patton Jr. North Nashville Center had been implemented before April 1, 2024, and our most recent round of service expansion funded by the Choose How You Move initiative did not begin until after July 1, 2025.

Frequent network ridership was slightly down year-over-year, while local network ridership rose by 3.8%. Connector routes saw a significant 30%+ increase—marking the first valid year-over-year comparison since the opening of the Ernest Rip Patton Jr. North Nashville Transit Center.

Previous issues with on-time performance data have been largely resolved through software updates, allowing staff to more accurately assess and address operational and scheduling challenges.

There was a general discussion of the report among the Members.

**VIII. New Initiative & Community Engagement Committee Report:** In the absence of Committee Chair Aron Thompson, Chair Carr Williams introduced the following items for discussion:

**a. Journey Pass Program Overview (M-A-25-022):** Deputy CEO of Finance & Administration Amanda Vandegrift presented the following information:

Since the approval of *Choose How You Move* in November 2024, WeGo staff have been working with the mayor's office and Metro departments to advance 11 key projects, including the Journey Pass Program—a free transit initiative for income-eligible Davidson County residents. The program aims to maximize access, simplify use, and prevent misuse.

Planning began in spring 2025, with rollout expected by year-end. Four stakeholder meetings were held over the summer, followed by individual meetings with potential distribution partners to define roles and needs.

The Journey Pass will launch in phases:

- **Phase 1 (October):** Partner with Metro departments to verify need and distribute passes.
- **Phase 2:** Expand distribution through additional agencies.
- **Future phase:** Full launch with income verification via online or in-person methods.

This phased rollout is designed to reduce risk, ease administration, and allow for adjustments based on real-time feedback and impact monitoring.

Ms. Hays asked whether part of the development would include specifications or requirements that partners would use to determine Journey Pass eligibility. Ms. Vandegrift responded that this is still in development and will vary depending on the partner. For example, MDHA has specific programs that may automatically qualify participants without additional income verification. Certain programs would simply be designated as Journey Pass-eligible for that partner. Since this is an expensive program, each partner relationship will be reviewed individually to determine eligible programs and participants.

Ms. Hays also asked how long Journey Pass eligibility would remain valid once someone is approved, and whether that period would be determined by the partner organization or still under planning. Ms. Vandegrift explained that this is part of the framework under discussion, and feedback from partners suggests a potential qualification period of around three years. This timeframe aligns with design goals by limiting administrative burden while reducing the risk of misuse. Final decisions on recertification and qualification length have not yet been made.

Ms. Carr Williams asked about riders who are not affiliated with any partner organizations, how they would submit information, who would process it, and what would happen with their data. Ms. Vandegrift explained that during the soft launch, there will not yet be a public enrollment option, but this will be added in a later expansion phase. Non-partner participants would use this option once available, and WeGo would administer the process through customer care portals.

Ms. Hays asked whether WeGo would collect any economic or personal information from individuals. In response, Ms. Vandegrift explained that the goal is to keep the process as simple as possible. At this time, only basic identifying details—first name, last name, and date of birth—will be collected to ensure each applicant is unique and to prevent misuse of the program. CEO Bland added that in other states, similar programs often allow applicants to self-certify their participation in income-based assistance programs with a simple checkbox, eliminating the need for extensive documentation. Ms. Vandegrift also emphasized the importance of limiting the amount of personal data stored during program development.

Ms. Dauphin asked whether there would be a limit on the number of participants once maximum enrollment is reached. Ms. Vandegrift said that no cap has been set at this time, but partners are providing early estimates to assist with planning efforts.

Ms. Hays also inquired whether Journey Pass holders would receive standard QuickTickets. Ms. Vandegrift confirmed that the cards will be identical in appearance and functionality to regular QuickTickets, with the Journey Pass designation stored electronically and not visible to others—an intentional design choice to avoid stigma. She added that coordination with Dan Freudberg’s team will ensure that when tapped, the card will behave exactly like a standard QuickTicket.

Finally, Carr Williams asked whether Journey Pass holders would need to reload their cards. CEO Bland clarified that as long as participants use their designated Journey Pass card, reloading will not be necessary.

Ms. Vandegrift reported that the proposed Journey Pass program design will be included in the MTA’s current public engagement and Title VI process, and the final program design recommendations will be presented to the Board for consideration and adoption in October, concurrent with proposed January service changes.

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

1. Following the successful launch of the first phase of service expansion funded through the Choose How You Move initiative over the past two months, WeGo’s Planning and Service Development staff have been actively preparing for the next phase of expansion, scheduled for implementation in January. The recommended changes will be presented for your approval at the October meeting. Since we will still be operating with the current fleet size at that time, these improvements will focus on off-peak hours. Key recommendations include:
  - Expanding Sunday service hours to match the Monday–Saturday span
  - Increasing mid-day frequency on Routes 3 and 52
  - Adding a new WeGo Link zone (bringing the total to 19)
  - Improving evening and weekend frequency on Route 7
2. Earlier this month, WeGo joined Mayor O’Connell to announce the launch of the open payment system. This enhancement allows riders to pay fares using contactless credit cards, debit cards, and mobile wallets (Visa, Mastercard, Discover, Apple Pay, Google Pay, Samsung Pay). By using the same payment method for each transaction, riders will receive the same fare capping benefits currently available to Quick Ticket users. Special thanks to Jessica for representing the Board at this event.
3. In August, WeGo hosted a delegation from MetroLink Tulsa for a full-day visit. The group toured our major facilities, exchanged program information, and connected with peers. This visit was a valuable opportunity to reflect on our progress and learn from Tulsa’s innovations as we continue advancing our services.

4. Eric Beyer and CEO Bland were pleased to accompany Ms. Kathryn Hays to her reappointment interview before the Council's Rules Committee this month. Ms. Hays responded to their questions with excellence, resulting in a unanimous recommendation for reappointment and unanimous confirmation by the full Council for another five-year term on the Board.
5. CEO Bland was honored to participate in two events hosted by the Transit Alliance this month. Several of us attended the Transit Champions reception with graduates of the Transit Citizens Leadership Academy (TCLA) and the new class. Additionally, he joined peers from Clarksville and Murfreesboro Transit to discuss regional transit efforts with the new TCLA class. Many thanks to Jessica for the invitation.
6. Several members of WeGo's leadership team joined staff from the Mayor's Office Choose How You Move program for a day-long tour of Metro Nashville Police Department (MNPd) facilities. The tour, facilitated by MNPd Transit Liaison Captain Brian Williams, provided a deeper understanding of MNPd's capacity and training and included introductions to several members of the MNPd Command Team.
7. WeGo also held a productive meeting with MNPd to begin defining the terms of a Memorandum of Understanding (MOU) between MTA and MNPd, outlining roles and responsibilities for the new Transit Policing Unit. Vince Malone is coordinating this effort with Board Secretary and General Counsel Margaret Behm, Metro Legal, and WeGo anticipates bringing the final MOU to the Board for approval within the next several months.
8. RTA Updates:
  - Donelson Station: Design work continues on public improvements, including a six-bay transit center, relocation of the access road and above-ground utilities, installation of a new traffic signal, and quiet zone improvements at two grade crossings.
  - Murfreesboro Park & Ride: Following last month's property acquisition, the church structure on-site has been demolished and the area cleared. We are now in the design phase for the park-and-ride facility, located adjacent to Murfreesboro Transit's new Transit Center, which will streamline regional-local service connections. Debbie Frank is representing WeGo Public Transit at today's dedication ceremony for the new transit center.
  - VanStar Program: WeGo met with staff from the TMA Group to discuss the VanStar vanpool program and explore opportunities for program expansion under the RTA umbrella.

- X. **Chair's Report:** Chair Carr Williams congratulated Kathryn Hays on her reappointment to the MTA Board and expressed appreciation to the Council and the Mayor's Office for their support of her reappointment.

Chair Williams also commented that the meeting was very productive, particularly with the updates on the new systems. She noted that she would follow up with Shelly after the upgrade to see how things are going.

She concluded by wishing everyone a safe and happy Labor Day weekend.

- XI. **Other Business:** Mr. Haynes informed the board that 30 acres of land east of Nestor have recently come on the market. He suggested that this may be a strategic opportunity worth considering as the board continues discussions around future investments at the Nestor location. CEO Bland acknowledged the update and indicated that he would follow up on the matter.
- XII. **Adjournment:** With no further business, the meeting adjourned at 3:37 p.m.

**Attested:**

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**Gail Carr Williams**  
**Chair**

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**Margaret L. Behm**  
**Board Secretary**



# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

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

Item Number:	M-I-25-025	Meeting Date:	9/25/2025
Item Title:	Monthly Financial Report Compared to Budget		

## BACKGROUND:

Attached is a preliminary summary of the statement of operations for the month of July 2025 compared to the Board-approved fiscal year (FY) 2026 budget. Total revenues during the first month of the fiscal year aligned closely with budgeted levels, with a few notable differences:

- The Journey Pass Program will be implemented by the end of the calendar year and was not yet active in July, resulting in zero fare revenues related to the Journey Pass Program. These July revenues were instead classified as part of MTA's local surtax (or Choose How You Move) operating allocation.
- Investment income in July was lower than budgeted for the month due to the recent renewal of MTA's banking contract and the pending establishment of an investment account under that new contract for the new MTA Reserve Fund. The MTA Reserve Fund currently holds an initial \$20,000,000 received as part of the FY 2025 supplemental budget and funded through initial Choose How You Move funds. The FY2026 budget assumed that the new fund would generate an estimated \$1,215,060 in investment income in FY2026. Once this account is established with US Bank in September or October, MTA will begin to generate additional investment income, which is still likely to exceed budgeted levels by the end of the fiscal year.

Expenses were 6% lower than anticipated due to the following key trends:

- Fixed-Route Bus Operations category expenses were 10% lower than budgeted in July, which was primarily due to open positions and a large number of new operators in training, which is reported in the Safety & Security category.
- Paratransit Operations category expenses were 6% lower than budgeted in July, which was primarily due to open positions.
- Asset Maintenance category expenses were 20% lower than budgeted in July, which was due to favorable fuel prices and a favorable fuel hedging contract, lower-than-anticipated parts expenses, and open positions.
- Employee Benefits category expenses were 11% higher than budgeted in July, which is due to the July 4<sup>th</sup> holiday and vacation/sick day use during the month.
- Safety & Security category expenses were 8% higher than budgeted in July, which is primarily due to a large number of new operators in training.
- Expenses in the Administration, Customer Communications, and Planning & Development categories were each lower than budgeted for July due to open positions.

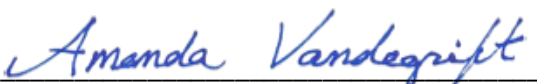
As this is the first month of the fiscal year, many of these trends will resolve as initiatives are implemented and as open positions are filled. We will continue to monitor as we advance through the first few months of the fiscal year.

As of July 31, 2025, RTA owed Nashville MTA approximately \$327,400 for services provided. In turn, MTA owes RTA approximately \$47,493 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

9/25/2025

Date

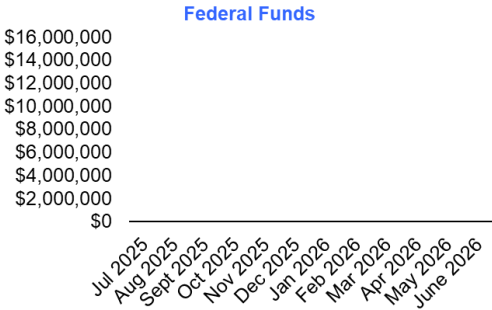
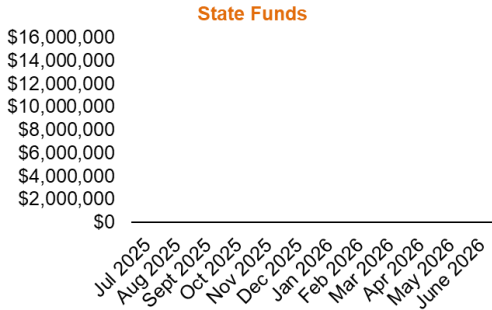
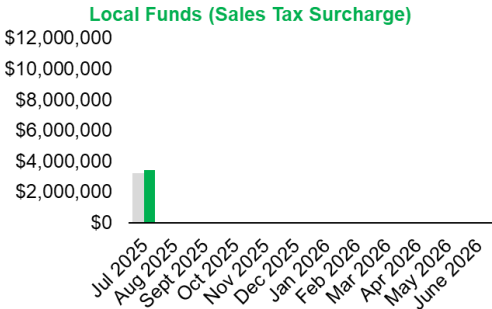
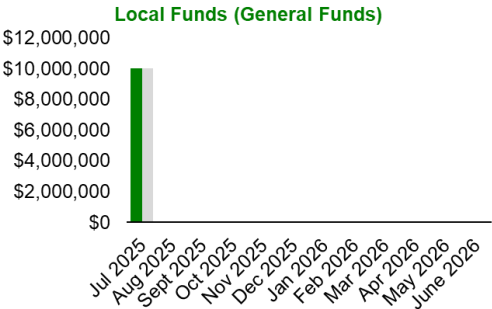
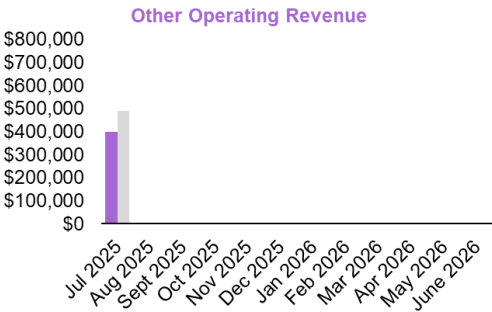
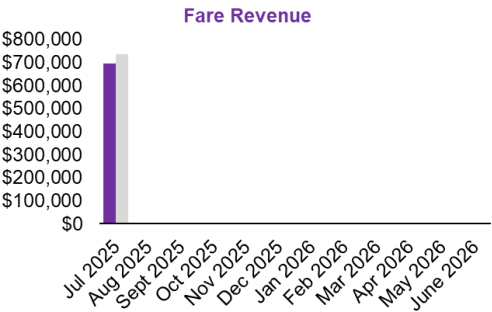
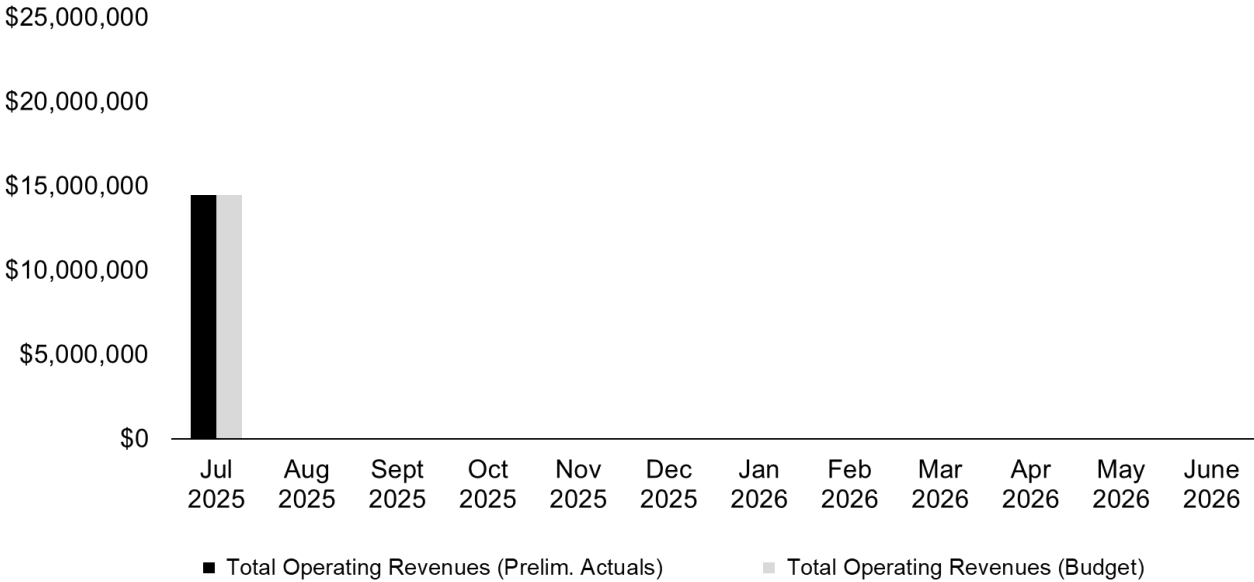
### July 2025 Operating Revenue by Category:

	July 2025	FY 2026 Year To Date Total	Approved FY 2026 Budget	% Budget To Date
Passenger Revenues (Budget)	736,770	736,770	8,587,250	9%
Passenger Revenues (Actuals)	695,239	695,239		8%
Other Operating Revenues (Budget)	490,591	490,591	5,893,230	8%
Other Operating Revenues (Actuals)	399,183	399,183		7%
Local Funds (General Funds) (Budget)	10,000,000	10,000,000	77,212,600	13%
Local Funds (General Funds) (Actuals)	10,000,000	10,000,000		13%
Local Funds (Sales Tax Surcharge) (Budget)	3,228,341	3,228,341	38,740,100	8%
Local Funds (Sales Tax Surcharge) (Actuals)	3,395,012	3,395,012		9%
State Funds (Budget)	-	-	6,272,000	-
State Funds (Actuals)	-	-		-
Federal Funds (Budget)	-	-	20,967,520	-
Federal Funds (Actuals)	-	-		-
<b>Total Operating Revenues (Budget)</b>	<b>14,455,702</b>	<b>14,455,702</b>	<b>157,672,700</b>	<b>9%</b>
<b>Total Operating Revenues (Actuals)</b>	<b>14,489,434</b>	<b>14,489,434</b>		<b>9%</b>

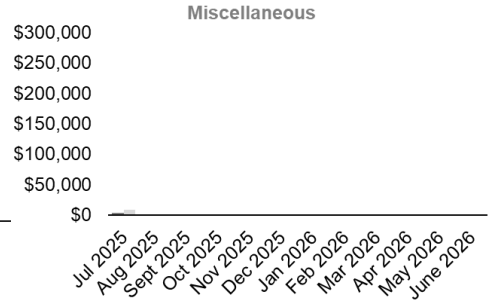
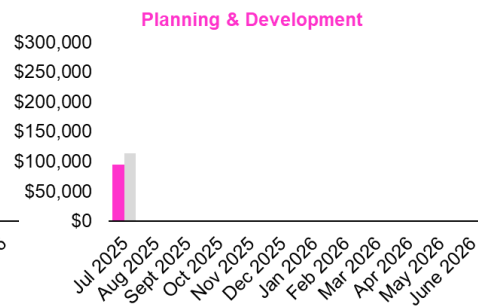
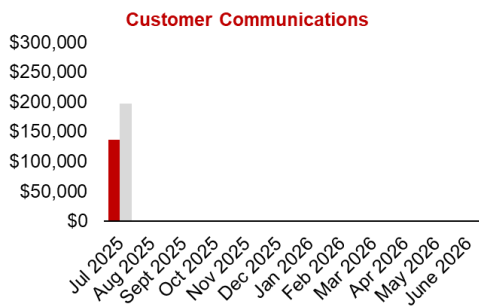
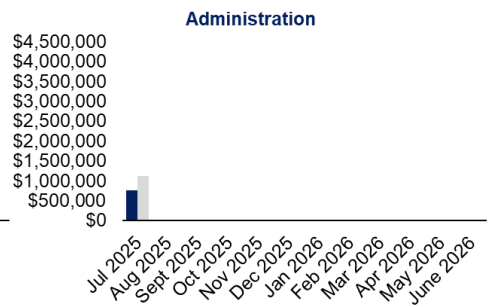
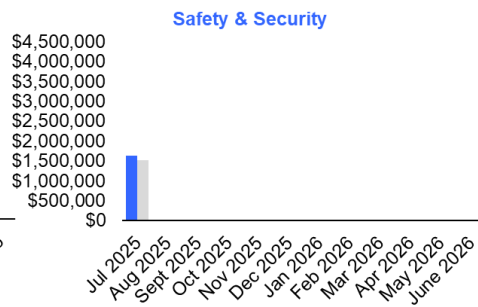
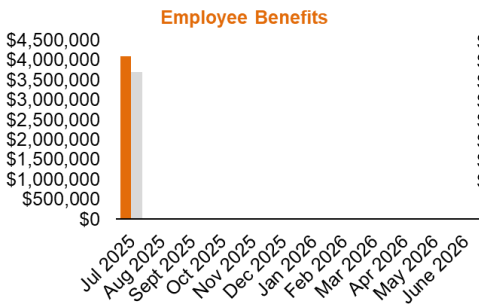
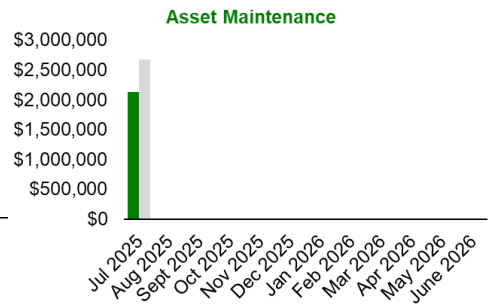
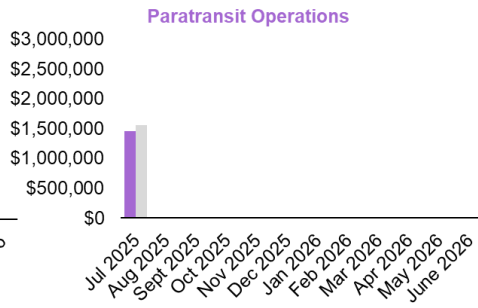
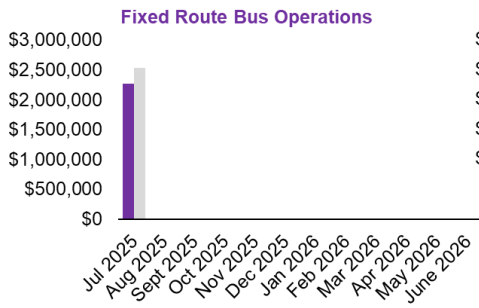
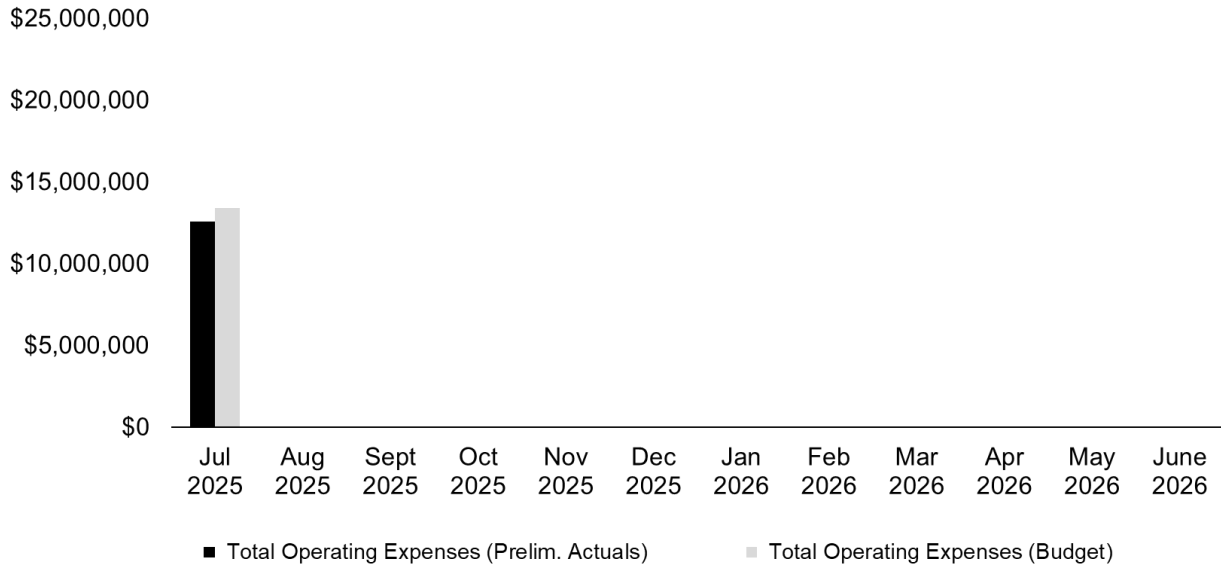
### July 2025 Operating Expenses by Category:

	July 2025	FY 2026 Year To Date Total	Approved FY 2026 Budget	% Budget To Date
Fixed Route Bus Operations (Budget)	2,534,730	2,534,730	29,496,690	9%
Fixed Route Bus Operations (Actuals)	2,268,571	2,268,571		8%
Paratransit Operations (Budget)	1,555,790	1,555,790	17,962,510	9%
Paratransit Operations (Actuals)	1,455,774	1,455,774		8%
Asset Maintenance (Budget)	2,670,110	2,670,110	30,827,860	9%
Asset Maintenance (Actuals)	2,136,246	2,136,246		7%
Employee Benefits (Budget)	3,695,750	3,695,750	44,345,980	8%
Employee Benefits (Actuals)	4,104,732	4,104,732		9%
Safety & Security (Budget)	1,509,380	1,509,380	18,509,950	8%
Safety & Security (Actuals)	1,626,059	1,626,059		9%
Administration (Budget)	1,115,050	1,115,050	12,883,870	9%
Administration (Actuals)	762,839	762,839		6%
Customer Communications (Budget)	197,010	197,010	2,274,230	9%
Customer Communications (Actuals)	136,584	136,584		6%
Planning & Development (Budget)	113,590	113,590	1,311,070	9%
Planning & Development (Actuals)	94,663	94,663		7%
Miscellaneous (Budget)	9,000	9,000	60,540	15%
Miscellaneous (Actuals)	3,210	3,210		5%
<b>Total Operating Expenses (Budget)</b>	<b>13,400,410</b>	<b>13,400,410</b>	<b>157,672,700</b>	<b>8%</b>
<b>Total Operating Expenses (Actuals)</b>	<b>12,588,678</b>	<b>12,588,678</b>		<b>8%</b>

# Operating Revenue Monthly Comparisons FY 2026 Actuals vs Budget



## Operating Expenses Monthly Comparisons FY 2026 Actuals vs Budget



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

**UNAUDITED**

	Month Actual	Month Budget	Month Var. [F/(U)]	Prior Y-T-D	Current Y-T-D	Budget Y-T-D	Y-T-D Var. [F/(U)]	Annual Budget
<b>Revenue From Operations</b>								
Passenger Fares	653,740	685,830	(32,090)	637,837	653,740	685,830	(32,090)	8,045,250
WeGo Access Revenue	41,500	50,940	(9,440)	63,659	41,500	50,940	(9,440)	542,000
Contract Revenue	276,350	267,200	9,150	257,957	276,350	267,200	9,150	3,255,950
Other Non-Transportation Revenue	122,833	223,391	(100,558)	131,370	122,833	223,391	(100,558)	2,637,280
<b>Total Operating Revenue</b>	<b>1,094,422</b>	<b>1,227,361</b>	<b>(132,939)</b>	<b>1,090,822</b>	<b>1,094,422</b>	<b>1,227,361</b>	<b>(132,939)</b>	<b>14,480,480</b>
<b>Federal/State/Local Income</b>								
Local Operating Assistance - General Fund	10,000,000	10,000,000	-	10,500,000	10,000,000	10,000,000	-	77,212,600
Local Operating Assistance - Sales Tax Surcharge	3,395,012	3,395,008	4	-	3,395,012	3,395,008	4	40,740,100
Contra Acct - Journey Pass Program	-	(166,667)	166,667	-	-	(166,667)	166,667	(2,000,000)
State Operating Assistance	-	-	-	-	-	-	-	6,272,000
CMAQ Operating Revenues	-	-	-	-	-	-	-	6,272,000
Mobility Mgmt / CHSTP Admin Time	-	-	-	-	-	-	-	-
CARES Act Operating Reimbursement	-	-	-	-	-	-	-	-
American Rescue Plan Op Reimbursement	-	-	-	-	-	-	-	-
<b>Total Assistance Income</b>	<b>13,395,012</b>	<b>13,228,341</b>	<b>166,671</b>	<b>10,500,000</b>	<b>13,395,012</b>	<b>13,228,341</b>	<b>166,671</b>	<b>128,496,700</b>
<b>Capital Income</b>								
Capital Operating Reimbursement	-	-	-	14,559	-	-	-	17,467,520
Capital ADA Reimbursement	-	-	-	-	-	-	-	3,500,000
<b>Total Capital Income</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>14,559</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>20,967,520</b>
<b>Total Revenue</b>	<b>14,489,434</b>	<b>14,455,702</b>	<b>33,732</b>	<b>11,605,382</b>	<b>14,489,434</b>	<b>14,455,702</b>	<b>33,732</b>	<b>163,944,700</b>
Labor & Fringes	8,977,833	9,027,330	(49,497)	7,158,220	8,977,833	9,027,330	(49,497)	105,901,650
Services	2,305,269	2,561,880	(256,611)	1,219,368	2,305,269	2,561,880	(256,611)	30,759,620
Fuel & Lubricants	469,667	583,060	(113,393)	501,287	469,667	583,060	(113,393)	6,731,870
Parts, Materials & Supplies	422,732	680,020	(257,288)	323,954	422,732	680,020	(257,288)	7,850,550
Utilities	115,892	140,300	(24,408)	94,760	115,892	140,300	(24,408)	1,619,810
Casualty & Liabilities	292,170	316,390	(24,220)	289,403	292,170	316,390	(24,220)	3,796,680
Other Miscellaneous Expenses	5,115	91,440	(86,325)	59,715	5,115	91,440	(86,325)	1,012,520
<b>Total Expenses</b>	<b>12,588,678</b>	<b>13,400,420</b>	<b>(811,742)</b>	<b>9,646,706</b>	<b>12,588,678</b>	<b>13,400,420</b>	<b>(811,742)</b>	<b>157,672,700</b>
Surplus/(Deficit) before GASB 33	1,900,756	1,055,282	(778,009)	1,958,675	1,900,756	1,055,282	(778,009)	6,272,000
<b>Other Income/Expense</b>								
CARES Act Capital Reimbursement	-	-	-	-	-	-	-	-
Capital Asset Purchases	2,057,453	-	2,057,453	16,767	2,057,453	-	2,057,453	-
Amortized Rental Revenue	49,167	-	49,167	49,167	49,167	-	49,167	-
GASB 75 OPEB	-	-	-	-	-	-	-	-
Interest Exp - Cap Lease	(20,952)	-	(20,952)	(20,725)	(20,952)	-	(20,952)	-
(Loss)Gain on Sales	-	-	-	-	-	-	-	-
Amortization Exp	(8,409)	-	(8,409)	(8,409)	(8,409)	-	(8,409)	-
Depreciation net of Sub-Recip	(1,962,144)	-	(1,962,144)	(2,126,279)	(1,962,144)	-	(1,962,144)	-
<b>Surplus /(DEFICIT)</b>	<b>2,015,871</b>	<b>1,055,282</b>	<b>(662,894)</b>	<b>(130,805)</b>	<b>2,015,871</b>	<b>1,055,282</b>	<b>(662,894)</b>	<b>6,272,000</b>

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

	This Month July	Fiscal YE 2025 June
<b>ASSETS</b>		
<b>CURRENT ASSETS</b>		
Cash and Equivalents	37,553,887	21,759,167
Receivables from Federal, State, and Local Gov't	5,195,825	5,166,928
Accounts Receivable	2,605,744	2,666,666
Material and Supplies	7,368,275	6,520,240
Prepaid Expenses and Other	3,789,304	2,261,728
Pension and OPEB Deferred Outflow	32,868,326	32,868,326
<b>TOTAL CURRENT ASSETS</b>	<b>89,381,361</b>	<b>71,243,055</b>
<b>PROPERTY AND EQUIPMENT</b>		
Land	14,733,025	14,733,025
Buildings, Shelters, and Benches	147,228,778	147,215,778
Revenue Equipment and Parts	223,566,905	221,567,456
Office Furniture and Equipment	7,912,121	7,952,523
Work in Progress	5,867,170	5,936,315
	399,307,999	397,405,097
Less Accum Depreciation and Amortization	(216,591,002)	(214,620,449)
<b>TOTAL PROPERTY AND EQUIPMENT, NET</b>	<b>182,716,997</b>	<b>182,784,648</b>
<b>OTHER ASSETS</b>		
Cash and Restricted Investments for Self Ins	33,815,942	18,350,093
Metropolis Lease Receivable LT	-	-
North Nashville Property (Lease)	7,063,765	7,063,765
<b>TOTAL OTHER ASSETS</b>	<b>40,879,707</b>	<b>25,413,858</b>
<b>TOTAL ASSETS</b>	<b>312,978,065</b>	<b>279,441,561</b>
<b>LIABILITIES</b>		
<b>CURRENT LIABILITIES</b>		
Accounts Payable	7,200,948	7,663,678
Accrued Expenses	9,545,993	9,428,512
Deferred Revenue	210,760	226,562
CHYM Reserved Revenue	16,465,000	-
Notes Payable	-	-
<b>TOTAL CURRENT LIABILITIES</b>	<b>33,422,701</b>	<b>17,318,752</b>
<b>NON-CURRENT LIABILITIES</b>		
Long Term Deferred Rent Revenue	4,378,266	4,427,433
North Nashville Property Lease Liability - LT	7,049,599	7,049,599
Net Pension Liability	19,723,621	19,723,621
Pension and OPEB Deferred Inflows	14,909,897	14,909,897
Metropolis Lease Deferred Inflow of Resources	5,114,043	5,114,043
GASB 45 OPEB Liability	82,185,503	82,185,503
<b>NON-CURRENT LIABILITIES</b>	<b>133,360,929</b>	<b>133,410,096</b>
<b>NET ASSETS</b>		
Invested in Capital Assets	178,338,731	100,599,145
Unrestricted	(34,626,806)	12,104,651
Current Year Surplus(Deficit)	2,482,510	16,008,917
<b>TOTAL NET ASSETS</b>	<b>146,194,435</b>	<b>128,712,713</b>
<b>TOTAL LIABILITIES AND NET ASSETS</b>	<b>312,978,065</b>	<b>279,441,561</b>

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivables	\$2,534,044	\$30,200	\$41,500	\$0	\$2,605,744
	97.2%	1.2%	1.6%	0.0%	100%
Accounts Payable	\$6,956,048	\$171,700	\$37,200	\$36,000	\$7,200,948
	96.6%	2.4%	0.5%	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-25-026	Meeting Date:	9/25/2025
Item Title:	Monthly Operating Statistics		

## BACKGROUND:

Attached are the monthly operating statistics through July 2025.

We began the fiscal year on a strong note, with positive performance across key metrics in July.

### Ridership and Productivity

We started the fiscal year on a positive note with our strong performance in July. Fixed route ridership was up 4.0 % year-over-year compared to July of 2024, coming in at 729,900. Weekend ridership was up more than weekday ridership, with average Sunday ridership registering a particularly strong 10.3% increase over July 2024. WeGo Access saw an overall increase in demand of 15% compared to July 2024, which can be attributed to the popularity of Access on Demand, particularly the expansion of Access on Demand to weekends.

### Service Metrics

In July, On-Time Performance (OTP) was 84.8%, an increase of 1.2% year over year compared to July 2024. Top performing routes tend to be grouped into those that run minimal mileage through the Downtown core and/or in the Southeast Corridor (I-24/Murfreesboro Pike). Notably, even with a significant increase in usage compared to last year, WeGo Access on on-time performance improved by 3.8% year over year to 95.6%, well above our target of 93%.

Trip completion performance in July was 99.77%, down 0.02% year over year, but within our goal of 99.75%.

### Safety

In July, there were 30 preventable fixed-route bus accidents and 2 preventable Access accidents. The majority were very minor, including 17 mirror taps. There were two rear-end collisions. To address these issues, we continue to emphasize operator education, targeted coaching, and video-based training to reinforce safe driving practices and reduce preventable incidents.

### Operator Workforce and Recruitment

In July, the recruiting team hired 25 new bus operators, bringing the total operator headcount to 423, or 90% of the budget. Also in July, the WeGo Academy released twenty Operators from training during the month.

On the flip side, staffing remains a challenge with 35 vacancies across Maintenance, Transit Stop, and Facilities. The team continues to be productive.

### Special Events

WeGo again successfully partnered with the Nashville Convention & Visitors Corp (NCVC) and other agencies to provide supplemental service for the 4<sup>th</sup> of July celebration. Ridership increased 17.8% compared to July 4<sup>th</sup>, 2024, and all 650 WeGo Star tickets were sold. The team's efforts in planning and coordination produced strong results with no incidents resulting in injuries, a 246% reduction of missed trips, and on-time performance remained above 80% until 8 p.m., when delays due to traffic began.

Looking forward, we have been actively preparing for the continued partnership with the Tennessee Titans. Like last year, the Titans are sponsoring system-wide free-fare service on home game days. Two new additions to our service complement for Titans games this year include express service from Bellevue and Sumner County.

Finally, Director of Service Development Katie Freudberg has been working hard with the Nashville Department of Transportation and Intermodal Infrastructure, the Metro Nashville Police Department, and other partners to pilot dedicated bus lanes along 4<sup>th</sup> Avenue from Church Street to Korean Veterans Boulevard on weekend nights. We have typically experienced extreme delays during these periods for services crossing Lower Broadway. The first pilot took place on the weekend of September 12, and the early results were promising. We will continue to monitor this program and report out results.

#### **CURRENT STATUS:**

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

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#### **APPROVED:**



*Chief Operating Officer*

**9/25/2025**

*Date*



# Operations Dashboard Report

	July 2025	July 2024	Pct. Change	Goal	Indicator
Ridership					
Bus Ridership	729,900	701,519	4.0%	780,000	▲
Access Ridership	39,810	33,465	19.0%		
Total Ridership	769,710	734,984	4.7%		
Productivity & Efficiency					
Bus Passengers per Revenue Hour	14.16	13.97	1.4%	15.40	▲
Access Passengers per Revenue Hour	1.54	1.69	-8.7%	1.60	▲
Cost Per Scheduled Revenue Hour	\$181.67	\$148.56	22.3%	\$155.47	◆
Safety					
Total Collisions per 100,000 miles	7.4	5.4	37.0%	4.0	◆
Preventable Collisions per 100,000 miles	4.2	2.3	82.6%	2.2	◆
Service Quality					
Bus Trip Completion	99.77%	99.79%	-0.02%	99.75%	●
Bus On-Time Performance	84.7%	83.4%	1.2%	85.0%	▲
Access On-Time Performance	95.6%	91.8%	3.8%	93.0%	●
Maintenance					
Bus Miles Between Road Calls	10,910	5,919	84.3%	6,500	●
Access Miles Between Road Calls	33,460	33,638	-0.5%	20,000	●
Customer Care					
Bus Passengers per Complaint	2,744	2,589	6.0%	3,000	▲
Access Passengers per Complaint	553	338	63.6%	350	●
Percent of Calls Answered	90.4%	88.5%	1.9%	92.0%	▲
Staffing					
% of Operator Positions Filled	91.2%	92.6%	-1.4%	92.0%	▲
% of Maintenance Positions Filled	82.0%	86.7%	-4.7%	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

	FY2026	FY2025			
	July 2025	July 2024	Pct. Change	Goal	Indicator
<b>Ridership</b>					
Bus Ridership	729,900	701,519	4.0%		
Access Ridership	39,810	33,465	19.0%		
Total Ridership	769,710	734,984	4.7%	780,000	▲
<b>Productivity &amp; Efficiency</b>					
Bus Passengers per Revenue Hour	14.16	13.97	1.4%	15.40	▲
Access Passengers per Revenue Hour	1.54	1.69	-8.7%	1.60	▲
Cost Per Scheduled Revenue Hour	\$181.67	\$148.56	22.3%	\$155.47	◆
<b>Safety</b>					
Total Collisions per 100,000 miles	7.4	5.4	38.7%	4.0	◆
Preventable Collisions per 100,000 miles	4.2	2.3	81.8%	2.2	◆
<b>Service Quality</b>					
Bus Trip Completion	99.77%	99.79%	-0.02%	99.75%	●
Bus On-Time Performance	84.7%	83.4%	1.2%	85.0%	▲
Access On-Time Performance	95.6%	91.8%	3.8%	93.0%	●
<b>Maintenance</b>					
Bus Miles Between Road Calls	10,910	5,919	84.3%	6,500	●
Access Miles Between Road Calls	33,460	33,638	-0.5%	20,000	●
<b>Customer Care</b>					
Bus Passengers per Complaint	2,744	2,589	6.0%	3,000	▲
Access Passengers per Complaint	553	338	63.6%	350	●
Percent of Calls Answered	90.4%	88.5%	1.9%	92.0%	▲
<b>Staffing</b>					
% of Operator Positions Filled	91.2%	92.6%	-1.4%	92.0%	▲
% of Maintenance Positions Filled	82.0%	86.7%	-4.7%	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 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: 9/25/2025

Item #: M-I-25-027

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### Project Name: Bus Stop Shelters and Benches

- **Brief Description:** A Request for Proposal (RFP) is being issued to solicit WeGo Public Transit for bus stop shelters and benches that serve the riding public
- **Anticipated Publish Date:** October 2025
- **Estimated Project Value:** TBD

### Project Name: Bulk Fluids

- **Brief Description:** An Invitation to Bid (ITB) is being issued to solicit WeGo Public Transit for the timely delivery of motor oil, transmission fluid, lubricants, bulk fluids, and grease described herein and approved by WeGo Public Transit on an as-needed basis, which will be used for the public transportation of passengers, administrative vehicles, and passenger van use.
- **Anticipated Publish Date:** October 2025
- **Estimated Project Value:** TBD

### 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:** October 2025
- **Estimated Project Value:** TBD

### Project Name: Nestor Maintenance Bays

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

### Project Name: Nestor Main Lot Rehabilitation (Sinkhole)

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

### Project Name: Pre & Post Employee Screening -DTO

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

### Project Name: Training and Learning Software - DTO

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

### Project Name: Medical/ Dental/ Vision Insurance -DTO

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

**Project Name: General Printing Service**

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

**Project Name: Fuel & Maintenance Program**

- **Brief Description:** Fueling, car washing, etc., for company vehicles.
- **Anticipated Publish Date:** TBD
- **Estimated Project Value:** TBD

**Project Name: Grounds Maintenance**

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

**CURRENT STATUS:**

Pursuant to earlier Board discussions, staff will provide a rolling list of upcoming procurements to the Board on a monthly basis. Staff requests that members make them aware of any potentially interested suppliers for planned procurement activity. As per Board request in recent meetings, Procurement staff will continue to work with operating departments (and our ongoing list of recurring purchases) to provide the Members with a longer “look ahead” toward upcoming procurements.

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

**APPROVED:**



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*Chief of Staff & Administration*

**9/25/2025**

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*Date*

# Nashville Metropolitan Transit Authority

*of Nashville & Davidson County, Tennessee*

## Board Action Item

Item Number:	M-A-25-036	Meeting Date:	9/25/2025
Item Title:	Resolution for FY2026 Annual Grant Applications		

### **BACKGROUND:**

The Nashville Metropolitan Transit Authority (Nashville MTA) has the authority to receive federal, state, and local financial assistance for transportation projects. In order to apply for and receive federal funds, Nashville MTA must comply with federal certifications and assurances and annually submit compliance in accordance with these terms.

Federal Transit Administration (FTA) formula funding sources are as follows:

#### **5307 Urbanized Area Formula Funds**

When the apportionment is made available, Nashville MTA is eligible to use 5307 Urbanized Area Formula Funds, along with the 10% State and 10% Local match. The FY2025 apportionment for the region, combined with the State and Local match, is \$40,533,360 (total).

#### **5339 Bus and Bus Facilities Formula Funds**

Nashville MTA is eligible to use 5339 Bus and Bus Facilities Formula Funds. The FY2025 apportionment for the Nashville Urbanized Area, combined with State and Local match, is \$1,959,134 (80% Federal/10% State/10% Local).

#### **5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program (EMSID) Funds**

Nashville MTA is eligible to receive EMSID funds for projects that will enhance mobility for seniors and people with disabilities beyond traditional services that are part of a locally developed and coordinated public transit human services transportation plan. At least 55% of the program funds must be used on capital projects and require a 20% State/Local match; operating assistance requires a 50% Local match. The FY2025 Federal apportionment is \$1,274,865 (Federal amount).

The Tennessee Department of Transportation (TDOT) funding sources are as follows:

#### **Operating Assistance**

Nashville MTA is eligible for State operating assistance from TDOT. The amount for FY2025 was \$6,272,000.

#### **Match Assistance**

Nashville MTA can request a 10% match from TDOT for all federally executed awards for formula funding of capital or planning projects.

#### **IMPROVE Act Assistance**

Nashville MTA can request up to \$5 million annually (requires a 20% match) per individual capital project that supports public transportation services. In FY 2025, MTA was awarded \$5,000,000 for the Dickerson Pike Transit Center, \$902,080 for replacement of the canopies at Elizabeth Duff Transit Center, \$1,600,000 for expansion of training facilities at Myatt, and \$2,464,000 for rehabilitation of elevators and installation of vertical storage at Nestor, Myatt, and the Elizabeth Duff Transit Center.

**RECOMMENDATION:**

The attached resolution comprises the annual submittal of Certifications and Assurances for FTA funds and authorization to submit applications for grants with the FTA, the TDOT, and other grant funding entities.

Staff requests that the Board:

- Adopt the attached resolution;
- Authorize the application for 5307, 5339, and 5310 funding and State/local match.
- Authorize the submittal of the application for State Operating Assistance; and,
- Authorize the submittal of applications and execution of contracts for any other federal, state, or local grant funding that may become available during FY2026 for the benefit of the Nashville MTA.

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**APPROVED:**

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*Board Secretary*

**9/25/2025**

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*Date*



**RESOLUTION # M-A-25-036**

**A RESOLUTION AUTHORIZING THE FILING OF APPLICATIONS  
WITH THE FEDERAL TRANSIT ADMINISTRATION AND THE TENNESSEE DEPARTMENT  
OF TRANSPORTATION FOR FINANCIAL ASSISTANCE**

**WHEREAS**, the Metropolitan Transit Authority of Nashville and Davidson County is filing applications for funds with the Federal Transit Administration, the Tennessee Department of Transportation, and other grant contracting entities; and,

**WHEREAS**, the Federal Transit Administration is authorized to make grants for mass transportation projects under the Urban Mass Transportation Act of 1964, as amended; and,

**WHEREAS**, it is required by the United States Department of Transportation that, in conjunction with the filing of these applications, the applicant agree to comply with all Federal legislation, regulations, and guidance pertaining to the requested financial assistance; and,

**WHEREAS**, that since 1995, the Federal Transit Administration has consolidated Annual certifications and assurances and requires applicants to annually submit to compliance with said certifications and assurances;

**NOW, THEREFORE, BE IT RESOLVED BY THE METROPLITAN TRANSIT AUTHORITY OF  
NASHVILLE AND DAVIDSON COUNTY**

**SECTION 1:** That the Chief Executive Officer of the Metropolitan Transit Authority is authorized to execute and file applications on behalf of the Metropolitan Transit Authority of the Metropolitan Government of Nashville and Davidson County with the Federal Transit Administration, the Tennessee Department of Transportation, and other grant contracting entities to aid in the financial assistance of capital projects and operations.

**SECTION 2:** That the Chief Executive Officer of the Metropolitan Transit Authority is authorized to execute and file with such applications an assurance or any other document required by the Federal Transit Administration, the Tennessee Department of Transportation, and other grant contracting entities effectuating the purposes of these grants.

**SECTION 3:** That the Chief Executive Officer of the Metropolitan Transit Authority is authorized to furnish such additional information as the Federal Transit Administration, the Tennessee Department of Transportation, and other grant contracting entities may require in connection with the applications or the projects.

**SECTION 4:** That the Chief Executive Officer of the Metropolitan Transit Authority is authorized to execute an agreement or award on behalf of the Metropolitan Transit Authority of Nashville and Davidson County with the Federal Transit Administration, the Tennessee Department of Transportation, and other grant contracting entities to aid in funding of Metropolitan Transit Authority projects.

**ATTEST:**

\_\_\_\_\_  
Margaret Behm  
Secretary

\_\_\_\_\_  
Gail Carr Williams  
Board Chair

\_\_\_\_\_  
Date

\_\_\_\_\_  
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-25-006	Meeting Date:	9/25/2025
Item Title:	Annual Pension Overview		

## BACKGROUND:

As part of the agreement between the Metropolitan Transit Authority (MTA) of Nashville and Davidson County and the Davidson Transit Organization, Inc. (DTO) to act as the employer for all staff providing transit services to the MTA, the MTA acts as guarantor for the Disability and Retirement Plan of the DTO and Local 1235 of the Amalgamated Transit Union (Plan). Given the obligations of the MTA as guarantor, over the past several years, we have initiated an annual review of the plan with the MTA Board to provide a sense of the overall health of the plan. Beyond acting as guarantor, the MTA Board has no fiduciary responsibility over the plan. This month, we will provide the annual pension overview.

The Plan was originally adopted in 1945 by Southern Coach Lines, Inc. and Nashville Transit Company. In 1964, the Urban Mass Transportation Act of 1964 (UMTA) required privately owned transportation facilities and assets to be purchased and run by governmental transit authorities. To both receive federal funds and assure continuation of collective bargaining rights in a state that precludes public-sector collective bargaining, a private managerial commission was established to operate the service, employ transit workers, handle labor relations, and enter into collective bargaining agreements with the employees. At the time, the Plan was assumed by the new Nashville and Chattanooga transit authorities and the ATU Locals 1235 and 1212, respectively. On August 1, 1989, the Plan assets were separated between Nashville and Chattanooga under a Division Agreement executed by the four parties. Transportation Management of Tennessee, Inc. (now DTO) assumed the rights, duties, and liabilities set out in the Plan. After decades of litigation, the Plan was successfully recognized as a governmental plan by the Pension Benefits Guaranty Corporation in 1998, which has provided significant benefits to the long-term financial health of the Plan.

The Plan is structured as a defined benefit plan, which requires a combination of age and years of service to qualify (Rule of 84). Full-time employees are required to join the plan after 90 days. The vesting period is 7 years. The Plan dictates that the pension be overseen by a four-member committee made up of four DTO employees consisting of two Amalgamated Transit Union members and two DTO management employees (the "Pension Committee"). The current management employees are the Chief Administrative Officer and the Deputy CEO for Finance & Administration. The Pension Committee meets quarterly with the trustee of the Plan, which is currently Regions Bank's Division of Wealth Management. The trustee makes all investment decisions driven by an investment policy adopted by the Pension Committee. The Plan is audited annually by an accounting firm, currently Crosslin CPAs. As a part of the annual audit, the Plan has an actuarial valuation performed to determine the health of the Plan and determine what percentage contribution must be made by DTO (currently 9% of wages). Employees are required to contribute 4.5% through payroll deduction. The most recent audit for FY2024 had no findings or significant deficiencies. The Plan had assets of approximately \$79.1 million and accrued liabilities of approximately \$92.7 million, meaning the Plan was approximately 85.3% funded. The unfunded liability, which is what MTA would be liable for if termination of the Plan occurs, was \$13.6 million. As of June 30, 2025, the Plan's market value was \$88.1 million, representing a \$6.3 million increase from the prior quarter.

**CURRENT STATUS:**

Deputy CEO for Finance & Administration Amanda Vandegrift will provide an update on the current financial status of the Plan and answer questions.

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**APPROVED:**

*Amanda Vandegrift*

*Deputy CEO of Finance and Administration*

**9/25/2025**

*Date*

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## Board Action Item

Item Number:	M-A-25-037	Meeting Date:	9/25/2025
Item Title:	Nestor Parking Lot Rehabilitation		

### BACKGROUND:

The Nestor Facility is a critical operational hub for WeGo Public Transit. The purpose of the Nestor parking lot rehabilitation project is to improve the site conditions and capacity of the westside employee lot, visitor's lot, and the WeGo Access lot. The project addresses safety concerns, drainage issues, ADA compliance gaps, and inefficient traffic flow for buses, staff vehicles, and visitors.

The rehabilitation of the parking lots at 130 Nestor Street includes full-depth pavement reconstruction, seal coating, ADA ramp improvements, striping, new curbing, upgraded lighting, fencing, security enhancements, and improved site access. It also provides trench repairs, concrete sidewalks, and the addition of EV charging infrastructure. These improvements will enhance the operational efficiency, safety, and usability of the facility while ensuring compliance with current accessibility and environmental standards. This capital project aligns with WeGo's goals of maintaining assets in a state of good repair and supporting long-term transit infrastructure resilience.

On May 16, 2025, WeGo published an Invitation to Bid (ITB) on the OpenGov website and Transit Talent. Additionally, the ITB was sent directly to Jarrett Builders, BC Mason Group, Beech Construction, and Hughes Construction. The ITB was also emailed to more than 60 Small-, Minority-, and Women-Owned Business Enterprises (S/M/WBE) and DBE firms through OpenGov. For this project, the agency established a contract-specific Disadvantaged Business Enterprise (DBE) participation goal of 16.6%.

By the submission deadline of June 23, 2025, the agency received two (2) bids from Jarrett Builders and BC Mason Group (DBE). A public bid opening occurred on June 23, 2025, at 1:30 p.m., after which BC Mason Group was identified as the lowest responsive bidder for the Nestor Parking Lot Rehabilitation project. BC Mason Group is committed to a 16.6% DBE utilization goal for the project.

### RECOMMENDATION:

Staff recommends that the Board authorize the Chief Executive Officer to enter a contract with BC Mason Group for \$1,556,535 for the Nestor Parking Lot Rehabilitation Project. Due to the nature of this project, which involves potential unknowns related to subsurface conditions, staff also requests that the Board approve a 30% contingency (\$466,960), bringing the total project budget to \$2,023,500. This project is part of the capital plan under the State of Good Repair for Nestor Improvements, utilizing FTA 5307 and 5339 formula funds with state and local matching contributions.

### APPROVED:

*Board Secretary*

**9/25/2025**

*Date*

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## Board Action Item

Item Number:	M-A-25-038	Meeting Date:	9/25/2025
Item Title:	Nestor Roof Rehabilitation		

### BACKGROUND:

The existing roof at the Nestor facility has exceeded its service life and exhibits signs of deterioration, including ponding, seam failure, and insulation damage due to moisture intrusion. The rehabilitation of the roof is necessary to maintain the structural integrity of the facility, protect building assets, and ensure a safe working environment for staff.

The rehabilitation scope includes removal and replacement of membranes, repairs to insulation and decking, new EPDM roofing installation, installation of new gutters and downspouts, and upgrades to ensure R-30 insulation compliance and drainage efficiency.

### PROCUREMENT:

An Invitation to Bid (ITB), primarily based on the lowest responsive cost, was published on WeGo's procurement platforms and advertised through TransitTalent.com on May 30, 2025. A pre-bid meeting was conducted with prospective contractors to address scope, contract terms, DBE goals, and technical clarifications. Four addenda were issued during the solicitation to incorporate design revisions and respond to bidder inquiries.

The solicitation closed on July 29, 2025. Two responsive bidders were RSS Nashville, Inc., and BC Mason Group Inc..

Following the evaluation, RSS Nashville, Inc. was identified as the lowest responsive and responsible bidder. An Intent to Award was issued on August 5, 2025. The contract includes the full base scope, plus two alternatives for structural engineering and an additional roof section, allowing for comprehensive rehabilitation across all sections of the facility roof.

### RECOMMENDATION:

Staff recommends the Board authorize the Chief Executive Officer to execute a contract with RSS Nashville, Inc. for the rehabilitation of the Nestor Roof in the amount of \$1,418,107.00. The agency also recommends acceptance of two contract alternates—\$420,645.00 for an additional roof section and \$256,532.00 for structural engineering services—totaling \$677,177.00. In addition, staff requests Board approval of a 20% contingency (\$419,000) to account for potential unforeseen conditions, establishing a total project budget of \$2,514,284.00.

This project is included in the capital plan as part of the State of Good Repair initiatives for Nestor facility improvements and will be funded using FEMA and FTA Sections 5307 and 5339 formula funds, with required state and local matching contributions.

### APPROVED:

9/25/2025

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

\_\_\_\_\_  
Date

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## Board Action Item

Item Number:	M-A-25-039	Meeting Date:	9/25/2025
Item Title:	Myatt Employee Parking Lot Rehabilitation		

### BACKGROUND:

The Myatt Employee Parking Lot, located at 430 Myatt Drive in Nashville, Tennessee, requires rehabilitation due to aging pavement and routine wear and tear. This project is critical to maintaining safe and accessible parking for employees and visitors. Improvements will include pavement reconstruction, seal coating, ADA upgrades, erosion control, drainage improvements, and new pavement markings.

This effort is consistent with WeGo Public Transit's State of Good Repair objectives and supports operational continuity at the Myatt Facility, which is a key operations, maintenance, and training site.

An Invitation to Bid (ITB) was publicly advertised on WeGo's website, TransitTalent.com, and social media platforms on June 18, 2025. A pre-bid meeting was held to answer questions about the project specifications and discuss disadvantaged business (DBE) requirements. Two addenda were issued to clarify requirements. Four responsive bids were received by the deadline of July 23, 2025, from the following firms:

- BC Mason Group
- Byrne and Jones Construction
- Etchmark Pavement
- Jarrett Paving

The lowest responsive and responsible bid was submitted by Byrne and Jones Construction in the amount of \$359,990.00. An Intent to Award letter was sent on August 5, 2025, and the contract is ready for execution pending Board approval.

Disadvantaged Business Enterprise (DBE) participation is encouraged, either as prime contractors or subcontractors, aiming for a 10.4% overall contract-specific goal for DBE participation. Byrne and Jones have committed to meet or exceed the DBE goal by committing 10.75% for this project through their subcontractors.

### RECOMMENDATION:

Staff requests that the Board authorize the Chief Executive Officer to enter into a contract with Byrne and Jones Construction for \$359,990.00 to rehabilitate the Myatt Employee Lot. Due to the nature of this project, specifically with unknowns associated with subsurface conditions, staff also request that the Board authorize a staff-directed contingency of 20% (\$71,998.00) for a total authorized project budget of \$431,988.00. This project is part of the Board-adopted capital improvement plan under the State of Good Repair for Myatt Improvements, utilizing FTA 5307 and 5339 formula funds with state and local match.

### APPROVED:

*Board Secretary*

**9/25/2025**

*Date*

# Nashville Metropolitan Transit Authority

*of Nashville & Davidson County, Tennessee*

## Board Action Item

Item Number:	M-A-25-040	Meeting Date:	9/25/2025
Item Title:	Murfreesboro Pike and Thompson Place Transit Stop Improvements		

### BACKGROUND:

As part of Mayor O’Connell’s Choose How You Move Transit Improvement Program, WeGo Public Transit will be upgrading over 200 stop locations to enhance the rider experience with shelters, benches, trash cans, and other amenities. In many locations throughout Davidson County, these upgrades will require extensive civil work to install missing pedestrian facilities to provide for the safety of customers and other pedestrians in the areas surrounding stops. In order to identify stops targeted for upgrade, WeGo Public Transit examines quantitative data (ie: number of passenger boardings, ranking on NDOT’s “high injury network,” wheelchair boardings, etc.) as well as qualitative data (nature of surrounding development, transfer point between multiple routes, observations from safety staff, etc.).

The intersection of Murfreesboro Pike and East Thompson Lane/Thompson Place is a strategically important stop for WeGo Public Transit. It is a high boarding location along our busiest route (55 – Murfreesboro Pike) and is the transfer point between the 55 and the 77 – Thompson/Wedgewood crosstown bus, which has observed significant ridership growth over the past year. This location is also extremely complex, as it is a very busy intersection lacking significant fundamental pedestrian infrastructure. This has necessitated a highly complex project.

The design for the Murfreesboro Pike and East Thompson Lane/Thompson Place Transit Stop Improvements has been completed. This project upgrades three transit stops at the Murfreesboro Pike–Thompson Place intersection and adds ADA-compliant sidewalks connecting the stops to pedestrian-friendly crossings.

Key features include:

- Extension of a box culvert to carry a new sidewalk over a small Mill Creek tributary on the north side of Murfreesboro Pike between the outbound transit stop and Philfre Court, replacing a hazardous condition where pedestrians currently enter the roadway.
- Significant storm drainage improvements.
- Construction of a bus-only/shared right-turn lane from Millwood Drive outbound to the Thompson Lane intersection, with necessary traffic signal modifications.

A high-level site diagram is attached. The construction period is expected to last approximately four to six months.

WeGo solicited bids from four of our transit stop improvement program on-call contractors. Bids were received from three on-call contractors on September 12, 2025. The lowest responsive and responsible bidder was from BC Mason Group at \$1,229,879.12. The second lowest bid was for \$1,719,329.03. Staff is also recommending a 25% project contingency authorization of \$307,500, bringing the total authorized project cost to \$1,537,348.90. For comparison, the Engineer’s Estimate provided by designer CDM Smith was \$2,059,533.60 (including a 20% contingency).

Because this project is being funded entirely with State and Local funding, there was not a specific target established for Disadvantaged Business Enterprise (as required by FTA regulations). However, the recommended firm for the award (BC Mason) is a registered Disadvantaged Business Enterprise in our system.

<b>Proposal</b>	<b>Proposal Amount</b>	<b>Contingency</b>	<b>Total Cost</b>
<b>BC Mason</b>	\$ 1,229,879.12	\$ 307,500.00	<b>\$ 1,537,379.12</b>
Engineer's Estimate	\$ 1,716,278.00	\$ 343,255.60	\$ 2,059,533.60
2nd Lowest Bidder	\$ 1,719,329.03		

#### **RECOMMENDATION:**

Staff recommend that the Board authorize the Chief Executive Officer to award the construction Task Order for the Murfreesboro Pike and Thompson Place Transit Stop Improvements to BC Mason Group for \$1,229,879.12, plus a staff-directed 25% contingency for a total of \$1,537,348.90.

Funding for this project will come from a combination of State Improve Act Transit Investment Grant funding and local sources, all currently in place.

#### **APPROVED:**

**9/25/2025**

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*Board Secretary*

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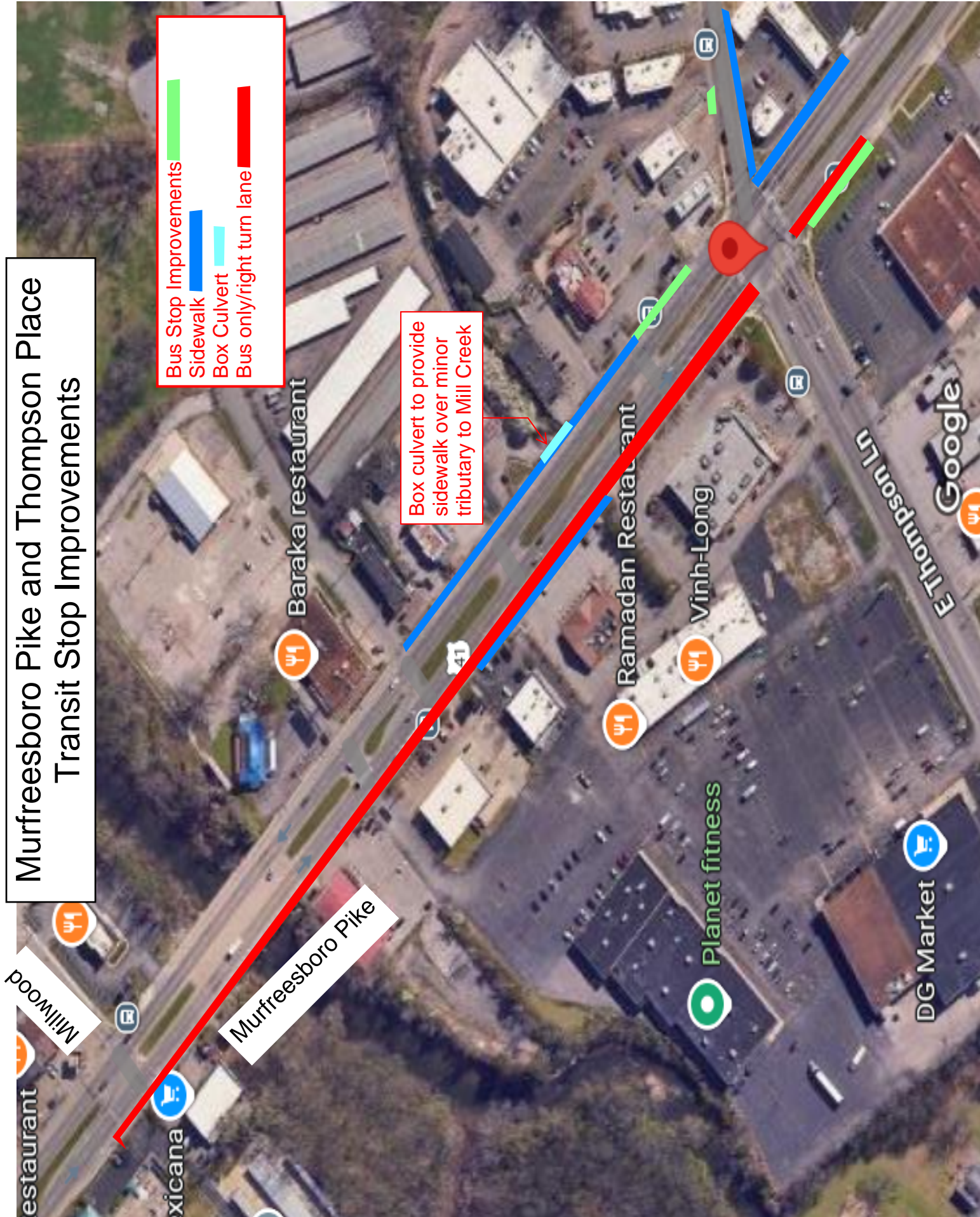
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# Murfreesboro Pike and Thompson Place Transit Stop Improvements

- Bus Stop Improvements
- Sidewalk
- Box Culvert
- Bus only/right turn lane

Box culvert to provide  
sidewalk over minor  
tributary to Mill Creek



# Nashville Metropolitan Transit Authority

*of Nashville & Davidson County, Tennessee*

## Board Action Item

Item Number:	M-A-25-041	Meeting Date:	9/25/2024
Item Title:	eVision CO1 Expanded Consulting Services		

### BACKGROUND:

In May 2024, WeGo staff came to the Board to recommend Board action (M-A-24-010) to proceed with procuring software and consultant services to implement the Oracle Unifier Project Controls Project Management System as the backbone software for our capital project delivery systems:

1. Authorization for the Chief Executive Officer to enter into purchase agreements for a total project expense not to exceed \$1,550,000, as follows (including 15% contingency) as follows:
  - a. Oracle - \$550,000 for modification and implementation of the Oracle Unifier Project Controls Project Management Software.
  - b. eVision - \$256,000 to provide project management, testing, change management, and training services to support this implementation.
  - c. Kemper - \$144,000 to develop, test, and successfully implement systems integration tools between the Oracle Unifier Project Controls Project Management System and our Sage Accounting/Financial Management Software.
  - d. WeGo Project Management - \$300,000 for staff to manage the project, and work with the consultants and staff to modify and implement the software.
  - e. Oracle licenses - \$300,000 for three years of Oracle licenses.

Features of the proposed system include a centralized project repository, where all project-related information, such as scopes, schedules, budgets, project documents, invoices, and communications, can be centrally stored and made accessible to necessary users. Project performance tools to simplify planning, scheduling, cost management, document control, and risk management are also included in this installation. Finally, advanced reporting to facilitate timely project reporting, including necessary documentation for our funding agencies, is a part of the deliverables for this project.

As of September 2025, the Unifier Project Controls software is configured for production. WeGo staff is in the process of uploading project data and working out integration issues between Unifier and the Sage financial software. eVision has been a valuable resource to assist WeGo in the intensive implementation and integration of the software.

In August 2025, WeGo reviewed the changes to eVision's Scope of Work. During the implementation of the Oracle Unifier Project Controls system, the scope of work expanded significantly. The number of system interfaces increased from four (4) to twelve (12), WeGo added Consulting Project Management, and organizational changes further impacted the implementation effort.

These changes have substantially increased the complexity of the project, requiring additional coordination and oversight of integration vendors, increased workload to validate the integrations, preparation and support for key user groups, and adequate knowledge transfer to WeGo staff. The originally allocated resources and budget are no longer sufficient to address these expanded requirements.

WeGo Public Transit is requesting approval of a change order in the amount of **\$55,000** to extend eVision Partners' services through the end of **2025**. This extension will ensure:

- Continued vendor coordination and integration oversight
- User group support and training
- Knowledge transfer and documentation for long-term sustainability

For eVision's Change Order 1, WeGo will allocate \$34,060 of contingency funds and increase the overall project budget by \$24,000 with the approval of this change order. This cost is necessary to protect the integrity of the implementation and ensure the successful adoption and operation of the Oracle Unifier Project Controls system.

Budget as of 8/21/2025:

Entity	Original Budget	Additional funding request Oracle CO2, 6/25	Additional funding request eVision CO1	Updated Total Contract Values	Contract Value Remaining as of 8/21/25	Contract Value Remaining with eVision CO1 approval
Oracle	\$550,000	\$110,000		\$660,000	\$64,188	\$64,188
eVision	\$256,000		\$24,000	\$280,000	\$84,192	\$108,192
Kemper	\$144,000			\$144,000	\$48,238	\$48,238
<b>Total:</b>	<b>\$950,000</b>	<b>\$110,000</b>	<b>\$24,000</b>	<b>\$1,084,000</b>	<b>\$196,618</b>	<b>\$220,618</b>

## RECOMMENDATION:

Staff recommend action by the Board to add funds for eVision Change Order 1 for \$24,000 to provide for additional coordination and oversight of integration of vendors, support for key user groups, and adequate knowledge transfer to WeGo staff for the Oracle Unifier Project Controls Project Management System as the backbone software for our capital project delivery systems. Staff recommends the board provide authorization for the Chief Executive Officer to approve Change Order 1, for an amount not to exceed \$24,000 (including 5% contingency).

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

## APPROVED:

**9/25/2025**

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

\_\_\_\_\_  
Date



# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## Board Action Item

Item Number:	M-A-25-042	Meeting Date:	9/25/2025
Item Title:	Metropolitan Nashville Police Department MOU Renewal		

### BACKGROUND:

In 2017, DTO entered a contract with the Metropolitan Nashville Police Department (MNPD) to provide added security at the Elizabeth Duff Transit Center at WeGo Central, supplementing our contracted security services. Contracted policing services are provided through MNPD's Secondary Employment Unit (SEU). Through SEU, off-duty officers can accept overtime assignments on a contracted basis. In this capacity, they act with the full authority of a sworn police officer and have access to the same MNPD assets and support as regular patrol officers.

On June 1, 2023, we were notified of an impending price hike for the officers who volunteer for the Secondary Employment Unit (SEU) of MNPD to take effect on July 1, 2023. The SEU is an option through MNPD to hire an off-duty police officer. The SEU management advertises the assignment to all eligible police officers and schedules those on a first-come basis. Those scheduled are considered working in an on-duty status and paid a flat fee through MNPD, who, in turn, bill DTO for all hours worked. Due to the nature of the contract with the officers being paid a flat fee, we saw a dramatic reduction in the number of officers who volunteered under the program. This reduction, at times, left us with no officers on duty at the Elizabeth Duff Transit Center at WeGo Central. In July 2023, we switched to an amended MOU, which provides officers with regular salaried overtime pay. Since the switch, we have seen the volunteerism rate jump to nearly 80%.

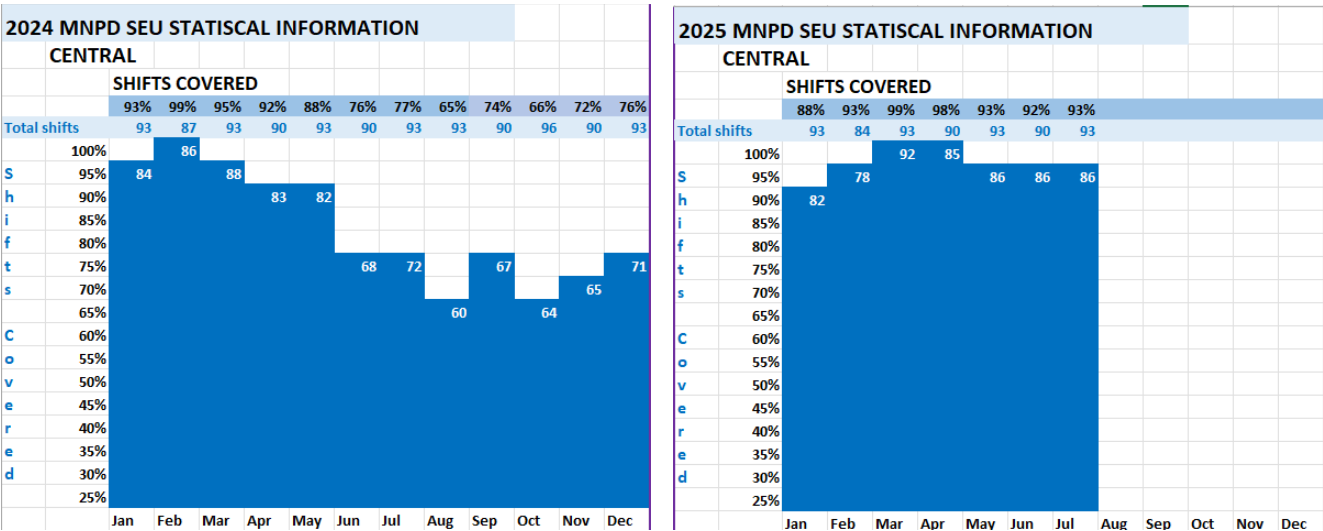
The MOU now needs to be renewed for FY26 based on the following rates:

Hourly Rates for MNPD Secondary Employment Contracts		
Rank	SEU Flat Rate	SEU Holiday Flat Rate
Police Officer	\$77.00	\$92.00
Sergeant	\$87.00	\$104.00
Lieutenant	\$97.00	\$116.00
Captain	\$107.00	\$128.00

Hourly Vehicle Rates		
Vehicle Type	SEU Flat Rate	SEU Holiday Flat Rate
Marked Car / SUV / Truck	\$9.00	\$9.00
Unmarked Car / SUV / Truck	\$9.00	\$9.00
Motorcycle	\$9.00	\$9.00

We are projecting a total of \$988,536 for the police officer(s) hours, \$508,080 for Sergeant/Lieutenant hours, and \$131,400 for patrol vehicle hours, bringing the combined total to \$1,628,016 for FY26.

The increase in budget from 2025 (\$1,374,464) to FY26 (\$1,628,016) is due in part to the addition of the North Nashville Transit Center coverage, which started in July 2025, in combination with an increase in the amount of shifts covered at the Elizabeth Duff Transit Center by MNPd officers, as noted in the graphs below.



It should be noted that, under Mayor O’Connell’s Choose How You Move Transit Improvement Program, MNPd will be standing up a dedicated Transit Policing Unit, which will ultimately assume policing responsibility for MTA services, vehicles, and facilities. MTA staff are currently working with MNPd staff and Metro Nashville’s Legal Department to develop an MOU between the two entities governing this relationship. This new MOU will ultimately be brought to the Board for consideration and adoption. This proposed MOU is intended to allow us to continue to deploy secondary employment officers until the Transit Policing Unit is fully staffed. SEU officers working under this agreement work in close coordination with MNPd’s appointed Transit Liaison, Captain Brian Williams.

RECOMMENDATION:

Staff requests that the Board give the Chief Executive Officer the authority to enter into an MOU with the Metropolitan Nashville Police Department’s Secondary Employment Unit in an amount not to exceed \$1,628,016 to provide the added security of Metro Nashville Police Department police officers and patrol cars at the Elizabeth Duff Transit Center at WeGo Central and the Rip Patton North Nashville Transit Center through June 30, 2026.

APPROVED:

Board Secretary

9/25/2025

Date

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## Board Action Item

Item Number:	M-A-25-043	Meeting Date:	9/25/2025
Item Title:	Title VI Program Adoption		

### BACKGROUND:

Title VI of the Civil Rights Act of 1964 states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance". The Federal Transit Administration (FTA) requires all recipients of federal funding to adopt and submit an agency Title VI Program every three years. The MTA Board approved the current MTA Title VI Program in December 2022. The updated Title VI Program is required to be submitted to FTA by the end of 2025 upon approval by the recipient's board of directors or appropriate governing entity or official(s) responsible for policy decisions.

The MTA Title VI Program establishes specific system-wide service standards and policies as well as a Major Service Change Policy, a Disparate Impact Policy, a Disproportionate Burden Policy, policies for oversight of sub-recipients, a Language Assistance Plan (LAP), and a Public Participation Plan (PPP). The Public Participation Plan describes MTA's plans and strategies to engage minority and Limited English Proficiency (LEP) populations in its planning and programming activities. The PPP also details what should be placed in MTA's notices to the public, as well as the methods by which we communicate with the public. Additionally, the PPP defines what constitutes a "Major Service Change", including fare changes, and includes a description and explanation of how comments are considered through the service planning process for all proposed service changes. The PPP was last updated by staff in January 2021 with a comprehensive look at how we engage with the community. The final Title VI Program updated document, including the appendix, can be viewed [on the WeGo website](#), under the "About Us," "Civil Rights" tabs.

The 2025 Title VI Program update reflects changes to the demographic makeup of our service area and the changes made to our system since 2022, utilizing census data. It also includes data from the most recent systemwide onboard passenger survey completed in the fall of 2022 that augments specific passenger demographic and socio-economic information.

The Draft Program was released for a 21-day public review and comment period on July 31, 2025, and ended on August 18, 2025. The public was given the opportunity to provide comments via phone, email, and at two public hearings held at WeGo Central and virtually via Webex. A public notice was provided on the MTA website, media advisory, social media, and in local newspapers, including one Spanish-language publication. The document was made available online, and hard copies were made available at the public meetings.

### RECOMMENDATION:

Upon review and revision of the Title VI Program, staff recommend that the MTA Board of Directors approve the 2025 update to the MTA Title VI Program to be submitted to the FTA.

### APPROVED:

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Board Secretary

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9/25/2025

Date