

Greater Nashville Regional Council

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

January 22, 2026 | 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 December 18, 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, DCEO of Finance & Administration **M-I-26-001** **P. 7**
 - Annual Conflict of Interest – Amanda Vandegrift, DCEO of Finance & Administration **M-I-26-002** **P. 14**
 - Annual Risk Assessment – Amanda Vandegrift, DCEO of Finance & Administration **M-I-26-003** **P. 16**
 - Monthly Operating Statistics – Andy Burke, COO **M-I-26-004** **P. 20**
 - Upcoming Procurement Projects List – Vince Malone, CAO **M-I-26-005** **P. 26**
6. **Consent Agenda Items – There are no consent agenda items this month**
7. **Operations & Finance Committee – Jessica Dauphin, Committee Chair**
 - Disadvantaged Business Enterprise Program Update – DeAntwaine Moye, Business Diversity Manager & DBE Liaison Officer **OF-D-26-001** **P. 28**
 - Nolensville Pike All Access Corridor Memorandum of Understanding – Vince Malone, CAO **M-A-26-001** **P. 30**
8. **New Initiatives & Community Engagement Committee – Aron Thompson, Committee Chair**
 - WeGo Forward Update – Felix Castrodad, Director of Planning **NICE-D-26-001** **P. 36**
 - FY2027 Operating Budget Discussion Kick-off – Amanda Vandegrift, DCEO of Finance & Administration **NICE-D-26-002** **P. 38**
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

December 18, 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, December 18, 2025.

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

Gail Carr Williams, Chair	Debbie Frank, DCEO of Growth & Development
Aron Thompson, Vice Chair	Amanda Vandegrift, DCEO of Finance & Admin.
Kathryn Hays, Member	Nick Oldham, Chief Safety & Security Officer
Jessica Dauphin, Member	Vince Malone, COSA
Margaret Behm, Board Secretary	Andy Burke, COO
Steve Bland, CEO	Rob McElhaney, Director of IT
Monica Howse, Sr. Exec. Asst & Bd. Liaison	Patrick Hester, DCOO of Assets & Infrastructure

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

- III. **Approval of Minutes:** Ms. Hays made a motion to approve the minutes of the Nashville MTA Board meeting held on November 20, 2025. Mr. Thompson seconded the motion, and the Board unanimously approved the minutes.

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

- Matthew Studer
- John Bull
- Phillip Many – St. Luke Community House
- C.J. Sentella – Nashville Food Project

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

- a. Monthly Financial Report Compared to Budget – No questions
- b. Monthly Operating Statistics – No questions
- c. Upcoming Procurements – No questions

VI. **Consent Agenda Items:**

- a. **Adoption of Free Fare Services for New Year's Eve 2025 (M-A-25-054):** - The Metropolitan Transit Authority of Nashville and Davidson County has a history of offering free-fare days for major community events, including mayoral inaugurations, civic dedications, Election Day, and New Year's Eve. For New Year's Eve, free fares and added service support community celebrations, providing a safe alternative to driving.

On New Year's Eve, MTA will operate regular and supplemental bus service on major routes, WeGo Access after midnight, and special shuttles connecting key locations to the "Nashville's Big Bash" celebration. Additional buses will be available to address overcrowding or service disruptions. The RTA will operate the WeGo Star rail service to downtown for a fare.

Staff recommended eliminating all fares on MTA services from 6:00 p.m. through the end of service on Tuesday, December 31. Capacity is expected to be sufficient, and the impact on fare revenue is anticipated to be negligible. It is recommended that Tuesday, December 31, 2025, be designated as a "free fare New Year's Eve" in Davidson County on all services

operated by the Metropolitan Transit Authority of Nashville and Davidson County after 6:00 pm, including both fixed route and WeGo Access paratransit service. Free fare is not extended to either service of the Regional Transportation Authority or to the WeGo Link first-mile/last-mile connector program; regular fares will remain in effect.

Ms. Hays made a motion to approve the Adoption of Free Fare Services for New Year's Eve 2025 action item. The motion was seconded by Mr. Thompson and unanimously approved by the board.

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

a. Ground Maintenance Contract Extension (M-A-25-055): DCOO of Assets & Infrastructure Patrick Hester presented the following item for action:

The Nashville Metropolitan Transit Authority contracted with Five Star Lawn Management in July 2022 for grounds maintenance services, with an initial three-year contract capped at \$275,000 and renewal options. A 2025 amendment increased the contract limit to \$300,000. The contract will not be extended beyond the current one-year extension.

Starting in January 2026, grounds maintenance will transition to a newly approved On-Call Maintenance Contract that consolidates multiple facility maintenance services, improving efficiency, oversight, response times, cost control, and DBE participation.

Due to increased maintenance demands across WeGo facilities, service costs exceeded the \$300,000 limit. Approval is requested to add \$35,000 to cover remaining invoices and close out the contract, bringing the total not-to-exceed amount to \$335,000.

Staff recommended that the Board authorize a \$35,000 increase to the purchase order, bringing the total not-to-exceed amount to \$335,000. Funding for this contract is provided through the Operating and Capital Maintenance Program, supported by local and federal formula funds.

The Operations & Finance Committee made a motion to approve the Ground Maintenance Contract Extension action item. The motion was seconded by Mr. Thompson and unanimously approved by the board.

b. Vontas Trapeze Contract Sole Source Procurement Change Order Supporting Acquisition of Small Buses: (M-A-25-056): Director of IT, Rob McElhaney, presented the following item for action:

In October 2025, the Board approved the purchase of 19 body-on-chassis buses for a total cost not to exceed \$4,540,525, which includes the base vehicle price, aftermarket equipment (such as AVL and fare collection systems), and related tools, training, and spare parts.

To ensure proper installation of Vontas Automatic Vehicle Location (CAD-AVL) equipment—due to its technical complexity—WeGo staff require Vontas/Trapeze support during installation. This approach will accelerate the delivery schedule and improve post-delivery troubleshooting and commissioning, enhancing on-bus CAD-AVL reliability.

As a result, a sole-source change order to the Vontas/Trapeze contract is needed to cover hardware, installation services, and a 10% contingency, adding \$529,865.60 to the contract.

Staff requested the Board's authorization to add funds to the Vontas\Trapeze Sole Source purchase order for \$529,865.60 for hardware and installation of after-market CAD-AVL equipment onto (19) Body on Chassis buses.

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

Ms. Dauphin asked a question regarding whether the installation constituted a redundant effort and whether the equipment had already been paid for and installed by the manufacturer. Mr. McElhaney clarified that the installation is not redundant. The complete hardware installation will be performed by staff, with some electrical components installed at Turtletop. Staff will supplement and verify all work during the installation and commissioning process.

When asked if this approach is consistent with past practice, Mr. McElhaney confirmed that similar installations have been completed on larger buses such as Gillig and New Flyer. However, paratransit vehicles present a different scenario. Turtletop produces approximately 300 buses annually, with only 19 designated for WeGo, making it difficult for the manufacturer to maintain specialized knowledge for these installations. He also noted that previous attempts to have the manufacturer complete the work proved challenging.

Mr. Thompson asked for clarification regarding whether the hardware installation discussed was related to fare collection; Mr. McElhaney said the hardware installation discussed is related to fare collection; however, fare collection systems are handled as separate installations. This includes the GenFare fare box for cash collection and the onboard validator (Quick Ticket), which is installed by IT staff and aligns with prior ITS approvals.

The Operations & Finance Committee made a motion to approve the Vontas Trapeze Contract Sole Source Procurement Change Order Supporting Acquisition of Small Buses action item. The motion was seconded by Ms. Hays and unanimously approved by the board.

- c. **Purchase Card Policy (M-A-25-057):** DCEO of Finance & Administration, Amanda Vandegrift, presented the following item for action:

MTA currently lacks an efficient process for small-dollar business purchases and relies on a single corporate credit card, causing delays, higher costs, and late fees. To address this, staff recommends establishing a Purchasing Card (P-Card) program through an existing State of Tennessee contract with US Bank.

During fall 2025, staff worked with WeGo departments, US Bank, and national peers to design a controlled, low-risk program. The proposed pilot would start with three P-Cards, each managed by an Executive Team member and a designated Administrative Assistant, targeting departments with the highest current card usage.

Cardholders and authorized users must complete annual training, sign agreements, comply with the formal P-Card Policy, and operate under strict transaction limits and automated merchant category controls. The staff is seeking Board approval of the P-Card Policy, with plans to finalize procedures, conduct training, and issue cards in January or February 2026.

Staff recommended that the Board approve the attached purchase card policy.

The Operations and Finance Committee made a motion to approve the Purchase Card Policy action item. The motion was seconded by Ms. Hays and unanimously approved by the board.

- VIII. **New Initiative & Community Engagement Committee Report:** There were no New Initiative & Community Engagement Committee discussion or action items this month. However, Committee Chair Aron Thompson provided the following update:

Mr. Thompson thanked everyone for attending the Transit-Oriented Development Summit on December 10th. He reported that the Urban Land Institute (ULI), in partnership with several city

organizations, including the Civic Design Center, Think Tennessee, and the Art League of Middle Tennessee, hosted a Transit-Oriented Development (TOD) Summit. The event was well attended, including participation from several individuals present at today's meeting.

The summit featured several subject matter experts, including the CEO of the Kansas City Transit Authority, the Vice President of Housing, Policy, and Zoning at Smart Growth America, and Jill Sherman, a developer specializing in TOD projects. The session was well-received, and attendees gained valuable insights from the presentations and discussions.

Mr. Thompson noted that feedback from the event was positive and expressed optimism about hosting a follow-up session, potentially a second TOD summit, in the near future.

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

1. Staff have participated in several meetings with the East Bank Development Team to discuss the future configuration of East Bank Boulevard and James Robertson Parkway to accommodate rapid transit. While the project remains several years away, the East Bank Development Authority is working to identify conceptual configurations to allow for appropriate advance work.
2. Staff also participated in several meetings with representatives from the Mayor's Office and Nashville International Airport to discuss near- and long-term future service improvements at the Airport. Several improvements are anticipated to begin in 2026.
3. CEO Bland shared that he participated in a panel discussion on regional mobility at Middle Tennessee State University, organized and moderated by Jessica Dauphin. Other panelists included Franklin Mayor Ken Moore and Michael Skipper of the Greater Nashville Regional Council. The session was extremely well attended and generated strong engagement and discussion.
4. Billy Higgins has been leading the development of the updated Capital Improvement Plan, which is anticipated to be brought to the Board in January for consideration and discussion. In related news, the Metro Council adopted two resolutions earlier this week that positively affect the capital plan. First, the Council approved the mayor's proposal to reallocate \$8 million in Metro capital funds from the Murfreesboro Pike BRT project to the agency's general capital program. With the Choose How You Move program now prioritizing the Nolensville Pike corridor for capital improvements, there is no immediate need for these funds on Murfreesboro Pike, making reallocation to the state-of-good-repair capital program appropriate. Council also approved Metro's General Capital Spending Plan allocation for the year. Overall, CSP includes \$11.77 million for MTA and RTA for grant matches and bus replacements, bringing the total Metro capital allocation for the year to just under \$20 million, excluding expansion funding provided through the Choose How You Move program. Both resolutions passed by a vote of 33–0, with two members abstaining.
5. CEO Bland reported additional positive news on the Capital Program, noting that the agency was successful in receiving a \$10 million Federal Transit Administration Discretionary Bus and Bus Facilities Grant to support an upcoming bus replacement purchase. These funds are highly competitive, and he congratulated Billy Higgins for her outstanding work in securing the grant.
6. Based on the Board's vote earlier in the meeting, CEO Bland confirmed that fare-free service will once again be provided on New Year's Eve after 6:00 p.m. to support downtown festivities. He added that service will receive an additional boost this year, as NDOT will be operating the 4th Avenue dedicated bus lane pilot after 8:00 p.m. on New Year's Eve.

7. Turning to the new year, CEO Bland announced that Winter Service Changes will begin on January 4, 2026. These changes, approved by the Board in October, include expanded Sunday service hours on the busiest routes and on Access, to align with Monday through Saturday service hours; improved off-peak frequency on Routes 3, 7, 34, and 52; and the creation of a new East Thompson WeGo Link zone. The additional costs for these services are funded through Mayor O'Connell's Choose How You Move program. Customers can visit the agency's website for route-specific details.
8. He reported that the agency met with the new leadership team from the Memphis Area Transit Authority two weeks ago. MATA leadership expressed particular interest in learning more about the Journey Pass Program and the agency's fleet replacement and acquisition strategy.
9. CEO Bland noted that several members participated in a workshop co-hosted with the Urban Land Institute focused on Transit-Oriented Development and opportunities to advance TOD in Nashville following the passage of Choose How You Move. He praised the quality of the speakers and breakout sessions and recognized Aron Thompson and Debbie Frank for leading the event's development with ULI and other partners. He added that this topic will continue to be discussed in 2026.
10. CEO Bland reported that Debbie Frank, Amanda Vandegrift, Jubal Parris, and he participated in an all-day workshop with Choose How You Move program staff, NDOT, TDOT, and Metro Planning staff to discuss collaboration opportunities and processes for advancing all-access corridor projects in the coming months and years.
11. On the RTA side:
 - a. CEO Bland reported that work continues on the City of Murfreesboro Park-and-Ride facility. The Murfreesboro City Council approved zoning and site plan proposals earlier in the month, allowing staff to complete design and bidding documents for contractor solicitation in early 2026.
12. CEO Bland wished everyone a happy and safe holiday season and expressed his appreciation for the opportunity to continue working together in 2026. He also encouraged participation in the "Stuff the Bus" food drive at the Germantown Kroger, located at 801 Monroe Street, where non-perishable food items are being accepted until 5:00 p.m. for donation to Second Harvest Food Bank.
13. CEO Bland concluded by noting that many staff attended the Greater Nashville Regional Council's Annual Partnership Celebration. At the event, MTA Board Member Jessica Dauphin was recognized with the Marshall S. Stuart Collaboration Award for her years of tireless transit advocacy through the Transit Alliance of Middle Tennessee. He congratulated Ms. Dauphin on a well-deserved recognition.

- X. Chair's Report:** Chair Carr Williams extended special thanks and recognition to Billy Higgins for her hard work and dedication. She noted that the WeGo Roadeo team once again delivered outstanding performance at this year's roadeo and expressed her pride in their advancement to the national level. Chair Williams also highlighted the excellent condition of the buses and shared her enthusiasm for the effective use of CHYM funds.

Additionally, she congratulated WeGo's Social Media Coordinator, Ms. Taylor Hampton, for producing engaging and creative content that continues to connect with the community. Chair Carr Williams remarked positively on continued ridership growth and expressed excitement for the "Stuff the Bus" event taking place later that evening.

She concluded by thanking members of the public for their comments and ongoing support throughout the year and wished everyone a happy holiday season.

XI. Other Business:

XII. Adjournment: With no further business, the meeting adjourned at 3:18 p.m.

Attested:

Gail Carr Williams
Chair

Margaret L. Behm
Board Secretary

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

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

Item Number:	M-I-26-001	Meeting Date:	1/22/2026
Item Title:	Monthly Financial Report Compared to Budget		

BACKGROUND:

Attached is a preliminary summary of the statement of operations for the month of November 2025 compared to the Board-approved fiscal year (FY) 2026 budget. Total revenues during the first five months of the fiscal year continued to track close to budgeted levels. We are continuing to monitor the following revenue trends:

- The pilot phase of the Journey Pass Program was initiated in September 2025 and is anticipated to grow steadily as additional Journey Passes are registered and additional Metro departments are added as program partners. The Journey Pass program was not yet active in July and August, resulting in zero fare revenues related to the Journey Pass Program. These July and August revenues were instead classified as part of MTA's local surtax (or Choose How You Move) operating allocation. More than 6,000 Journey Passes were registered between September and November 2025, resulting in a total of 125,881 free rides. This usage has resulted in the reclassification of a total of \$252,267 in Choose How You Move funds from Local Funds to Journey Pass to-date, including \$217,531 in November. Program usage is anticipated to continue ramping up significantly over the next few months of program piloting and Journey Pass registration events.
- Investment income for the first four months of the fiscal year was lower than budgeted due to the recent renewal of MTA's banking contract and the pending establishment of an investment account under that new contract for the new MTA Reserve Fund. On September 29, 2025, a total of \$34,250,000 in MTA reserve funds were invested through US Bank's Goldman Sachs fund (4.01% interest rate as of 9/29/2025), which is anticipated to generate over \$1 million in additional operating revenues for the MTA in FY2026. This follows MTA's investment and reserve fund policies, respectively. The first full month of investment income of \$117,822 was credited to the account on November 1st.

After four months of lower than anticipated expenses, November expenses were 5.3% higher than anticipated. Overall, expenses were 5.5% lower than expected during the first five months of the fiscal year. We expect this variance to continue to balance as initiatives are advanced and open positions are filled. We will continue to monitor the following key expense trends:

- Fixed-Route Bus Operations category expenses were 3.8% lower than budgeted in the first five months of the fiscal year. This reflects full staffing for bus operators, several waves of new operators in training, and lower overtime expenses.
- Paratransit operating expenses were 5.2% higher than budgeted during the first 5 months of the fiscal year due to a combination of higher overtime expenses, higher use of Access on Demand, and higher use of third-party paratransit providers. We will continue to monitor this category as the fiscal year advances.
- Asset Maintenance category expenses were 5.4% lower than budgeted, which was due to labor shortages and lower-than-anticipated fuel and utility costs.
- Employee Benefits category expenses were 3.5% lower than budgeted due to open positions.


- Safety & Security category expenses were 12.0% lower than budgeted in the first five months of the fiscal year, primarily due to the timing of implementation for the Transit Police Unit and Ambassador Program, which are anticipated later in the fiscal year.
- Expenses in the Administration (19.7%), Customer Communications (12.7%), and Planning & Development (14.5%) categories were each lower than budgeted for the first five months of the fiscal year due to open positions and lower than anticipated network contract maintenance expenses and marketing/advertising costs.

As of November 30, 2025, RTA owed Nashville MTA approximately \$256,735 for services provided. In turn, MTA owes RTA approximately \$34,059 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

1/22/2026

Date

November 2025 Operating Revenue by Category:

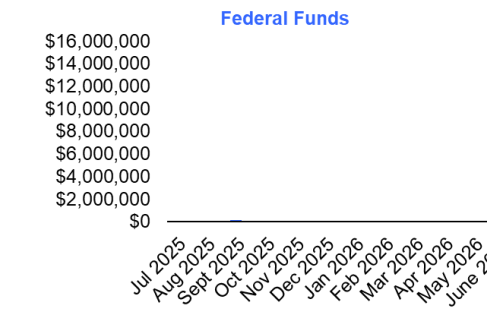
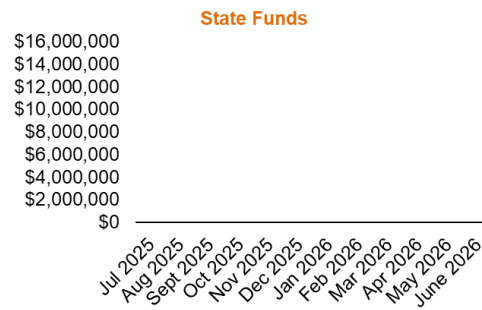
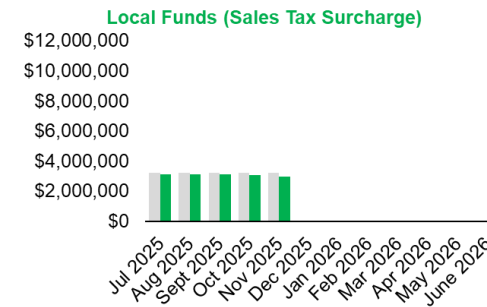
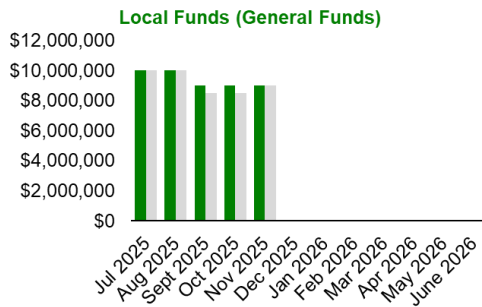
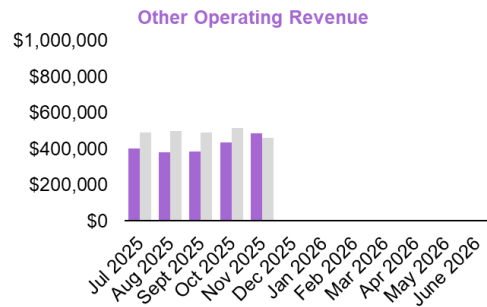
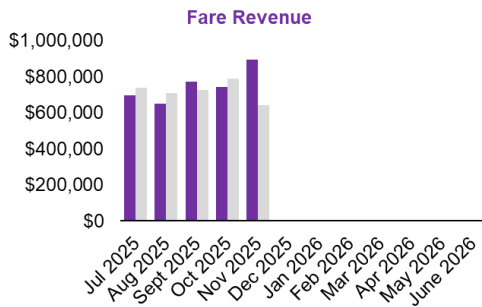
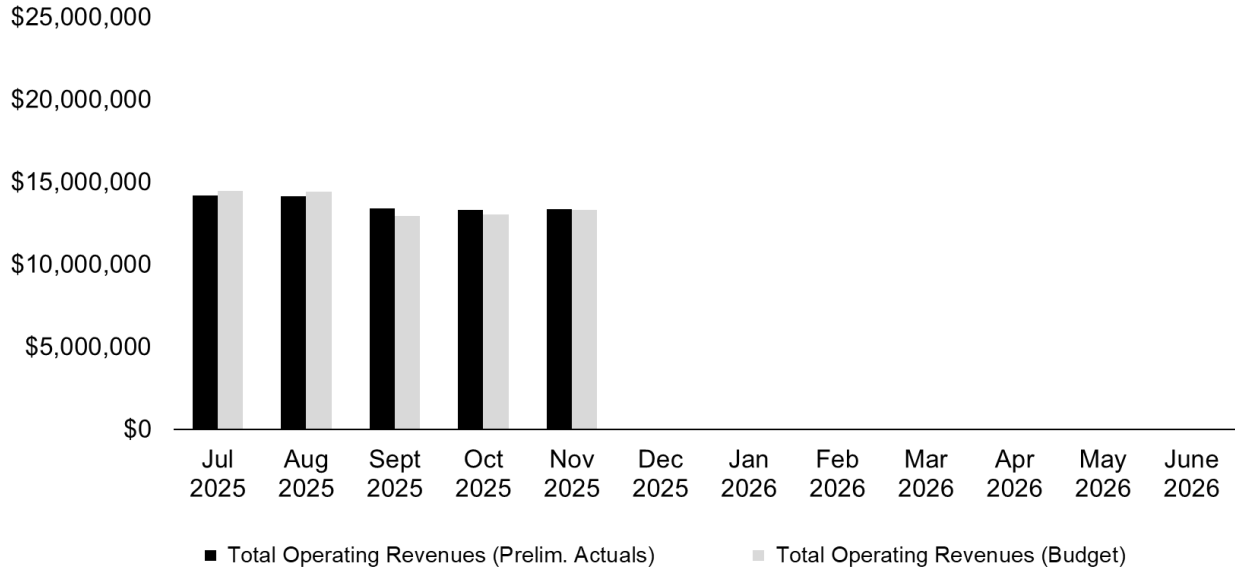
	Nov 2025	Fiscal Year To Date	Approved FY 2026 Budget	% Budget To Date
Passenger Revenues (Budget)	642,360	3,598,660	8,587,250	42%
Passenger Revenues (Actuals)	894,428	3,752,947		44%
Other Operating Revenues (Budget)	461,404	2,455,682	5,893,230	42%
Other Operating Revenues (Actuals)	487,121	2,083,110		35%
Local Funds (General Funds) (Budget)	9,000,000	46,000,000	77,212,600	60%
Local Funds (General Funds) (Actuals)	9,000,000	47,000,000		61%
Local Funds (Sales Tax Surcharge) (Budget)	3,228,341	16,141,707	38,740,100	42%
Local Funds (Sales Tax Surcharge) (Actuals)	2,969,367	15,334,631		40%
State Funds (Budget)	-	-	6,272,000	-
State Funds (Actuals)	-	-		-
Federal Funds (Budget)	-	-	20,967,520	-
Federal Funds (Actuals)	28,090	276,406		1%
Total Operating Revenues (Budget)	13,332,105	68,196,049	157,672,700	43%
Total Operating Revenues (Actuals)	13,379,006	68,447,094		43%

November 2025 Operating Expenses by Category:

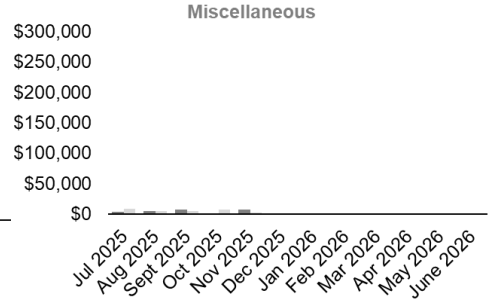
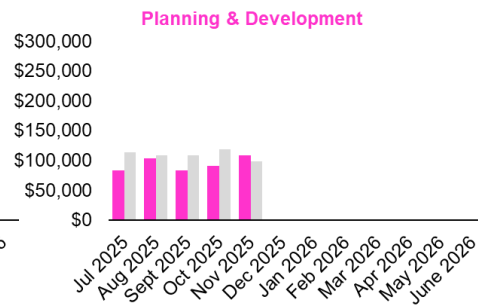
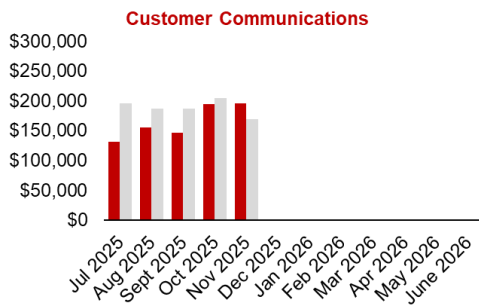
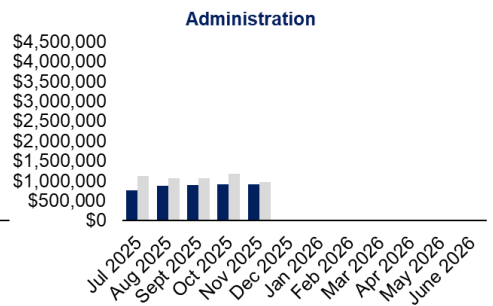
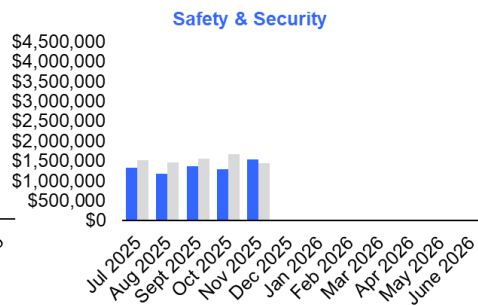
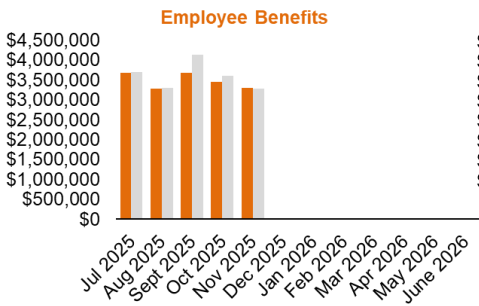
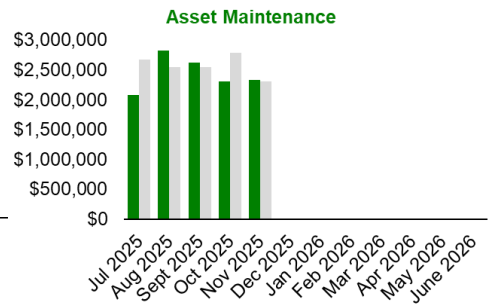
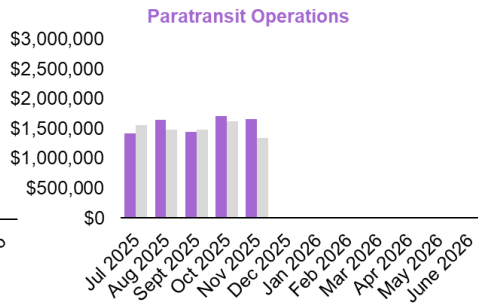
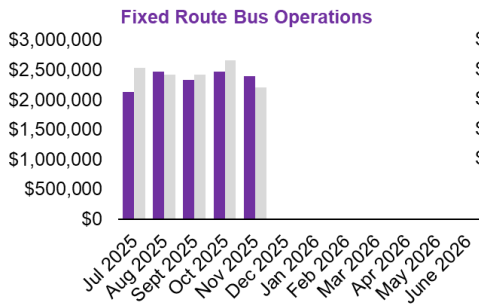
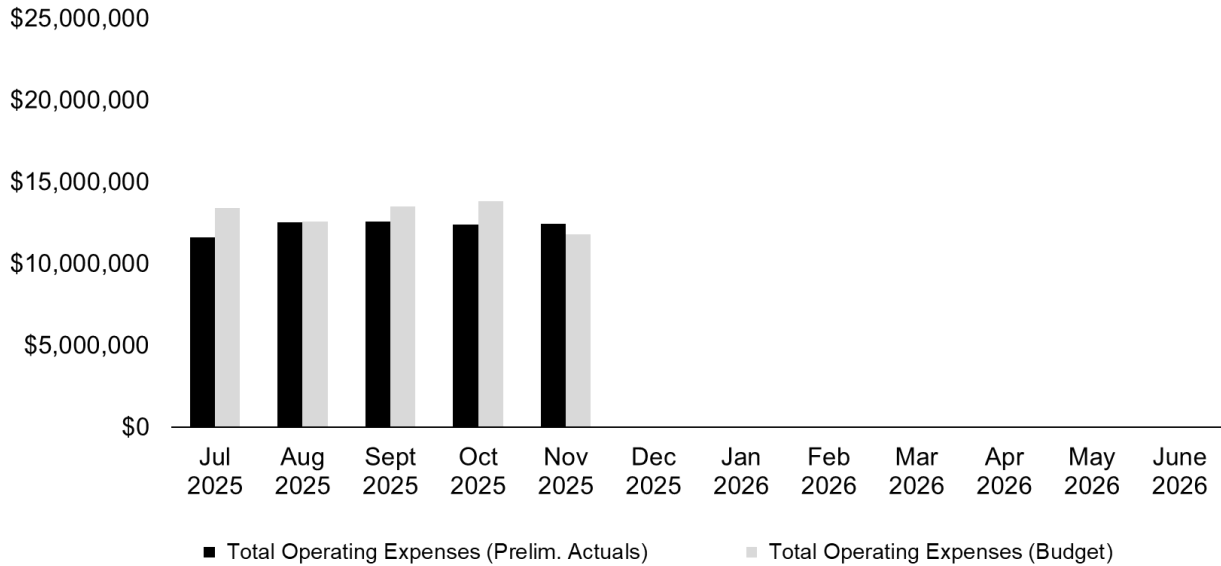
	Nov 2025	Fiscal Year To Date	Approved FY 2026 Budget	% Budget To Date
Fixed Route Bus Operations (Budget)	2,211,170	12,248,690	29,496,690	42%
Fixed Route Bus Operations (Actuals)	2,391,025	11,783,114		40%
Paratransit Operations (Budget)	1,343,670	7,496,170	17,962,510	42%
Paratransit Operations (Actuals)	1,661,248	7,888,719		44%
Asset Maintenance (Budget)	2,306,090	12,865,270	30,827,860	42%
Asset Maintenance (Actuals)	2,327,445	12,165,391		39%
Employee Benefits (Budget)	3,283,980	18,024,170	44,345,980	41%
Employee Benefits (Actuals)	3,308,584	17,389,091		39%
Safety & Security (Budget)	1,438,630	7,610,850	18,509,950	41%
Safety & Security (Actuals)	1,539,488	6,699,393		36%
Administration (Budget)	967,780	5,386,080	12,883,870	42%
Administration (Actuals)	903,374	4,324,042		34%
Customer Communications (Budget)	168,650	940,820	2,274,230	42%
Customer Communications (Actuals)	195,113	821,522		36%
Planning & Development (Budget)	98,070	547,190	1,311,070	42%
Planning & Development (Actuals)	108,070	468,058		36%
Miscellaneous (Budget)	2,500	27,960	60,540	46%
Miscellaneous (Actuals)	7,483	22,131		37%
Total Operating Expenses (Budget)	11,820,540	65,147,200	157,672,700	41%
Total Operating Expenses (Actuals)	12,441,831	61,561,461		39%

Fully Allocated Expenses <i>less third-party Access providers and RTA management</i>	11,278,331	\$182.74 FY2026 Goal
Revenue Hours	58,400	
Cost per Revenue Hour	\$193.12	

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 November 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	626,259	452,210	174,049	3,330,775	3,271,687	2,521,840	749,847	6,045,250
Journey Pass Fare Thru CHYM	217,531	149,610	67,921	-	252,267	834,640	(582,373)	2,000,000
WeGo Access Revenue	50,639	40,540	10,099	238,772	228,994	242,180	(13,186)	542,000
Contract Revenue	248,439	252,435	(3,996)	1,305,089	1,338,122	1,358,095	(19,973)	3,255,950
Other Non-Transportation Revenue	238,682	208,969	29,713	646,589	744,988	1,097,587	(352,599)	2,637,280
Total Operating Revenue	1,381,549	1,103,764	277,785	5,521,224	5,836,057	6,054,342	(218,285)	14,480,480
Federal/State/Local Income								
Local Operating Assistance - General Fund	9,000,000	9,000,000	-	52,968,907	47,000,000	46,000,000	1,000,000	77,212,600
Local Operating Assistance - Sales Tax Surcharge	3,186,897	3,395,008	(208,111)	-	15,586,897	16,975,040	(1,388,143)	40,740,100
Contra Acct - Journey Pass Program	(217,531)	(149,610)	(67,921)	-	(252,267)	(834,640)	582,373	(2,000,000)
State Operating Assistance	-	-	-	-	-	-	-	6,272,000
Total Assistance Income	11,969,367	12,245,398	(276,031)	52,968,907	62,334,631	62,141,707	194,231	122,224,700
Capital Income								
Capital Operating Reimbursement	28,090	-	28,090	601,971	276,406	-	276,406	17,467,520
Capital ADA Reimbursement	-	-	-	-	-	-	-	3,500,000
Total Capital Income	28,090	-	28,090	601,971	276,406	-	276,406	20,967,520
Total Revenue	13,379,006	13,349,162	29,844	59,092,102	68,447,094	68,196,049	252,352	157,672,700
Labor & Fringes	8,362,544	7,888,790	473,754	36,941,076	41,670,749	43,714,030	(2,043,281)	105,901,650
Services	2,506,844	2,329,560	177,284	8,295,894	11,578,874	12,664,240	(1,085,366)	30,759,620
Fuel & Lubricants	406,101	503,640	(97,539)	2,628,146	2,478,641	2,809,380	(330,739)	6,731,870
Parts, Materials & Supplies	459,685	587,260	(127,575)	2,551,621	3,160,949	3,276,220	(115,271)	7,850,550
Utilities	136,625	121,180	15,445	528,186	580,181	676,050	(95,869)	1,619,810
Casualty & Liabilities	415,067	316,390	98,677	1,521,520	1,730,714	1,581,950	148,764	3,796,680
Other Miscellaneous Expenses	154,965	73,720	81,245	352,801	361,353	425,330	(63,977)	1,012,520
Total Expenses	12,441,831	11,820,540	621,291	52,819,244	61,561,461	65,147,200	(3,585,739)	157,672,700
Surplus/(Deficit) before GASB 33	937,175	1,511,565	668,192	6,272,859	6,885,633	3,048,849	(3,334,694)	-
CARES Act Capital Reimbursement	2,108	-	2,108	149,485	10,380	-	10,380	-
Capital Asset Purchases	1,477,772	-	1,477,772	9,051,734	10,003,242	-	10,003,242	-
CHYM Operating Reserve Revenue	-	-	-	-	16,465,000	-	16,465,000	-
Amortized Rental Revenue	49,167	-	49,167	245,835	245,835	-	245,835	-
Interest Exp - Cap Lease	(21,029)	-	(21,029)	(103,812)	(104,951)	-	(104,951)	-
(Loss)Gain on Sales	-	-	-	5,111	-	-	-	-
Amortization Exp	(8,409)	-	(8,409)	(42,046)	(42,046)	-	(42,046)	-
Depreciation net of Sub-Recip	(2,271,811)	-	(2,271,811)	(10,748,254)	(11,108,245)	-	(11,108,245)	-
Surplus (DEFICIT)	164,974	1,528,622	(104,010)	4,830,912	22,354,848	3,048,849	12,134,521	-

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

	This Month November	Fiscal YE 2025 June
ASSETS		
CURRENT ASSETS		
Cash and Equivalents	18,865,699	3,759,075
Receivables from Federal, State, and Local Gov't	4,942,069	5,166,928
Accounts Receivable	2,383,730	2,759,682
Material and Supplies	7,755,680	6,505,389
Prepaid Expenses and Other	3,795,819	2,261,728
Pension and OPEB Deferred Outflow	24,618,471	24,618,471
TOTAL CURRENT ASSETS	62,361,468	45,071,273
PROPERTY AND EQUIPMENT		
Land	14,733,025	14,733,025
Buildings, Shelters, and Benches	148,065,606	147,215,778
Revenue Equipment and Parts	225,849,622	221,567,456
Office Furniture and Equipment	8,223,459	7,952,523
Work in Progress	8,336,174	5,936,315
	405,207,886	397,405,097
Less Accum Depreciation and Amortization	(225,828,193)	(214,620,449)
TOTAL PROPERTY AND EQUIPMENT, NET	179,379,693	182,784,648
OTHER ASSETS		
Cash and Restricted Investments for Self Ins	34,941,297	18,350,093
Metropolis Lease Receivable LT	-	-
North Nashville Property (Lease)	7,063,765	7,063,765
TOTAL OTHER ASSETS	42,005,062	25,413,858
TOTAL ASSETS	283,746,223	253,269,779
LIABILITIES		
CURRENT LIABILITIES		
Accounts Payable	4,774,698	7,665,915
Accrued Expenses	9,585,984	9,803,379
Deferred Revenue	11,702,606	226,562
CHYM Reserved Revenue	-	-
Notes Payable	-	-
TOTAL CURRENT LIABILITIES	26,063,288	17,695,856
NON-CURRENT LIABILITIES		
Long Term Deferred Rent Revenue	4,181,598	4,427,433
North Nashville Property Lease Liability - LT	7,049,599	7,049,599
Net Pension Liability	13,607,980	13,607,980
Pension and OPEB Deferred Inflows	20,008,584	20,008,584
Metropolis Lease Deferred Inflow of Resources	3,977,589	3,977,589
GASB 45 OPEB Liability	78,511,628	78,511,628
NON-CURRENT LIABILITIES	127,336,978	127,582,813
NET ASSETS		
Invested in Capital Assets	175,198,095	104,273,020
Unrestricted	(68,808,112)	(8,506,224)
Current Year Surplus(Deficit)	23,955,974	12,224,314
TOTAL NET ASSETS	130,345,957	107,991,110
TOTAL LIABILITIES AND NET ASSETS	283,746,223	253,269,779

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivables	\$2,266,863	\$30,988	\$78,056	\$7,823	\$2,383,730
	95.1%	1.3%	3.3%	0.3%	100%
Accounts Payable	\$4,642,079	\$14,130	\$3,826	\$114,663	\$4,774,698
	97.2%	0.3%	0.1%	2.4%	100%

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

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

Item Number:	M-I-26-002	Meeting Date:	1/22/2026
Item Title:	Annual Conflict of Interest		

BACKGROUND:

The MTA manages the Regional Transportation Authority of Middle Tennessee (RTA) through a five-year, fee-based management contract, which expires on June 30, 2026. MTA performs financial and administrative duties for the RTA through this contract. MTA and RTA have separate financials and separate boards with separate charters and no overlap. Each Board approves the management fee on an annual basis as part of each agency's operating budget process. Each Board also approved a revenue-sharing agreement and cost-sharing formula, which outlines how revenues and expenditures are allocated for WeGo Ride, Journey Pass, and the QuickTicket fare collection system. RTA receives many added benefits through the current arrangement, including improved cashflow management and expanded staff expertise. Even so, a Conflict-of-Interest review is performed annually to document and identify mitigation strategies for any potential decisions or recommendations that could appear to be a conflict of interest between the two agencies. The 2026 Conflict of Interest Review is attached.

CURRENT STATUS:

The attached 2026 Conflict of Interest Review represents the areas management has identified where a decision or recommendation could appear to cause potential for conflicts of interest for the two agencies, as well as action taken to mitigate any conflicts. Deputy CEO of Finance and Administration Amanda Vandegrift will be available to answer questions.

APPROVED:



Deputy CEO of Finance and Administration

1/22/2026

Date

Nashville MTA and RTA Potential Conflicts of Interest

Potential or Perceived Conflicts	Mitigation
<u>MTA/RTA Management Annual Fee</u> RTA has a five year contract expiring June 30, 2026 with Nashville MTA for management services at a set annual rate that can be adjusted on an annual basis. What is considered a reasonable rate for RTA to pay for management services? How often should RTA go out to bid for the management services?	Analyze and review division of staff time spent on MTA and RTA business and the reasonableness of the contract amount considering RTA's overall general and administrative expense compared to total operating expenses. Incorporate annual growth for management fee to account for inflation. The MTA and RTA boards are separate, have no overlap, and have separate charters. Both boards approve the management fee on an annual basis.
<u>MTA/RTA Transit Services Operating Contract</u> RTA contracts annually with MTA for regional bus services in the Southeast Corridor and connection urban bus services for the WeGo Star commuter rail at Riverfront Station in downtown Nashville. Who decides how many hours of service should be provided? What is a reasonable contractual hourly rate to charge for the services?	Perform annual cost per hour analysis to determine a reasonable hourly rate, assuming that a portion of a fully allocated cost per hour would be included as part of the management fee. Analyze the reasonableness of the hourly rate based on comparisons to what would be charged to RTA through a competitive bid process. Discuss appropriate service levels with both boards.
<u>Emergency Bus Service Support for Unscheduled Services</u> RTA may occasionally require unanticipated emergency bus service in response to operational issues on the Star, the Rutherford County service provided by MTA, or regional bus service provided by Anchor. What is a reasonable contractual rate for these services?	MTA charges the rate established in the transit services operating contract. This is not a material item as these type emergency services are rare.
<u>Cashflow between MTA and RTA</u> There are times during the fiscal year that RTA can be slow paying for transit services or their management fee due to RTA's cashflow and MTA accommodates this and has at times gone out 90 days for receivables from RTA.	Being transparent to the respective MTA and RTA boards in reporting A/R and A/P agings on a monthly basis.
<u>Allocation of Regional Formula Funding</u> Each year, the Nashville Region receives over \$40 million in federal 5307, 5339, and 5337 formula funds. The Greater Nashville Regional Council (GNRC) determines allocations based on a discussion of needs with the four eligible recipients in the region (MTA, RTA, Franklin Transit, and Williamson County).	GNRC is responsible for the distribution of all federal formula grants for the Nashville metropolitan planning area. All projects that use federal grants must be in GNRC's Transportation Improvement Plan (TIP). GNRC approves the allocation of formula funding in discussion with the four eligible recipients, considering agency needs and specific priority projects identified in the TIP. GNRC is currently considering the implementation of a formal 5307 allocation methodology in future years, which would be informed by methodologies that are currently used by other regional peers.
<u>Discretionary Grant Applications</u> Grant applications for different federal and state discretionary funding opportunities are submitted throughout the year for different MTA and RTA projects and initiatives. How are grant strategy decisions determined for MTA and RTA priorities?	Management pursues grant opportunities for both agencies based upon eligibility, competitiveness, and agency needs identified in the Board approved capital plans that would not be covered by formula grant funding (Federal 5307, 5339, and 5337).
<u>MTA/RTA Expansion Projects</u> While RTA owns all park and ride lots located at the train stations, most regional bus park and ride lots are not owned. Which agency should receive grant funding for park and ride lots?	Management continues to discuss the priority for expansion projects for each agency with their respective boards to determine how grant funding should be used.
<u>StrlDe Youth Program</u> MTA has an agreement with Metro Nashville Public schools that allows Metro students to ride MTA buses at \$0.70 per ride and staff at \$1.25 per ride paid by Metro Schools. There are some students using RTA regional bus and train services under both programs.	MTA reimbursed the RTA approximately \$16,412 for rides provided during FY2024. This reflects approximately 8,206 rides being provided for the fiscal year. Currently MTA reimburses RTA based upon RTA's published fare schedule.
<u>Revenue Sharing Agreement</u> The agencies entered into an agreement to split revenues for a program targeting businesses to provide public transportation services to their employees based on the number of employees as opposed to the per swipe program.	Per the Revenue Sharing Agreement approved by both boards, the revenues from the WeGo Ride and Journey Pass programs are allocated on a percentage basis of the weighted average of the rides provided by mode calculated at each mode's respective full fare price. The allocation method was reviewed by both boards and the revenue splits results are presented annually.
<u>Quick Ticket Fare Collection System Back Office Expenses</u> In 2022, MTA launched a new account based fare collection system called QuickTicket. The RTA Board approved adoption of the QuickTicket system to help create a more seamless system operating under the brand name of WeGo Public Transit. RTA agreed to share in the annual costs of the new system, including the back office internal support costs and maintenance fees. What should RTA's share be to operate the fare collection system?	The annual costs identified to operate the QuickTicket system consist of Metro IT fees with Metro IT housing all the servers for the system and the annual contract maintenance fees for the system. A cost sharing formula was developed based upon four criteria: 1) ridership 2) fare revenues 3) pieces of equipment and 4) dollar value of the equipment. A weighted average is calculated between MTA and RTA to determine each agency's share to operate the QuickTicket system annually.

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

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

Item Number:	M-I-26-003	Meeting Date:	1/22/2026
Item Title:	Annual Risk Assessment		

BACKGROUND:

Each year, management completes a risk assessment on internal controls, policies, and procedures. The risk assessment identifies core strengths and weaknesses and areas of exposure and/or focus. We seek input from the MTA Board as to what areas of risk they might see that have not been mentioned, and what mitigation measures can be taken to further mitigate overall risk and address ways to continue to improve overall operations. Key focus areas are discussed below.

Cash Management. As MTA continues to advance the Choose How You Move program, cash management will remain a key focus area. MTA now uses the new MTA Reserve Fund in accordance with the MTA Reserve Fund Policy (dated April 24, 2025) to assist with any cashflow needs that occur when receipt of state and/or federal grant funding is delayed. Funded through the Choose How You Move program, the new MTA Reserve Fund is a new cash management tool that can be used to fund short-term unanticipated revenue reductions or cost increases. The MTA Reserve Fund is held in an interest-bearing account and generates additional operating revenues for the MTA.

Accounting and Procurement System. MTA's current accounting and procurement system is outdated and relies heavily on manual processes. Many accounting and procurement processes are handled manually outside of the current system. This results in the potential for inaccuracies and delays that affect the timeliness of monthly financial reporting, vendor payments, asset management, and other critical agency functions. Management is currently advancing the review and implementation of an Enterprise Resource Planning (ERP) system, which will allow MTA to improve productivity, reduce manual errors, streamline processes, and enhance security. It will also maintain compliance with industry regulations and standards, minimize the risk of system vulnerabilities, and provide compatibility with newer technology integrations. As MTA continues to grow, a new ERP system will provide for scalability, improved access to agency critical information, and optimize resource management and operational efficiency.

Expense Controls. MTA does not currently have a streamlined procedure for procuring and paying for authorized, small-dollar, business-related goods and services. In prior years, staff used a single American Express corporate credit card for these types of purchases, which often caused delays in both the procurement and payment for authorized goods and services, higher goods and service costs, and late payment fees. MTA will transition all eligible purchases from the current corporate credit card to a formal Purchase Card (P-Card) Program in early 2026. The P-Card Program will be administrated according to the P-Card Policy (dated December 18, 2025) using a new expense platform provided through US Bank. Later in 2026, management anticipates transitioning approved travel expenses from the P-Card to a new travel expense platform provided through Concur. These changes are intended streamline expenses for authorized small-dollar business-related goods and services, which is anticipated to lower costs and improve efficiency.

Labor Shortages. Over the past few years, MTA has experienced industrywide labor shortages that were further exacerbated by the COVID-19 pandemic, which made it difficult for MTA to meet budgeted service levels and resulted in increased overtime costs. To meet budgeted service levels and achieve

the increased headcounts required for the first year of Choose How You Move service increases, several targeted investments were made to recruit and train more bus operators and maintenance personnel. MTA is projected to be fully staffed for bus operators in January 2026. However, labor shortages continue for fleet maintenance and asset services. Management is targeting improvements to these areas in 2026. Labor will continue to be a critical focus for management as service levels increase over the next few fiscal years.

Operator Tenure. While bus operators are now projected to be fully staffed for January 2026 service changes, MTA now has a significant number of new operators in our workforce who are in their first few years of operating and holding a Commercial Driver's License (CDL). Risks may include potential impacts to the quality of service, higher turnover, and the potential for increased accidents. The onboarding training program for operators is designed to mitigate these risks. In addition, management is considering ongoing training opportunities to mitigate the risk of future accidents.

Supply Chain Delays. Industries across the globe continue to experience lingering supply chain delays for parts and supplies. The transit industry is still experiencing some constraints related to transit vehicle purchases and parts, including the limited number of vendors that currently provide the vehicles and parts that are needed to support MTA's replacement and service expansion needs. With the need to purchase nearly 100 new vehicles to increase service, unknowns around vehicle purchases can create an added barrier to delivering service increases in a timely manner. Parts inventory will continue to be an important area for MTA to have good processes and controls in place. There is an important balance between having the necessary parts available when needed for bus and van repairs, while also not having too many parts on hand that unnecessarily tie up dollars that could be used elsewhere. We will continue to monitor inventory levels, inventory turns, and delays in fleet repairs due to having to wait on parts. Finally, the risk of events that interrupt nationwide or regional fuel supplies, it is important for MTA to have some way to guarantee diesel and gasoline supplies during crises. MTA has a fuel hedging program to help stabilize fuel costs from a budgetary perspective.

Traffic Congestion and Variability. As Nashville continues to grow, increased congestion and variability may increase the cost of maintaining MTA's existing services. Management continues to monitor potential costs associated with increased variability and their potential impacts on MTA's ability to maintain existing services while delivering planned service expansion.

Cybersecurity and Data Protections. As MTA expands its use of cloud-based financial, payroll, fare, and operational systems, cybersecurity and data protection remain risk areas. Staff continue to work with Metro ITS and third-party vendors to maintain appropriate security controls, monitor vulnerabilities, and ensure compliance with applicable data protection standards. Cyber risks will be reassessed as new systems, including ERP and expense platforms, are implemented.

Metro Funds. As a core financial assumption of the Choose How You Move Program, Metro must continue to provide annual funding for MTA and RTA baseline services (i.e., service levels operated prior to Choose How You Move passage and continued state of good repair costs for the system that existed prior to Choose How You Move passage). If these funding levels are not provided, MTA may not be able to advance the services and initiatives put forward in the Choose How You Move program. Consideration needs to be given to the possibility that Metro funding for baseline service levels is not awarded in future years at assumed levels. Management is considering strategies and approaches that could be implemented in future years if the assumed Metro funding levels are not provided.

Fare Revenue. Generally, lower fare revenues will increase MTA's reliance on Metro funds and federal and state grants. MTA's fare revenue currently makes up approximately 5 percent of total MTA revenues. While ridership continues to grow year over year, farebox recovery remains lower than pre-pandemic levels. This is due to the implementation of a fare capping policy in 2022 and the increased prevalence of free or discounted fare programs, including the Connector Card, Cold Weather, StriDe, and WeGo Ride programs. We anticipate an increase to MTA's farebox recovery percentage over the next few years as we continue implementing Choose How You Move, driven by biannual service

expansion, new capital improvements that improve our customers' experience, and additional Journey Pass Program registrations.

Federal COVID-19 Relief Funds. MTA used the remainder of its federal pandemic relief funds in fiscal year 2025. The depletion of these funds increased MTA's reliance on Metro funds, Choose How You Move funds, and traditional federal and state grants beginning in fiscal year 2026.

Grant Management. MTA heavily relies on grant funding for operating and capital needs. There are increased oversight requirements with changes to the Federal Uniform Guidance. It is imperative that the controls surrounding grant revenue remain strong and that staff properly identify and account for all revenues in a timely manner. Grant compliance is carefully monitored through ongoing review of documented expenses, quarterly or annual reports to the US Department of Transportation (DOT), Federal Transit Administration (FTA), and the State of Tennessee. Most grants are audited annually by independent auditors. FTA conducts comprehensive triennial reviews every three years. The last site visit by FTA was in 2019, and the last site visit by TDOT was in 2016. Management is preparing for FTA's next triennial review in 2026.

Regulatory Compliance. Management continues to monitor the evolving regulatory requirements to mitigate the risk of findings, penalties, or operational disruptions.

Medical Claim Payments. MTA is self-funded for all medical payments for a base amount of coverage per employee, with separate excess insurance coverage in place for catastrophic claims. All claims are managed by a third-party administrator and monitored on a weekly and monthly basis. This will continue to be a key focus area with the anticipated headcount increases over the next few years.

Workers' Compensation Payments. MTA is also self-funded for all workers' comp injury claims up to \$500,000 per occurrence, with separate excess insurance coverage for catastrophic injuries. Cumulative injury claims over the last several years have decreased, but one major accident in FY2024 resulted in significant costs to the agency. Management will continue to hold review meetings with our new third-party administrator, Charles Taylor, to analyze what types of injuries are occurring, identify trends, and consider strategies for how to prevent them from happening in the future, reduce the number of claims, and lower the severity of the accidents that occur.

Payroll Processing. MTA processes payroll every two weeks. Labor expenses are the largest budget line item, and MTA currently uses ADP for all payroll processing. It is imperative that the controls surrounding the payroll process be maintained and monitored to ensure accurate pay and combat fraud or incorrect reporting of time worked. We have detailed processes and procedures that are followed to ensure accurate reporting. All payrolls are reviewed in detail prior to submission to ADP for processing. We also have periodic refresher training to ensure that all managers are properly trained and familiar with the pay approval process. MTA's payroll process is reviewed annually by our independent auditing firm as part of the annual audit.

Accounts Payable. The policies and procedures surrounding accounts payable and procurement are well-documented and followed. It is rare for an invoice to be missed. Payables are generally paid within 30 days, with some payables reaching up to 60 days, especially when associated with reimbursement grant funding. We continue to refine the procurement and invoice flow process to better define and outline the necessary steps for purchasing and invoice payment and looking for ways to electronically automate and track invoices. As noted above, management is currently advancing the implementation of an ERP system to streamline processes and lower risk. Additionally, MTA's policies and procedures are reviewed and tested annually by our independent auditors.

Account Receivables. Accounts receivables are reconciled monthly and generally involve very small amounts from small agencies and customers. The larger dollar customers involve our contracted WeGo Ride customers, which are monitored monthly and rarely exceed 30 to 60 days for receipt of payment.

CURRENT STATUS:

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

APPROVED:

Amanda Vandegrift

Deputy CEO of Finance and Administration

1/22/2026

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-26-004	Meeting Date:	1/22/2026
Item Title:	Monthly Operating Statistics		

BACKGROUND:

Attached are the monthly operating statistics through November 2025.

Ridership and Productivity

November ridership remained strong despite typical seasonal softening. Total system ridership reached approximately 874,000 trips, representing continued year-over-year growth and exceeding monthly targets. Fixed route bus ridership increased 6.9%, while Access services increased 20%, reflecting sustained demand across all paratransit modes.

Average weekday ridership increased to 29,869, up 6.6% year over year, while weekend ridership also showed meaningful gains. Saturday ridership increased 14.2%, and Sunday ridership increased 15.2% compared to November 2024. Sunday's increases are attributed to four Titans' home games in November. Increased ridership also affected productivity with a 4.7% improvement year over year.

Service Metrics

Fixed route bus on-time performance averaged 80.7% in November, reflecting a modest decrease over last year due to continued exposure to congestion, construction, and traffic-related delays.

- Routes 22, 42, and 28 showed the strongest performance
- Routes 86, 79, and 55 remained the most challenging.
- Notably, 13 of 31 routes experienced improvement year over year in on-time performance, and only 3 routes declined by more than 5%.

Trip completion performance remained strong at 99.75%. Overall, missed service totaled 12 fewer trips than in November 2024. Mechanical issues accounted for 75.4% of missed service, followed by accidents (15%) and traffic impacts (13%). Maintenance and operations staff continue to focus on proactive vehicle readiness and early intervention strategies to protect pull-out reliability.

12 new Gillig 40-foot buses have been delivered and commissioned, going into service in January 2026. Additionally, the first of 25 Articulated 60-foot New Flyer buses went online in Anniston, AL. Configuration is set for mid-January 2026.

Safety

Safety performance remains an area of focused attention. In November, there were 22 preventable and 34 non-preventable bus accidents, along with 4 preventable and 3 non-preventable Access incidents. While most events were minor in nature, the increase in preventable incidents is being addressed through targeted coaching on lane positioning, following distances, and enhanced operator awareness, especially in high pedestrian areas such as the Elizabeth Duff Transit Center. Safety staff continue to work closely with operations to improve investigation quality and reinforce compliance expectations.

Workforce and Recruitment

Our bus operator recruitment efforts continue to deliver strong results. As of the end of November, operator staffing remained over 99% filled, significantly above the same period last year. This improvement has helped stabilize daily service, reduce reliance on overtime, and support improved operator rest.

Maintenance staffing remains a challenge, operating with 20 fewer employees than budgeted. A mechanic hiring event is scheduled to occur on January 10, 2026.

Special Events

The Tennessee Titans played 4 home games in November. Ridership decreased each game sequentially but was strongly correlated with game attendance. WeGo transported over 8,700 passengers directly to Nissan Stadium over the four weekends. System ridership averaged 21% higher on the 4 game days and was 30% higher on November 30th when the Titans hosted the Jacksonville Jaguars.

CURRENT STATUS:

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

APPROVED:




















Chief Operating Officer

1/22/2026

Date

Operations Dashboard Report

	November 2025	November 2024	Pct. Change	Goal	Indicator
Ridership					
Bus Ridership	778,882	728,784	6.9%	780,000	
Access Ridership	39,525	32,754	20.7%		
Total Ridership	818,407	761,538	7.5%		
Productivity & Efficiency					
Bus Passengers per Revenue Hour	15.93	15.22	4.7%	15.40	
Access Passengers per Revenue Hour	1.50	1.53	-1.6%	1.60	
Safety					
Total Collisions per 100,000 miles	8.5	5.2	63.5%	4.0	
Preventable Collisions per 100,000 miles	3.5	2.5	40.0%	2.2	
Service Quality					
Bus Trip Completion	99.75%	99.73%	0.02%	99.75%	
Bus On-Time Performance	80.7%	81.7%	-1.0%	85.0%	
Access On-Time Performance	93.5%	92.8%	0.7%	93.0%	
Maintenance					
Bus Miles Between Road Calls	25,064	5,807	331.6%	6,500	
Access Miles Between Road Calls	33,828	42,356	-20.1%	20,000	
Customer Care					
Bus Passengers per Complaint	3,462	3,836	-9.7%	3,000	
Access Passengers per Complaint	719	630	14.1%	350	
Percent of Calls Answered	83.0%	89.9%	-6.9%	92.0%	
Staffing					
% of Operator Positions Filled	98.2%	91.4%	6.8%	92.0%	 
% of Maintenance Positions Filled	75.6%	85.7%	-10.1%	92.0%	
Customer Amenities					
% of Stops with Shelters (including Central)	21.5%	21.1%	0.4%	20.0%	
% of Boardings at Covered Stops (including Central)	76.3%	76.6%	-0.3%	74.0%	



Exceeding Goal



Within 10% of Goal



More than 10% off Goal

Operations Dashboard Report

	FY2026 November 2025	FY2025 November 2024	Pct. Change	Goal	Indicator
Ridership					
Bus Ridership	3,985,010	3,842,577	3.7%		
Access Ridership	206,319	169,656	21.6%		
Total Ridership	4,191,329	4,012,233	4.5%	3,900,000	●
Productivity & Efficiency					
Bus Passengers per Revenue Hour	15.64	15.53	0.7%	15.40	●
Access Passengers per Revenue Hour	1.53	1.60	-4.1%	1.60	▲
Safety					
Total Collisions per 100,000 miles	10.3	5.6	83.9%	4.0	◆
Preventable Collisions per 100,000 miles	5.6	3.0	85.6%	2.2	◆
Service Quality					
Bus Trip Completion	99.75%	99.65%	0.10%	99.75%	▲
Bus On-Time Performance	81.7%	81.6%	0.0%	85.0%	▲
Access On-Time Performance	94.1%	91.4%	2.6%	93.0%	●
Maintenance					
Bus Miles Between Road Calls	17,910	5,487	226.4%	6,500	●
Access Miles Between Road Calls	40,284	21,926	83.7%	20,000	●
Customer Care					
Bus Passengers per Complaint	3,142	2,956	6.3%	3,000	▲
Access Passengers per Complaint	533	401	32.9%	350	●
Percent of Calls Answered	86.7%	88.3%	-1.6%	92.0%	▲
Staffing					
% of Operator Positions Filled	95.8%	91.3%	4.6%	92.0%	●
% of Maintenance Positions Filled	77.6%	85.8%	-8.3%	92.0%	◆
Customer Amenities					
% of Stops with Shelters (including Central)	21.4%	19.4%	2.0%	20.0%	●
% of Boardings at Covered Stops (including Central)	76.4%	74.7%	1.7%	74.0%	●

● Exceeding Goal

▲ Within 10% of Goal

◆ More than 10% off Goal

Operations Dashboard Glossary

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

Operations Dashboard Glossary

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

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

List of Upcoming Procurement Projects

Meeting Date: 1/22/2026

Item #: M-I-26-005

Project Name: Donelson Station Transit Center Building Design

- **Brief Description:** WeGo is seeking qualified consultants for the design and permitting of the Donelson Station Transit Center Building.
- **Anticipated Publish Date:** February 2026
- **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:** February 2026
- **Estimated Project Value:** TBD

Project Name: Fleet Fuel and Wash Program

- **Brief Description:** MTA is seeking a Fuel and Maintenance card Program that allows the purchase of quality unleaded fuel at various locations throughout the Country; however, primarily in the State of Tennessee. The Program must also allow for local car wash purchases in the vicinity of MTA's Myatt Drive, Madison, TN, and 130 Nestor St, Nashville, TN, facilities, for the administrative vehicles.
- **Anticipated Publish Date:** February 2026
- **Estimated Project Value:** TBD

Project Name: Nolensville Pike All-Access Corridor Project Development Services

- **Brief Description:** WeGo is seeking a qualified consultant to advance conceptual planning and project development for the Nolensville Pike All-Access Corridor
- **Anticipated Publish Date:** February 2026
- **Estimated Project Value:** TBD

Project Name: On-Demand Software Services

- **Brief Description:** Services for Demand Response Software Replacement
- **Anticipated Publish Date:** February 2026
- **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:** February 2026
- **Estimated Project Value:** TBD

Project Name: WeGo Central Canopy Replacement

- **Brief Description:** Construction for the replacement of the canopy at the Elizabeth Duff Transit Center
- **Anticipated Publish Date:** February 2026
- **Estimated Project Value:** TBD

Project Name: RTA-Murfreesboro Park & Ride

- **Brief Description:** WeGo is requesting proposals from qualified contractors for the construction of a 75-space Park & Ride facility located at 725 Bridge Avenue, Murfreesboro, TN.
- **Anticipated Publish Date:** February 2026
- **Estimated Project Value:** TBD

Project Name: Shop Equipment Contract

- **Brief Description:** Equipment upgrades and ongoing maintenance
- **Anticipated Publish Date:** March 2026
- **Estimated Project Value:** TBD

Project Name: Training and Learning Software - DTO

- **Brief Description:** Training software that manages employees' training.
- **Anticipated Publish Date:** March 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: Medical/ Dental/ Vision Insurance -DTO

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

Project Name: Nestor Fuel Lane Improvements

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

Project Name: Nestor Maintenance Bays

- **Brief Description:** Expansion of maintenance bays to improve service.
- **Anticipated Publish Date:** April 2026
- **Estimated Project Value:** TBD

Project Name: Nestor & Myatt Bus Wash Modernizations

- **Brief Description:** Bus Wash Modernization
- **Anticipated Publish Date:** April 2026
- **Estimated Project Value:** TBD

Project Name: Light Duty Spare Parts

- **Brief Description:** Spare parts for fleet.
- **Anticipated Publish Date:** May 2026
- **Estimated Project Value:** TBD

Project Name: Ground Maintenance

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

CURRENT STATUS:

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

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

APPROVED:



Chief Administrative Officer

1/22/2026

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-26-001	Meeting Date:	1/22/2026
Item Title:	Disadvantaged Business Enterprise Program Update		

BACKGROUND:

This board item provides an overview of the contractual implications of the U.S. Department of Transportation's (USDOT) Disadvantaged Business Enterprise (DBE) Interim Final Rule (IFR) published in October 2025, which revised certain regulatory and administrative requirements under 49 C.F.R. Part 26. It outlined the effects on existing contracts executed prior to the publication date and those executed after the effective date of the IFR.

An interim final rule (IFR) is a binding regulation that becomes effective upon publication while still inviting public comment; agencies typically use IFRs when there is "good cause" to act without the usual pre-publication notice-and-comment period under the Administrative Procedure Act. After receiving comments, the agency may confirm or modify the rule in a subsequent final rulemaking.

On October 3, 2025, USDOT issued an IFR overhauling the DBE/ACDBE regulations in 49 C.F.R. Parts 26 and 23. The rule's immediate purpose is to keep the programs operating in a manner consistent with constitutional requirements; notably, it removes race- and sex-based presumptions of social and economic disadvantage and replaces them with individualized determinations.

DBE Program Key Areas of Impact:

For agencies currently administering an approved DBE Program—such as WeGo Public Transit—this interim final rule carries significant implications. It requires a careful review of existing policies, procedures, and reporting structures to ensure alignment with the new regulatory framework. Below is a summarized outline of key areas of impact on the previous DBE Program from the 2025 DBE Interim Final Rule, followed by a comparison matrix between the previous DBE rule and the New Interim Final Rule, as follows:

- All applicants, including new and existing certified DBE firms, will undergo a reevaluation and must provide evidence (supplemental documentation and updated affidavits) establishing social and economic disadvantage; certification can no longer rest on race/sex-based presumptions;
- Temporary pause on new certifications and recertifications: certifying agencies must temporarily pause new certifications until program recertification protocols begin and are completed by the local or state Unified Certification Program within its area;
- Clarified Good Faith Effort (GFE) Standards: Enhanced documentation and evaluation standards for contractors seeking DBE goal credit or substitution;
- Contractual Compliance Notice: Agencies are required to incorporate IFR compliance clauses in new solicitations and contract templates to ensure contractors are aware of ongoing transitional requirements;
- The IFR adds § 26.55(i) to provide that until a UCP completes the reevaluation process described in § 26.111, a recipient covered by their local UCP may not count any DBE participation toward DBE goals.

Area of Change	Previous 49 CFR Part 26	New Interim Final Rule (2025)
Presumption of Disadvantage	Presumed for specified racial/gender groups unless rebutted (§ 26.5, § 26.61).	No presumptions allowed. Individualized evidence required for all (§ 26.5 amended).
Certification Process	Burden of proof shifted if presumed disadvantaged.	All individuals face the same evidentiary burden. § 26.61(b)(2) removed.
Data Collection	Race/sex data collected on bidders and certifications (§ 26.11).	Race/sex data collection requirements repealed (§ 26.11 amended).
Program Objectives	Includes narrowly tailored language referencing race/gender remediation (§ 26.1).	Reframed to emphasize nondiscrimination and neutrality (§ 26.1 revised).
Terminology	'Race-conscious' and 'race-neutral' measures were used throughout.	Now uses 'DBE-conscious' and 'DBE-neutral' (§ 26.5 and throughout).
Goal Setting	Consultation with minority/women groups required (§ 26.45(g)).	That requirement was eliminated to remove race/sex dependence (§ 26.45 amended).
Recertification	No automatic reevaluation of existing DBEs.	UCPs must reevaluate and decertify those not meeting new standards (§ 26.111).
Legal Positioning	Designed to survive strict scrutiny under constitutional law.	Aims to reduce legal risk by eliminating race/gender presumptions.

Current Actions and Next Steps:

WeGo is currently updating contract templates, revising the DBE compliance section to reference the October 2025 IFR and temporary TNUCP pause. WeGo has worked with USDOT on the revised language and presented it to its outside counsel. In December, the WeGo Procurement Department began issuing agency-wide procurement guidance to ensure all departments and project management understand the DBE changes, and this month will communicate how to manage DBE participation tracking during the transition.

WeGo continues working with the Tennessee Unified Certification Program lead agency, TDOT, to establish a communication plan with current contractors on the recertification and reevaluation process. Lastly, continue to monitor FHWA/FTA updates and stay alert for supplemental federal guidance clarifying timelines for full implementation and recertification reopening.

CURRENT STATUS:

DeAntwaine Moye, Business Diversity Manager & DBE Liaison Officer, will provide an update on the ongoing compliance efforts with the 2025 Interim Final Rule of the Disadvantaged Business Enterprise program.

APPROVED:



Chief Administrative Officer

1/22/2026

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-26-001	Meeting Date:	1/22/2026
Item Title:	Nolensville Pike All Access Corridor Project Memorandum of Understanding (MOU)		

BACKGROUND:

As part of Mayor Freddie O’Connell’s Choose How You Move Transit Improvement Program, 54 miles of high traffic/high transit usage corridors have been identified for significant upgrades, including vehicular and pedestrian improvements (identified in the TIP as “All Access Corridors”). Included in the planning for these corridors will be consideration for high-level bus rapid transit (BRT) applications, which may include applications for funding under the Capital Investment Grant (CIG) Program of the Federal Transit Administration (FTA) of the United States Department of Transportation (USDOT). In order to qualify for these funds, significant advance planning work must be undertaken to assess specific conditions associated with the corridor(s) and the desired level of investment in corridor activities. This planning process will be directed by the Choose How You Move Office within Mayor O’Connell’s Office (CHYM Program Office), in partnership with the Metropolitan Transit Authority of Nashville and Davidson County (MTA); Nashville Department of Transportation and Multimodal Infrastructure (NDOT), and the Metropolitan Nashville Planning Department (Planning). The Mayor’s Office has defined the Nolensville Pike Corridor as the first All Access Corridor to enter this process, with planning work anticipated to commence in 2026.

Based on the success of this model for prior multi-agency projects (examples including the Connect Downtown Study and the Murfreesboro Pike Transit Signal Priority Project); as well as the status of the MTA as the designated recipient for Federal Transit Administration funding in Davidson County, the partner entities are interested in entering into a Memorandum Of Understanding (MOU) to define each parties roles and responsibilities in this project at the outset. The proposed MOU is attached to this action item.

In addition to its partner responsibilities as the public transportation provider in the Nolensville Pike Corridor, MTA would also serve as the Administrative Lead for the project. In this role, MTA would lead procurement, contract management, and other administrative activities in close collaboration with the partners, and under the overall program direction of the CHYM Program Office.

RECOMMENDATION:

The Nashville Metropolitan Transit Authority staff requests the Board to authorize the Chief Executive Officer (CEO) to execute the attached MOU with the project partners, outlining the responsibilities of the MTA with respect to planning activities for the Nolensville Pike All Access Corridor project.

APPROVED:

1/22/2026

Board Secretary

Date

**MEMORANDUM OF UNDERSTANDING
BETWEEN
THE CHOOSE HOW YOU MOVE PROGRAM OFFICE
OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY,
THE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE,
THE METRO NASHVILLE PLANNING DEPARTMENT, AND
THE METROPOLITAN TRANSIT AUTHORITY OF NASHVILLE AND DAVIDSON COUNTY**

The purpose of this Memorandum of Understanding (MOU) between the Choose How You Move (CHYM) Program Office of the Metropolitan Government of Nashville and Davidson County, the Department of Transportation and Multimodal Infrastructure (NDOT), the Metro Nashville Planning Department (Metro Planning), and the Metropolitan Transit Authority of Nashville and Davidson County (MTA) (collectively “the Parties” or individually “a Party”) is to establish the Parties’ mutual understanding of their respective responsibilities in assisting with the planning and implementation of the Nolensville Pike All-Access Corridor (AAC) (“the Project”) consistent with the scope of **RFP #####** and subsequent renewals/extensions.

General Terms

The Parties agree as follows:

1. **Project Purpose:** On November 5, 2024, Nashville-Davidson County voters approved an additional half-cent sales tax surcharge to fund Choose How You Move: Nashville’s Transportation Improvement Program. One significant project in the program is the Nolensville Pike All-Access Corridor, which includes 7.1 miles of modernized signals, sidewalks, intersections, and transit investments to provide faster and safer ways to move between Downtown Nashville, the planned SoBro Transit Center, Geodis Park, the Nashville Fairgrounds, Nashville Fairgrounds Speedway, Joyner Avenue, Nashville Zoo at Grassmere, the planned Harding Place Park & Ride, the planned South Nashville Transit Center and Park & Ride, and various local businesses and residential buildings and neighborhoods such as Pie Town, Wedgewood-Houston, Chestnut Hill, Woodbine, and Glenclyff along the Nolensville Pike corridor. The current scope includes identifying project boundaries, alternatives analysis, modeling, environmental reviews, and conceptual design, among other planning activities.
2. **Project Lead:** The Project will be led by the CHYM Program Office with a designated Metro staff person as Project Manager in close coordination with MTA, NDOT, and Metro Planning. Overall project management and public communication of Project-related events, findings, recommendations, and publications will be conducted by the CHYM Program Office. The CHYM Program Office will manage the project, including developing and approving scopes, overseeing contractor work, and approving contracting documents and related documentation such as milestone schedules, vendor submittals, and invoices with respect to the contractor work scope.

Exceptions include: (1) MTA will provide Project documentation to outside third parties when requested in accordance with the Tennessee Public Records Act requirements. MTA will notify the CHYM Program Office of any such requests prior to transmittal; (2) MTA will serve as the Project Sponsor for the Federal Transit Administration (FTA) Capital Investment Grants Program and other FTA Grants as may be acquired; and (3) Metro Planning will be responsible for the management of land use and economic development related tasks for the Project.

3. **Administrative Lead:** The Administrative Lead for the Project will be the Metropolitan Transit Authority of Nashville and Davidson County (MTA). MTA will conduct competitive procurement activities in accordance with applicable Federal, State and Local requirements; contracting activities with selected consultants in accordance with its Board established procurement requirements; payment of invoices to selected consultants with

reimbursement from the CHYM Program Office and other funding sources specific to the Project; and support for auditing of the Project and Project-related expenses by Federal, State and Local entities (or their duly established external auditors) including (but not limited to) the Federal Transit Administration and Federal Highway Administration of the United States Department of Transportation; Tennessee Department of Transportation; and Metropolitan Government of Nashville and Davidson County. MTA will also execute funding agreements with outside funding partners, including the Federal Transit Administration and others as identified by the CHYM Program Office in consultation with the Parties.

4. With direct responsibility for right-of-way transit operations, NDOT and MTA will each have a deputy project manager assigned to the Project. Metro Planning will also have a deputy project manager leading corridor outcomes through policy guidance, land use coordination, and alignment with long-range plans. The structure supports capacity building, strengthens institutional readiness, and reflects a clear project organization consistent with FTA expectations.
5. **Compliance with Applicable Laws and Regulations:** The Parties agree to follow applicable Federal, State, and Local codes, ordinances, and regulations.
6. **Collaboration:** The Parties have met and agreed to collaborate to complete through the scope of **RFP ###** and any subsequent renewals/extensions.

Responsibilities of the Parties

CHYM Program Office

1. Manage the overall Project including day-to-day direction of enlisted consulting staff, acceptance of deliverables, and approvals of vendor invoicing to allow for vendor payments in accordance with established budget and payment milestones
2. Manage the overall Project, including day-to-day direction of enlisted consulting staff, acceptance of deliverables, and approvals of vendor invoicing for transmittal to MTA for payment to allow for vendor payments in accordance with established budget and payment milestones
3. Manage the overall Project, including day-to-day direction of enlisted consulting staff, acceptance of deliverables, and approvals of vendor invoicing for transmittal to MTA for payment in accordance with established budget and payment milestones.
4. Establish overall project schedules, deliverables, and payment milestones with selected contractor(s).
5. Facilitate timely feedback on any draft work products that may be developed as precursors to final work products.
6. Provide necessary project and contract documentation to support MTA grant contracts and ensuing audits.
7. Serve as lead spokesperson for Project progress and reporting, including promoting public activities that may arise during the project through the appropriate public communication channels (website, social media feeds, etc.). This includes the governance and application of CHYM branding.
8. Lead in the scheduling of advisory groups, stakeholder groups, and public meetings associated with the Project.
9. Provide prompt payment to MTA, NDOT, and Metro Planning for approved Project-related invoices.

MTA

1. Lead administrative processes with MPO and State to ensure the project meets Federal planning requirements and State approval.
2. Enter into funding agreements with outside funding partners, including (but not limited to) the United States Department of Transportation, Tennessee Department of Transportation, and Metropolitan Government of Nashville and Davidson County.
3. Serve as the Project Sponsor for the Project to seek potential grant funds through the Federal Transit Administration (FTA) Capital Investment Grants Program, and/or other relevant FTA funding programs.
4. Serve as the operating agency for the Project.
5. Invoice CHYM Program Office for project-related consultant and staff expenses in accordance with the Project budget.
6. Conduct project consultant solicitation support services through its Procurement function in accordance with Authority, Local, State, and Federal requirements that includes feedback from all Parties.
7. Serve as the contracting agency with the selected consulting team.
8. Provide the CHYM Program Office with all necessary procurement documentation to support its regulatory mission.
9. Provide CHYM Program Office and Consultant(s) with agency-generated data and information necessary to support the Project.
10. Serve along with other project partners in an advisory role to the CHYM Program Office and the Consulting team for the duration of the project.
11. Administer State and Federal transit grants being used to fund Project expenses.
12. Provide staff support if available for any public meetings that may arise during the project and subsequent thereto as requested by the CHYM Program Office.
13. Provide timely feedback on any draft work products that may be developed as precursors to final work products.
14. Promote any public activities that may arise during the project through its usual public communication channels (website, social media feeds, etc.) as may be requested by the CHYM Program Office.

NDOT

1. Final approval of traffic modeling by the Chief Engineer.
2. Final approval of the design as the owner representative of the roadway network.
3. Be involved in all phases of the development of this project to add capacity and knowledge for department staff.
4. Invoice CHYM Program Office for project-related consultant and staff expenses in accordance with the Project budget.
5. Provide necessary project and contract documentation as it may be generated to MTA to support MTA grant contracts and ensuing audits.
6. Serve along with other project partners in an advisory role to the CHYM Program Office and the Consulting team for the duration of the project.
7. Provide staff support if available for any public meetings that may arise during the project and subsequent thereto as requested by the CHYM Program Office.
8. Provide timely feedback on any draft work products that may be developed as precursors to final work products.
9. Promote any public activities that may arise during the project through its usual public communication channels (website, social media feeds, etc.) as may be requested by the 1CHYM Program Office.

Metro Planning

1. Manage the development of specific land use and economic development-related tasks pertaining to the Project.
2. Invoice CHYM Program Office for project-related consultant and staff expenses in accordance with the Project budget.
3. Serve along with other project partners in an advisory role to the CHYM Program Office and the Consulting team for the duration of the project.
4. Provide staff and/or vendor support if available for any public meetings that may arise during the project and subsequent thereto as requested by the CHYM Program Office.
5. Provide timely feedback on any draft work products that may be developed as precursors to final work products.
6. Promote any public activities that may arise during the project through its usual public communication channels (website, social media feeds, etc.) as may be requested by the CHYM Program Office.
7. Carry out study recommendations to support the community vision along the corridor that may require activities such as community plan updates or zoning changes

Effective Date

This MOU will take effect upon the signature of this MOU by all Parties by a person with the authority to enter this MOU on behalf of each Party.

Modification and Amendment

Any modifications, amendments, renewals, or extensions must be in writing, signed, and approved by all Parties who signed and approved this MOU.

Intention of the Parties

This document is a non-binding Memorandum of Understanding intended to set forth the understanding among the Parties and does not create a contractual obligation or otherwise bind the Parties.

**CHOOSE HOW YOU MOVE THE PROGRAM OFFICE
OF THE METROPOLITAN GOVERNMENT OF
NASHVILLE & DAVIDSON COUNTY**

**METROPOLITAN TRANSIT AUTHORITY OF
NASHVILLE & DAVIDSON COUNTY (MTA)**

Sabrina Sussman, Chief Program Officer

Stephen G. Bland, Chief Executive Officer

Date: _____

Date: _____

**NASHVILLE DEPARTMENT OF TRANSPORTATION
AND MULTIMODAL INFRASTRUCTURE OF THE
METROPOLITAN GOVERNMENT OF
NASHVILLE & DAVIDSON COUNTY**

**METROPOLITAN NASHVILLE
PLANNING DEPARTMENT**

Diana Alarcon, Director

Lucy Kempf, Executive Director

Date: _____

Date: _____

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

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

Item Number:	NICE-D-26-001	Meeting Date:	1/22/2026
Item Title:	WeGo Forward Strategic Service Plan Update		

BACKGROUND:

The nMotion transit strategic plan adopted in 2016 provided a comprehensive framework designed to meet Nashville's and the region's vision for transit. The plan was the culmination of an intensive process with over 20,000 engagements from a broad range of Nashvillians and Middle Tennesseans about the future of transit in the region. The plan's strategies focused on incrementally improving the existing service to make it more accessible, reliable, comfortable, and overall easier to use. These strategies laid the groundwork for network enhancements that WeGo has been building over the last decade, leading to the successful passage of the Choose How You Move (CHYM) program in November 2024.

CHYM starts a new phase for transit growth in Nashville. Operationally, the program proposes an 80% increase in overall service hours, including 24-hour service on major routes, the doubling of frequent service, and several new routes. The service improvements are complemented by robust infrastructure projects such as the development of high-capacity transit on All-Access Corridors, 12 transit centers, 17 park-and-ride facilities, and a new operations and maintenance facility.

WeGo Forward, the update to the nMotion plan, builds on the progress from these efforts to equip WeGo with both the long-term vision for managing growth alongside a practical service layout for a more seamless, integrated, and dependable transit network locally and regionally. The work is being conducted in conjunction with NDOT's Multimodal Mobility Master Plan (3MP), which will use the plan recommendations to inform the development of a layered modal network as well as update transit requirements for Metro Planning's Major and Collector Street Plan (MCSP).

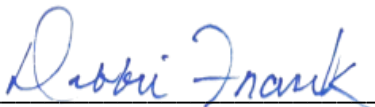
During the past year, the consulting team of Kimley-Horn and the transit task leader, Nelson\Nygaard, has been gathering data and analyzing WeGo's service and operations to identify system gaps and opportunities for enhancement. Several WeGo agency-wide workshops with staff, along with workshops with external stakeholders, have taken place over the last year, carefully evaluating different service characteristics to understand specific issues and needs. Overlying the CHYM program improvements, a draft scenario is being developed to identify areas where the service can be improved to meet the plan goals:

- Make service faster and more reliable
- Provide more frequent service to reduce waiting times
- Provide direct service to more places
- Expand service to more areas
- Make service safer and more comfortable to use
- Reduce transfer times and make transfers more comfortable
- Improve service for high-need users

CURRENT STATUS:

Public outreach on a draft service scenario, including community workshops, stakeholder meetings, surveys, and others, will take place in late winter/early spring 2026. Specific outreach to WeGo operators will also be conducted.

Consultants from Nelson\Nygaard Consulting Associates will attend the Board of Directors meeting to present an update on the WeGo Forward plan status, gather feedback from the Board, and answer questions about the plan development and next steps.

APPROVED:

Deputy CEO of Growth & Development

1/22/2026

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

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

Item Number:	NICE-D-26-002	Meeting Date:	1/22/2026
Item Title:	FY2027 Operating Budget Discussion Kickoff		

BACKGROUND:

Earlier this month, Metro issued its annual call for operating budget submissions. As the February 6th departmental submission date precedes the Board's February meeting, staff would like to discuss and solicit feedback on current operating trends and key directional issues during the Board's January meeting. Like prior years, Metro will follow the "Baseline/Investment" format, where (1) MTA submits a baseline or "status quo" budget for FY2026-27, assuming we carry forward the same activities of the current fiscal year, and (2) MTA submits investment requests reflecting new and/or expanded initiatives that further Metro Nashville's overall goals and objectives. Investment requests are now funded through Metro's Choose How You Move program. With the filing of the Mayor's Budget at the end of April and Council deliberations through May, we will continue to gain more insight into our anticipated appropriation and will plan to have a detailed discussion with the Board prior to adoption of the FY2026-27 budget in June.

Baseline Budget Request

We will be requesting an increase in our baseline funding amount from Metro Nashville of approximately \$3.1 million (or 4%) for general inflation, which is consistent with the wage rates in the Collective Bargaining Agreement (CBA) with the Amalgamated Transit Union (ATU) Local 1235. This anticipated FY2026-27 request is summarized in the table and explained in detail below.

Budget Element	Amount
FY2025-26 Metro Operating Allocation	\$ 77,212,600
General Inflation (4%)	\$ 3,088,500
Total FY2026-27 General Fund Appropriations Request	\$ 80,301,100

Investment Requests

Following voter approval of the Choose How You Move Transit Improvement Program on November 5, 2024, MTA is now able access additional local funding for key expansion initiatives in our capital and operating budgets. We anticipate requesting a total of \$59.1 million in Choose How You Move operating funds. These requests are summarized in the table and explained in detail below.

Budget Element	Amount
FY2025-26 Choose How You Move Operating Allocation	\$ 40,740,100
General Inflation (4%)	\$ 1,629,604
FY2026-27 Operating Investments	\$ 8,392,096
FY2026-27 Annual MTA Reserve Funding	\$ 3,335,720
FY2026-27 Reduced Reliance on Federal Capital Funding	\$ 5,000,000
Total FY2026-27 Choose How You Move Operating Allocation	\$ 59,097,520

Continuity of Prior Investments. A total of \$40.7 million was allocated to MTA for service expansion and other key Choose How You Move operating initiatives in FY2025-26. This base level of funding, plus an assumed 4% in general inflation, totaling \$42.2 million, is required to continue delivering the Choose How You Move investments that were approved in prior years.

New Operating Investments. Building upon prior investments in FY2025 and FY2026, the following key initiatives would be advanced using an estimated \$8.4 million in Choose How You Move operating funds:

- **Service Expansion:** Expand WeGo fixed-route service frequency and WeGo Access service, add WeGo Link zones, and expand the Journey Pass pilot program. Increase bus operator headcount by 19 to deliver an anticipated 6-7% growth in revenue hours during the fiscal year. Overall cost per revenue hour is anticipated to align closely with the cost per hour that was assumed for Choose How You Move.
- **Service Reliability:** Improve service reliability and operational resilience through the creation of a more centralized agency approach for reporting, departmental alignment, and collaboration, and other workflow enhancements related to enterprise systems. Improve customer waiting times through the continuation of the Murfreesboro Pike Headway-Conditional Transit Signal Priority pilot, which was initially funded through a federal SMART grant.

Annual MTA Reserve Funding. The second annual request for the newly created MTA Reserve Fund would include an estimated \$3.3 million in the FY2026-27 investment request to meet the assumed minimum 30% reserve requirement. This request is significantly lower than funding provided in the last two years, reflecting last year's full funding of the MTA Reserve Fund and MTA's ability to offset this annual request with new reserve fund investment income.

Annual Reduced Reliance on Federal Capital Funding. To continue reserving more federal 5307 funds for capital needs, we anticipate requesting another \$5.0 million in FY2026-27 requests to support core system state-of-good-repair investments.

CURRENT STATUS:

Deputy CEO of Finance and Administration Amanda Vandegrift will present information with respect to financial trends and key initiatives entering the FY2026 budget season. The intent is to provide sufficient information to the Board with respect to our upcoming Metro Nashville budget submission, and to identify strategic topics as we work with the Board to develop the FY2026-27 operating budget for your adoption in June.

APPROVED:



Deputy CEO of Finance and Administration

1/22/2026

Date