Nashville MTA Board Meeting

Greater Nashville Regional Council

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

November 19, 2026 | 2:30 PM

Board Members: Gail Carr Williams, Chair | Aron Thompson, Vice Chair | Jeff Haynes | Whitney Weeks

1. **Call to Order**
2. **Roll Call**
3. **Approval of October 22, 2026, MTA Board Minutes**
4. **Public Comment**
5. **TPTA Roadeo Team Recognition** – Earl Rhodes, Safety Manager
6. **Information Only Items** – The following information is contained in the board packet distributed for member review. These items are not planned for discussion, but the staff is available to discuss them should members have questions.

– Monthly Financial Report Compared to Budget – Amanda Vandegrift, DCEO of Finance & Administration	**M-I-26-030**	**P. 6**
– Monthly Operating Statistics – Andy Burke, COO	**M-I-26-031**	**P. 12**
– Upcoming Procurement Projects List – Vince Malone, CAO	**M-I-26-032**	**P. 18**
– Quarterly Route Performance Report – Rimon Hanna, Scheduling & Service Development Specialist	**M-I-26-033**	**P. 20**

7. **Consent Agenda Items**

– Facility Monitoring and Access Control Systems – Rob McElhaney, Director of IT	**M-A-26-036**	**P. 23**

8. **Operations & Finance Committee – Committee Chair**

– Approval of Purchase of Twenty (20) Body-on-Chassis Small Buses – Patrick Hester, Deputy COO for Assets and Infrastructure	**M-A-26-037**	**P. 24**
– Inclement Weather Preparedness – Andy Burke, COO and Nick Pecenka, Director of Operations	**OF-D-26-008**	**P. 26**

9. **New Initiatives and Community Engagement (NICE) Committee – Aron Thompson, Chair**

– Approval of Agreement with the Nashville Department of Transportation for 4th Avenue Traffic Control Services – Rimon Hanna, Scheduling & Service Development Specialist	**M-A-26-038**	**P. 29**
– Gallatin Pike All Access Corridor Project Memorandum of Understanding – Jubal Parris, Director of Major Projects	**M-A-26-039**	**P. 31**

10. **CEO's Report – Stephen G. Bland, CEO**
11. **Chair's Report – Gail Carr Williams, Chair**
12. **Other Business**
13. **Adjournment**

Appeal of Decisions

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

Public Comment

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

Nashville Metropolitan Transit Authority

Board of Directors Meeting

October 22, 2026

I. Call to Order: The regular meeting of the Nashville Metropolitan Transit Authority (Nashville MTA) Board of Directors was held at the Greater Nashville Regional Council located at 44 Vantage Way, Ste. 450, Nashville, TN 37228, on Thursday, October 22, 2026.

II. Roll Call of Persons Present:

Gail Carr Williams, Chair	Patrick Hester, DCOO of Assets
Aron Thompson, Vice Chair	Debbie Frank, DCEO of Growth & Development
Jeff Haynes, Member	Lindsey Ganson, Chief of Staff
Whitney Weeks, Member	Amanda Vandegrift, DCEO of Finance & Administration
Margaret Behm, Board Secretary	Vince Malone, CAO
Steve Bland, CEO	Andy Burke, COO
Naffie Njie, Sr. Exec. Asst & Bd. Liaison	Nick Oldham, CSSO

A quorum was established, and Chair Gail Carr Williams called the meeting to order at 2:31 PM.

III. Minutes: Vice Chair Thompson made a motion to approve the minutes of the Nashville MTA Board meeting held on September 24, 2026. The motion was seconded by Jeff Haynes. With no further discussion, 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:

- John Bull
- Darius Knight
- Randy Hasty

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

- Monthly Financial Report Compared to Budget – No questions
- Monthly Operating Statistics – No questions
- Upcoming Procurement Projects List – No questions

VI. Operations & Finance Committee Report: Chair Carr Williams opened the Operations and Finance Committee meeting and invited Nicholas Oldham to present information on Action Item M-A-26-033.

a. MNPD Secondary Employment Unit Memorandum of Understanding Renewal (M-A-26-033)

In 2017, the MTA entered into an agreement with the Metropolitan Nashville Police Department to provide added security at the Elizabeth Duff Transit Center at WeGo Central.

In July 2023, we transitioned from the standard Secondary Employment Unit (SEU) flat-fee arrangement to an MOU after reduced officer participation resulted in inconsistent coverage. Under the MOU, officers receive their regular salaried overtime, which also counts toward their pension. Following the transition, officer volunteerism for the assignment increased to

nearly 80 percent.

Based on the planned FY2027 deployment, the projected cost includes $1,692,428 for coverage at the Elizabeth Duff Transit Center at WeGo Central and $341,812 for coverage at the Dr. Ernest Rip Patton Jr. North Nashville Transit Center, bringing the combined total to $2,034,240 for FY2027.

The MOU executed in June 2026, which was approved by Metro and the Mayor's Office, provides for a new Transit Division to be staffed through a combination of transferred personnel, recruited personnel, and some Secondary Employment officers as the division is phased in. As dedicated Transit Division staffing levels increase and officers become available for deployment, WeGo anticipates a corresponding reduction in its reliance on SEU personnel. Accordingly, actual FY2027 SEU expenditures may be less than the projected amount, depending on the timing of recruitment, training, staffing, and deployment of Transit Division personnel.

Staff requested that the Board authorize the Chief Executive Officer to enter into an Memorandum of Understanding with the Metropolitan Nashville Police Department's Secondary Employment Unit (SEU) in an amount not to exceed $2,034,240.

Vice Chair Thompson asked if there are overlapping duties between the MNPD Transit Division and WeGo's Secondary Employment Unit.

Mr. Oldham responded, saying initially there will be overlap, but eventually the SEU will be relied on less often and replaced by the MNPD Division's dedicated officers.

Mr. Bland added that the agency will keep an SEU agreement available for special events or supplemental security needs when core Transit Policing Unit Officers are not sufficient.

With no further discussion, Mr. Haynes motioned to the Board to approve the item. Ms. Weeks seconded. Item M-A-26-033 was unanimously approved by the MTA Board.

VII. <u>New Initiatives & Community Engagement Committee (NICE) Report</u>: Vice Chair Aron Thompson invited Director of Planning, Felix Castrodad, to present item (NICE-A-26-034).

b. <u>Winter 2027 Service Changes and Equity Analysis (NICE-A-26-034)</u>
Felix Castrodad, Director of Planning, presented the following action item.

Since the passage of the Choose How You Move (CHYM) program, WeGo has been focused on improving the reliability of the system as well as expanding hours of operation and coverage.

For the next round of service changes programmed for January 2027, improvements will focus on advancing Route 8-8th Avenue South toward more frequent service. Weekday and Saturday daytime service will improve from every 25-30 minutes to every 20 minutes. Evening service will increase from every 40 to 30 minutes. Sunday service frequency will increase from every 40 to 30 minutes. Daily service times will be extended from 11:15 P.M. to 1:15 A.M.

We will also bring improvements to midday frequency for Route 19 Herman, increasing frequency from every 30 to 20 minutes on weekdays.

Daytime service will improve for weekends on Route 42 St. Cecilia/Cumberland, increasing from hourly buses to every 30 minutes.

A new connector route - Route 73 Bell Road will operate between Murefreesboro and Nolensville Pike along Bell Road. The route will serve the Tanger Outlet Mall. Daytime service will run every 30 minutes, and evening service will run every 40 minutes.

Additionally, WeGo Link will be expanded in the South Antioch, South Nashville, Donelson, and Ezell Park areas.

Since last month's presentation on proposed Winter Service Changes, public review and comment sessions were held from September 21st to October 16th. Two public meetings were in person, two were virtual. Feedback from those public comments was incorporated into this proposal.

The Federal Transit Administration (FTA) requires transit agencies to demonstrate compliance with Title VI equity analysis for any major service or fare changes. Staff analyzed whether the service changes would negatively impact low-income and minority populations and found that the service improvements would provide more frequency. There is consideration paid to whether added WeGo Link zones connect people to transit effectively in low-income areas.

The staff requested that the Board approve the proposed Winter 2027 service changes and Title VI Equity Analysis documented in this item for implementation. Proposed fixed route changes will take effect on January 3, 2027.

Chair Carr Williams asked how attendance was at the public meetings.

Mr. Castrodad said that attendance was low. Historically, many community members do not feel compelled to attend public meetings because they approve of the changes and increased service options. During the public meeting times, staff also were present at an Antioch bus stop and at the Elizabeth Duff Transit Center, and they found it to be effective.

Ms. Weeks commended Mr. Castrodad and his team for being receptive to public feedback. She asked how general service comments and bus stop requests not directly related to the proposed changes are addressed.

Mr. Castrodad replied, saying that the planning team keeps track of all service requests in certain areas for potential future changes and they look to make quick improvements where they can.

Vice Chair Thompson asked if WeGo is tracking ridership metrics on the newly developed Antioch route, especially with the holidays coming soon.

Mr. Castrodad said that staff will continue to track ridership data: performance indicators, passengers per hour, on-time performance, and ridership.

Ms. Weeks added that the Nashville Civic Design Center's Summer Youth Design Team presented recommendations on connectivity improvements in the Antioch area. She noted that DCEO of Growth & Development, Debbie Frank spoke with the students.

With no further discussion, Mr. Haynes motioned to the Board to approve the item. Ms. Weeks seconded. Item NICE-A-26-034 was unanimously approved by the MTA Board.

VIII. CEO's Report

CEO Bland provided the following report:

1. We continue to make significant progress on several major capital projects. Proposals for two key projects in our portfolio – planning, site selection, environmental review and preliminary engineering and design services for a new bus operations and maintenance facility and design services for the planned Antioch Transit Center – are in active procurement. Proposals have been received and are in the evaluation process for both the Bus Operations Facility and Antioch Transit Center projects. We anticipate likely recommendations for Board approval in December.

2. Proposals have also been received and are being evaluated for our new Transit Ambassador Program. The creation of a team of transit ambassadors was a significant recommendation coming out of our Marine Tiger Security Systems Assessment and will be a tremendous addition to supplementing our security teams and offering support to vulnerable populations who use our system.

3. We are wrapping up the evaluation process for a new Paratransit Scheduling system for WeGo Access. New technology will better allow us to integrate the growing suite of Access products for our customers in a much more efficient and customer-friendly manner. We anticipate a recommendation for contract award within the next two months at which time we will provide a more detailed briefing on system capabilities.

4. Earlier this month, WeGo's Finest competed in our local Bus and Maintenance Roadeo. The Roadeo is an opportunity for our operators to compete and test their skills on an obstacle course. The Maintenance Roadeo involves our technicians identifying "planted defects" on one of our transit coaches. Pedro Ochoa took first place in the maintenance category, Scott Wallace won first place for Access, and Kevin Sentes in the 40' Bus category. Our top finishers will compete against the best in the State at the Tennessee Public Transportation Association Roadeo this November in Chattanooga, and at the national Roadeo next spring in Seattle.

5. Our expanded service to Tennessee Titans games has been doing well thus far. We are also continuing service on game days in partnership with the Nashville Soccer Club.

6. Staff has been working with the Mayor's CHYM team to develop a three-year capital funding plan. The funds will be drawn from the previously approved Capital Improvement Plan.

7. Several transit leaders had the opportunity to attend the Annual Conference and Exposition of the American Public Transportation Association in Chicago where Mayor Freddie O'Connell was awarded their Distinguished Service award for his dedication to Nashville public transit.

8. Thank you to the MTA Board members and our partners for attending the Transit Oriented Development Workshop we held earlier this week.

On the RTA side:

a. On October 16, we joined partners and city officials for the opening of our Murfreesboro Park and Ride lot, located immediately adjacent to the City of Murfreesboro's Transit Center.

b. With respect to the Donelson Transit Center, final design has been completed on the associated infrastructure for the transit center, including intersection improvements, bus bays and quiet zone improvements at two adjacent rail crossings. These are currently in permitting.

9. We recently experienced the loss of our dear member of the WeGo family, Clint Yokley.

   During this difficult time, our thoughts and heartfelt condolences are with his wife, Marilyn Yokley, who is WeGo's Director of Mobility Services, and with their family, friends, and everyone who had the privilege of knowing Clint.

   We are grateful for the time he spent with us and the positive impact he made on our team.

IX. Chair's Report:
Chair Carr Williams gave the following report:

1. Thank you to Mr. Bland for honoring Clint Yokley, I am also thinking of him and his loved ones.

2. Thank you to staff and partners for hosting the Transit Oriented Development Workshop.

a. Adoption of Zero Fare Services for Election Day, November 3, 2026 (M-A-26-035)
Historically, the Metropolitan Transit Authority of Nashville and Davidson County has offered "zero-fare days" for milestones that are important to Davidson County as a whole.

It is recommended that Tuesday, November 3, 2026, be designated as a "zero fare day" in Davidson County on all services operated by the Metropolitan Transit Authority of Nashville and Davidson County. Free fare is not extended to either services of the Regional Transportation Authority or the WeGo Link first mile/last mile connector program, where regular fares will remain in effect.

With no further discussion, Mr. Haynes motioned to the Board to approve the item. Ms. Weeks seconded. Item M-A-26-035 was unanimously approved by the MTA Board.

Ms. Weeks asked how the word is spread about zero fares on election day.

Mr. Bland responded that WeGo's Public Information and Communications teams will publish press releases and coordinate with the Davidson County Election commission to notify the public.

X. Other Business: None

XI. Adjournment: With no further business, the meeting adjourned at 3:21 PM.

Attested:

Gail Carr Williams	**Margaret L. Behm**
Chair	**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-26-030**	**Meeting Date:**	**11/19/2026**
Item Title:	**Monthly Financial Report Compared to Budget**		

BACKGROUND:

Attached is a preliminary summary of the statement of operations for through September 2026 compared to the Board approved fiscal year (FY) 2027 budget. Total revenues during the first three months of the fiscal year were just 0.4% lower than budgeted levels. Overall passenger revenues were 16.8% (or $476,982) higher than budgeted primarily due to higher than budgeted Journey Pass ridership. Investment income from the MTA Reserve Fund was 7.0% (or $27,363) higher than anticipated due to market trends. Non-transportation miscellaneous income is now 380.3% (or $53,703) higher than budgeted levels due to MTA receiving a settlement of approximately $50,511 for credit card charges that were disputed as part of a class action lawsuit.

Expenses during the same time period were 3.4% lower than anticipated. Higher than anticipated overtime, third-party paratransit, and Access On-Demand expenses were fully offset by lower than anticipated claims for medical and worker's compensation, prescription rebates, and open positions in the asset maintenance, administration, customer communications, and planning and development areas. We will continue to monitor trends as we advance through the first half of the fiscal year.

As of September 30, 2026, RTA owed Nashville MTA approximately $580,757 for services provided. In turn, MTA owes RTA approximately $74,992 for fares collected.

CURRENT STATUS:

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

APPROVED:

Amanda Vandegrift

Deputy CEO of Finance and Administration

11/19/2026

Date

September 2026 Operating Revenue by Category:

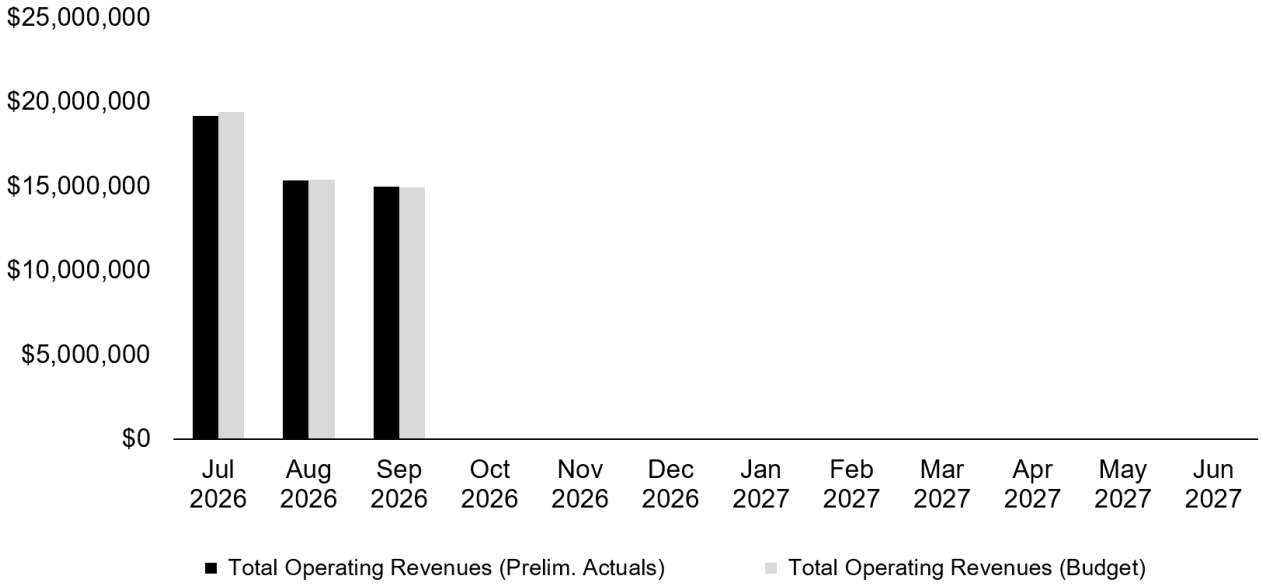
	September 2026	Fiscal Year To Date	Approved FY 2027 Budget	% Budget To Date
Passenger Revenues (Budget)	930,140	2,834,710	11,250,300	25%
Passenger Revenues (Actuals)	1,174,396	3,311,692		29%
Other Operating Revenues (Budget)	535,306	1,609,186	6,425,000	25%
Other Operating Revenues (Actuals)	596,236	1,652,603		26%
Local Funds (General Funds) (Budget)	9,000,000	32,030,000	79,529,000	40%
Local Funds (General Funds) (Actuals)	9,000,000	32,030,000		40%
Local Funds (Sales Tax Surcharge) (Budget)	4,458,550	13,233,980	46,956,300	28%
Local Funds (Sales Tax Surcharge) (Actuals)	4,078,623	12,215,955		26%
State Funds (Budget)	-	-	6,372,000	-
State Funds (Actuals)	-	-		-
Capital Reimbursement for Operating (Budget)	-	-	27,527,220	-
Capital Reimbursement for Operating (Actuals)	139,679	310,271		1%
Total Operating Revenues (Budget)	**14,923,996**	**49,707,876**	**178,059,820**	**28%**
Total Operating Revenues (Actuals)	**14,988,934**	**49,520,520**		**28%**

September 2026 Operating Expenses by Category:

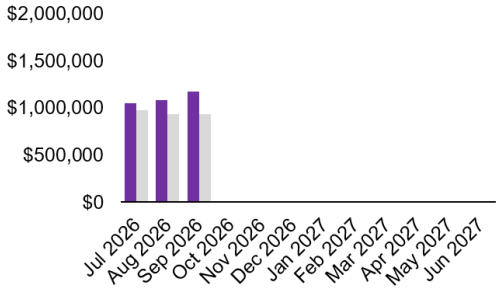
	September 2026	Fiscal Year To Date	Approved FY 2027 Budget	% Budget To Date
Fixed Route Bus Operations (Budget)	2,614,040	7,875,100	30,980,330	25%
Fixed Route Bus Operations (Actuals)	2,673,905	8,103,140		26%
Paratransit Operations (Budget)	1,580,800	4,862,410	19,251,890	25%
Paratransit Operations (Actuals)	1,690,297	5,195,440		27%
Asset Maintenance (Budget)	2,923,640	8,796,650	35,153,910	25%
Asset Maintenance (Actuals)	2,895,034	8,917,766		25%
Employee Benefits (Budget)	4,513,515	13,294,335	52,620,780	25%
Employee Benefits (Actuals)	3,279,503	11,636,992		22%
Safety & Security (Budget)	1,487,420	4,420,760	21,456,770	21%
Safety & Security (Actuals)	1,432,749	4,624,151		22%
Administration (Budget)	1,217,935	3,788,075	14,986,680	25%
Administration (Actuals)	902,909	3,155,143		21%
Customer Communications (Budget)	175,140	540,190	2,121,330	25%
Customer Communications (Actuals)	222,213	529,218		25%
Planning & Development (Budget)	117,870	364,320	1,425,170	26%
Planning & Development (Actuals)	94,475	282,401		20%
Miscellaneous (Budget)	9,920	23,270	62,960	37%
Miscellaneous (Actuals)	9,497	9,497		15%
Total Operating Expenses (Budget)	**14,640,280**	**43,965,110**	**178,059,820**	**25%**
Total Operating Expenses (Actuals)	**13,200,582**	**42,453,748**		**24%**

Fully Allocated Expenses *less third-party Access providers, WeGo Link, MNPD costs, and RTA management fee*	$11,631,113	
Revenue Hours	66,357	
Cost per Revenue Hour	$175.28	**$180.12 FY2027 Goal**

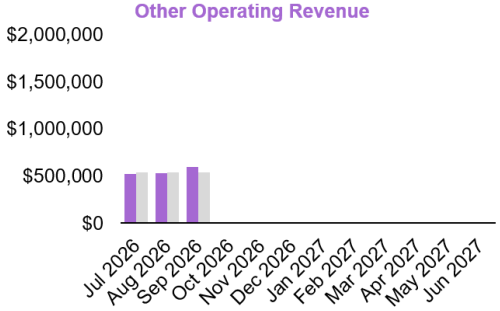
Operating Revenue Monthly Comparisons
FY 2027 Actuals vs Budget



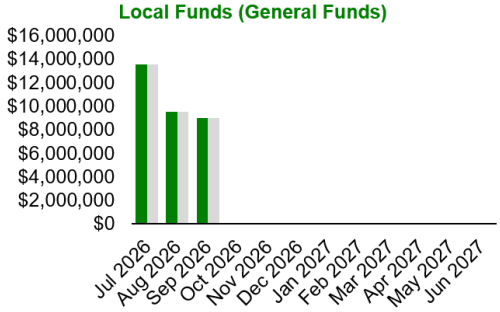
Fare Revenue



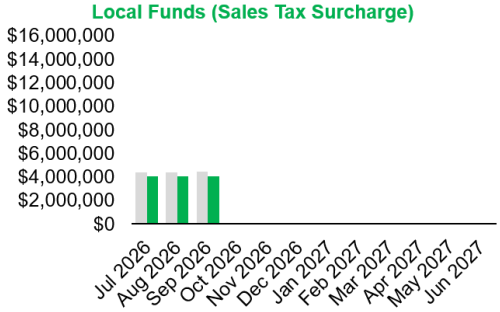
Other Operating Revenue



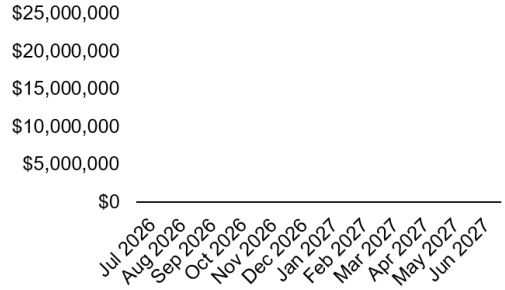
Local Funds (General Funds)



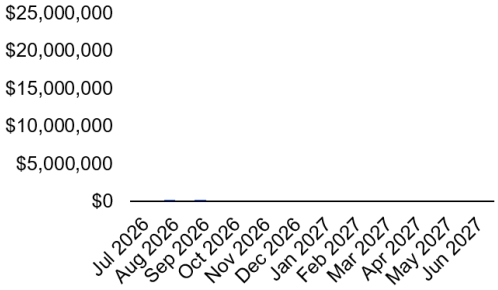
Local Funds (Sales Tax Surcharge)



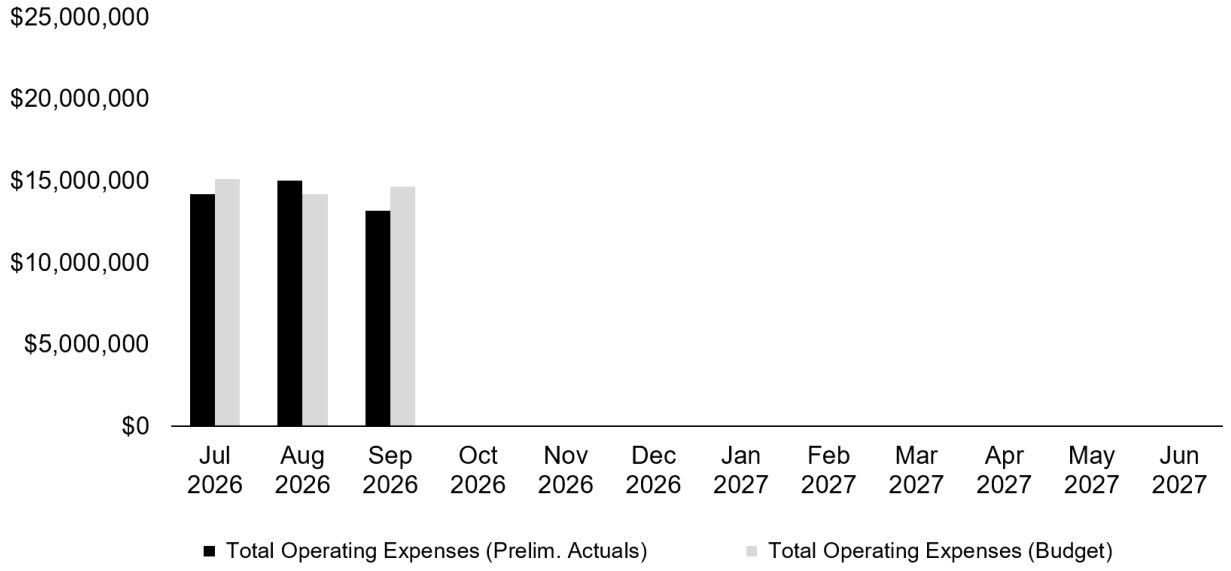
State Funds

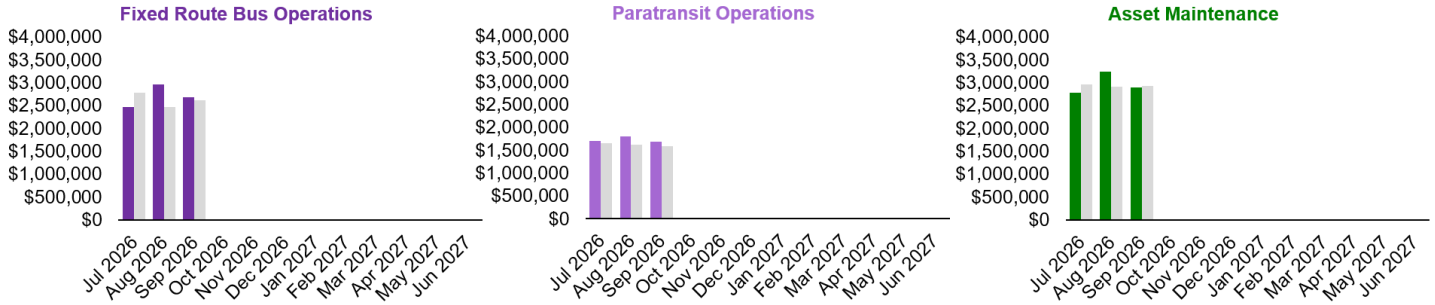


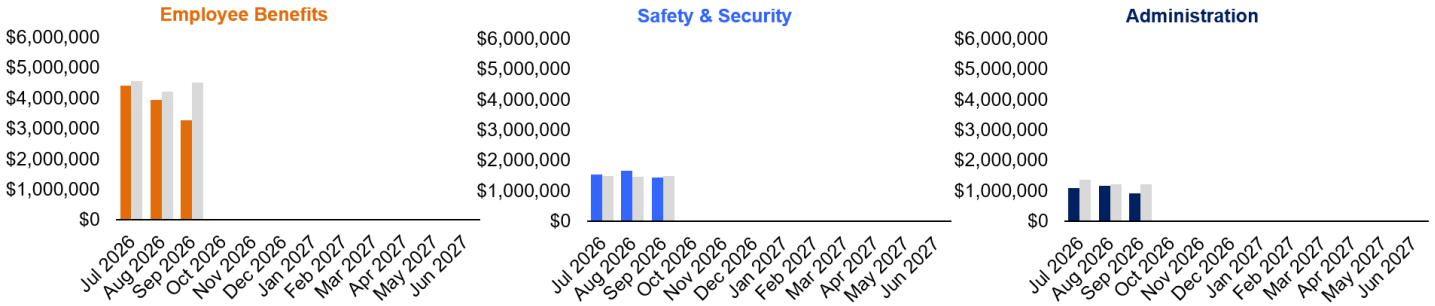
Federal Funds

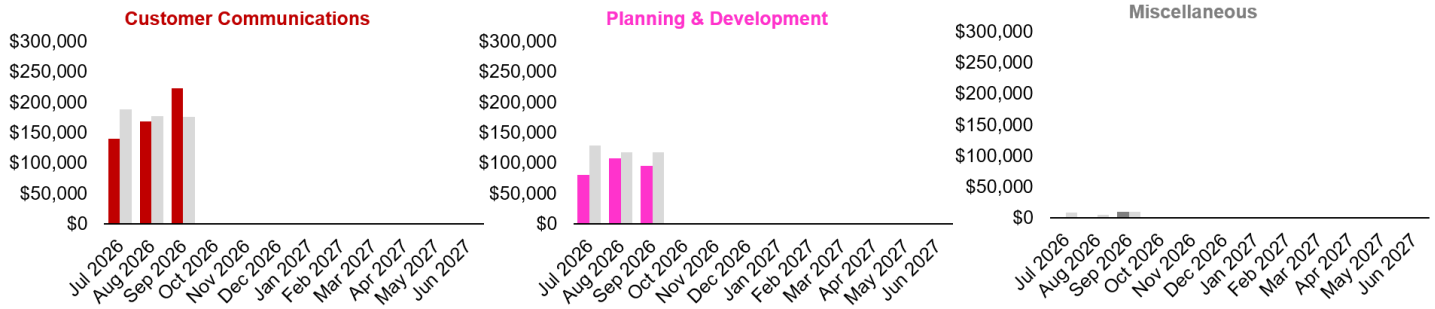


Operating Expenses Monthly Comparisons
FY 2027 Actuals vs Budget









Statement of Operations Compared to Budget
For the Period Ending September 2026
UNAUDITED

	Month Actual	Month Budget	Month Var. [F/(U)]	Prior Y-T-D	Current Y-T-D	Budget Y-T-D	Y-T-D Var. [F/(U)]	Annual Budget
Revenue From Operations								
Passenger Fares	369,182	479,550	(110,368)	1,975,671	982,259	1,461,490	(479,231)	5,800,300
Journey Pass Fare Thru CHYM	772,630	413,390	359,240	2,387	2,243,894	1,259,840	984,054	5,000,000
WeGo Access Revenue	32,584	37,200	(4,616)	136,193	85,539	113,380	(27,841)	450,000
Contract Revenue	269,469	281,531	(12,062)	806,844	818,663	853,791	(35,128)	3,396,740
Community Impact Partnership Revenue	-	-	-	-	-	-	-	-
Other Non-Transportation Revenue	326,767	253,775	72,992	355,065	833,939	755,395	78,544	3,028,260
Total Operating Revenue	1,770,631	1,465,446	305,185	3,276,159	4,964,295	4,443,896	520,399	17,675,300
Federal/State/Local Income								
Local Operating Assistance - General Fund	9,000,000	9,000,000	-	29,000,000	32,030,000	32,030,000	-	79,529,000
Local Operating Assistance - Sales Tax Surcharge	4,851,254	4,871,940	(20,686)	9,300,000	14,459,849	14,493,820	(33,971)	51,956,300
Contra Acct - Journey Pass Program	(772,630)	(413,390)	(359,240)	(2,387)	(2,243,894)	(1,259,840)	(984,054)	(5,000,000)
Total Assistance Income	13,078,623	13,458,550	(379,927)	38,297,613	44,245,955	45,263,980	(1,018,026)	132,857,300
Capital Income								
Capital Operating Reimbursement	139,679	-	139,679	158,156	310,271	-	310,271	24,027,220
Capital ADA Reimbursement	-	-	-	-	-	-	-	3,500,000
Total Capital Income	139,679	-	139,679	158,156	310,271	-	310,271	27,527,220
Total Revenue	**14,988,934**	**14,923,996**	**64,938**	**41,731,928**	**49,520,520**	**49,707,876**	**(187,356)**	**178,059,820**
Labor & Fringes	8,426,775	10,012,365	(1,585,590)	25,012,373	27,629,663	30,020,535	(2,390,872)	118,197,400
Services	2,920,086	2,664,100	255,986	6,507,790	8,255,185	7,883,250	371,935	35,775,070
Fuel & Lubricants	695,994	611,100	84,894	1,552,994	1,962,369	1,862,410	99,959	7,391,450
Parts, Materials & Supplies	575,098	733,630	(158,532)	2,201,190	2,451,040	2,345,640	105,400	9,347,250
Utilities	115,476	153,520	(38,044)	335,919	348,975	467,910	(118,935)	1,857,030
Casualty & Liabilities	357,585	364,945	(7,360)	960,193	1,517,250	1,094,835	422,415	4,379,340
Other Miscellaneous Expenses	109,567	100,620	8,947	133,877	289,265	290,530	(1,265)	1,112,280
Total Expenses	**13,200,582**	**14,640,280**	**(1,439,698)**	**36,704,335**	**42,453,748**	**43,965,110**	**(1,511,362)**	**178,059,820**
Surplus/(Deficit) before GASB 33	1,788,352	283,716	(1,374,761)	5,027,593	7,066,773	5,742,766	(1,698,718)	-
CARES Act Capital Reimbursement	1,288	-	1,288	2,291	1,288	-	1,288	-
Capital Asset Purchases	3,509,340	-	3,509,340	7,005,354	12,264,976	-	12,264,976	-
CHYM Operating Reserve Revenue	-	-	-	16,465,000	3,966,800	-	3,966,800	-
Amortized Rental Revenue	49,167	-	49,167	147,501	147,501	-	147,501	-
Interest Exp - Cap Lease	(21,185)	-	(21,185)	(62,913)	(63,508)	-	(63,508)	-
(Loss)Gain on Sales	-	-	-	-	-	-	-	-
Amortization Exp	(8,409)	-	(8,409)	(25,228)	(25,228)	-	(25,228)	-
Depreciation net of Sub-Recip	(2,498,875)	-	(2,498,875)	(6,565,906)	(7,077,863)	-	(7,077,863)	-
Surplus /(DEFICIT)	**2,819,677**	**283,716**	**(343,436)**	**21,993,693**	**16,280,739**	**5,742,766**	**7,515,248**	**-**

Metropolitan Transit Authority
Summary Comparitive Balance Sheet
For the Period Ending September 2026
Unaudited

	This Month September	Fiscal YE 2026 June
ASSETS		
CURRENT ASSETS		
Cash and Equivalents	3,698,557	5,653,655
Receivables from Federal, State, and Local Gov't	4,484,631	7,565,103
Accounts Receivable	3,024,664	3,301,894
Material and Supplies	10,553,196	8,835,417
Prepaid Expenses and Other	4,203,941	2,016,734
Deferred Outflows (Pension/OPEB/Hedge)	63,345,233	63,345,233
TOTAL CURRENT ASSETS	89,310,222	90,718,036
PROPERTY AND EQUIPMENT		
Land	14,733,025	14,733,025
Buildings, Shelters, and Benches	154,257,521	153,951,280
Revenue Equipment and Parts	258,543,100	248,443,004
Office Furniture and Equipment	8,894,672	8,827,558
Work in Progress	16,017,342	12,226,553
	452,445,660	438,181,420
Less Accum Depreciation and Amortization	(242,655,198)	(235,477,342)
TOTAL PROPERTY AND EQUIPMENT, NET	209,790,462	202,704,078
OTHER ASSETS		
Cash and Restricted Investments for Self Ins	50,932,828	43,527,819
North Nashville Property (Lease)	7,063,765	7,063,765
Fuel Hedge Asset	1,166,850	1,166,850
TOTAL OTHER ASSETS	59,163,443	51,758,434
TOTAL ASSETS	**358,264,127**	**345,180,548**
LIABILITIES		
CURRENT LIABILITIES		
Accounts Payable	9,242,009	12,425,324
Accrued Expenses	10,356,327	10,303,675
Deferred Revenue	233,965	204,710
TOTAL CURRENT LIABILITIES	19,832,301	22,933,709
NON-CURRENT LIABILITIES		
Long Term Deferred Rent Revenue	3,689,928	3,837,429
North Nashville Property Lease Liability - LT	7,049,599	7,049,599
Net Pension Liability	11,517,056	11,517,056
Fuel Hedge Liability	-	-
Deferred Inflows (Pension/OPEB/Hedge)	19,224,540	19,224,540
Metropolis Lease Deferred Inflow of Resources	2,557,023	2,841,136
GASB 45 OPEB Liability	124,887,627	124,887,627
NON-CURRENT LIABILITIES	168,925,773	169,357,387
NET ASSETS		
Invested in Capital Assets	206,100,534	77,816,451
Unrestricted	(54,063,932)	26,343,994
Current Year Surplus(Deficit)	17,469,451	48,729,007
TOTAL NET ASSETS	169,506,053	152,889,452
TOTAL LIABILITIES AND NET ASSETS	**358,264,127**	**345,180,548**

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivables	$2,941,015	$25,562	$492	$57,595	$3,024,664
	97.2%	0.8%	0.0%	1.9%	100%
Accounts Payable	$6,695,589	$191,147	$2,233,033	$122,240	$9,242,009
	72.4%	2.1%	24.2%	1.3%	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-26-031**	**Meeting Date:**	**11/19/2026**
Item Title:	**Monthly Operating Statistics**		

BACKGROUND:

Attached are monthly operating statistics through **September 2026**.

RIDERSHIP

In September MTA transported 1,083,878 total passengers, a 23.1% increase over September 2025 and 158,878 above the monthly goal of 925,000. Average weekday ridership was 37,907, up 19.8%. Weekend ridership growth continues to outpace weekday growth. Saturday ridership increased 29.5% to an average of 27,318, and Sunday ridership grew by more than 35% to an average of 25,541. The fixed route ridership total of 1,028,015 is the first time in the modern history of the MTA system that monthly ridership exceeded 1 million trips.

Fixed route productivity increased 11.8% year over year to 19.08 passengers per revenue hour, compared with 17.07 in September 2025 and a goal of 15.60. Routes 56, 55, and 22 were the most productive, each carrying more than 25 passengers per hour. Routes 77, 75, and 28 were the least productive, with the bottom two carrying fewer than 7 passengers per hour. Routes 71, 19, and 42 improved the most, each by more than 43%.

Total Access ridership grew 35.2% to 55,863 passengers across in-house and purchased transportation. Access on Demand was up 30% year over year, and WeGo Link trips doubled compared with last year. WeGo Flex moved 2,720 trips to Uber, up from 1,242 in August, primarily during the early morning and afternoon peak, to support on-time performance. Access on-time performance was 93.5%, exceeding the 93.0% goal.

SERVICE

Trip completion in September improved to 99.71% from 99.49% in August. Maintenance related interruptions accounted for 45.3% of missed service (down from 54.4% in August), accidents for 24.5% (up from 23.54%), and operator issues for 9.0% (up from 6.91%). Together these three causes made up 78.8% of missed service. The increase in operator-related misses remains a point of attention.

On-time performance improved to 82%. Fourteen of thirty-one routes showed improvement year over year. Routes 18, 34, and 79 each improved by 8.0% or more. On time performance improvements on routes 18 and 34 were largely attributable to service enhancements adopted with the July 2026 service changes. Routes 28, 22, and 34 had the best on-time performance, while Routes 41, 06, and 55 had the lowest. Routes 41, 71, and 04 each declined by more than 4.5%.

FLEET MAINTENANCE RELIABILITY

Fleet reliability improved for a second consecutive month. Bus miles between road calls rose to 7,518 from 5,640 in August and 4,979 in July, though still below the 10,000 mile goal. Access miles between road calls rose to 24,360 from 18,405 in August, exceeding the 20,000 mile goal. Operations and Maintenance continue coordinated oversight to restore reliability to target levels.

SAFETY

The preventable collision rate was 5.4 per 100,000 miles, down 26.7% from 7.3 in September 2025 but above the 3.5 goal. The total collision rate was 10.9 per 100,000 miles, down 3.5% from 11.3 and above the 7.0 goal. Sixteen operators were sent back for retraining. Safety conducted four safety blitzes focused on pre-trip

inspections. Safety staff also joined new hire classes to cover accident and incident reporting and continue to work with the Training Department on retraining documents and videos. Newer operator support remains a focus.

WORKFORCE AND RECRUITMENT

Operator staffing reached 96.4% of budget maintaining strong levels. Maintenance staffing improved to 90.4%, up from 87.6% in August.

The WeGo Academy onboarded 19 new students and released 13 from training. The recruiting team engaged 235 participants and gathered 83 leads at the Southeast Regional Community Career Fair. Nashville and Chicago were the only two transit cities at the 2026 APTA Transform and Expo career fair, where the team spoke with hundreds of participants. Nine new apprentice mechanics are being processed for the 2026 Apprentice program.

CUSTOMER CARE

The Call Center answered 90.9% of inbound calls, up from 90.3% in August and 86.1% in September 2025, and 1.1 percentage points below the 92% goal. Average wait time was 1 minute 25 seconds, compared with 1 minute 23 seconds in August. The center received 3,332 more calls than in September 2025. Bus ridership per complaint reached 3,069, exceeding the 3,000 goal and up from 2,707 in August. Access passengers per complaint reached 707, more than double the 350 goal.

FIRST QUARTER, FISCAL YEAR 2027

Through September, the first quarter of fiscal year 2027, MTA ridership totaled 3,039,316, up 20.3% and 264,316 above the quarterly goal of 2,775,000. Fixed route ridership was 2,881,101 (up 19.8%) and Access ridership was 158,215 (up 29.2%). Including RTA regional services, the system carried 3,121,924 passengers, up 19.8%. Frequent routes grew 17.9%, local routes 27.0%, and connector routes 19.0%. Route 55 Murfreesboro Pike carried the most riders at 451,450, followed by Route 56 Gallatin Pike at 385,239.

CURRENT STATUS:

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

APPROVED:

Andy Burke

Chief Operating Officer

11/19/2026

Date

Operations Dashboard Report

	Sep 2026	Sep 2025	Pct. Change	Goal	Indicator
Ridership					
Bus Ridership	1,028,015	839,243	22.5%		
Demand Response Ridership	55,863	41,314	35.2%		
Total Ridership	1,083,878	880,557	23.1%	925,000	●
Productivity & Efficiency					
Bus Passengers per Revenue Hour	19.08	17.07	11.8%	15.60	●
Demand Response Passengers per Revenue Hour	1.60	1.55	3.2%	1.60	●
Safety					
Total Collisions per 100,000 miles	10.9	11.3	-3.5%	7.0	◆
Preventable Collisions per 100,000 miles	5.4	7.3	-26.7%	3.5	◆
Service Quality					
Bus Trip Completion	99.71%	99.81%	-0.10%	99.75%	▲
Bus On-Time Performance	82.0%	81.3%	0.7%	85.0%	▲
Demand Response On-Time Performance	93.5%	92.4%	1.1%	93.0%	●
Maintenance					
Bus Miles Between Road Calls	7,518	25,889	-71.0%	10,000	◆
Demand Response Miles Between Road Calls	24,360	70,694	-65.5%	20,000	●
Customer Care					
Bus Passengers per Complaint	3,069	2,924	4.9%	3,000	●
Demand Response Passengers per Complaint	707	523	35.2%	350	●
Percent of Calls Answered	90.9%	86.1%	4.8%	92.0%	▲
Staffing					
% of Operator Positions Filled	96.4%	95.2%	1.2%	92.0%	●
% of Maintenance Positions Filled	90.4%	78.3%	12.1%	92.0%	▲
Customer Amenities					
% of Stops with Shelters (including Central)	23.5%	21.5%	1.9%	22.0%	●
% of Boardings at Covered Stops (including Central)	78.8%	76.3%	2.6%	77.0%	●

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

10/29/2026 1:57:13 PM

Operations Dashboard Report

	FY2027 FYTD through Sep 2026	FY2026 FYTD through Sep 2025	Pct. Change	Goal	Indicator
Ridership					
Bus Ridership	2,881,101	2,404,923	19.8%		
Demand Response Ridership	158,215	122,432	29.2%		
Total Ridership	3,039,316	2,527,355	20.3%	2,775,000	●
Productivity & Efficiency					
Bus Passengers per Revenue Hour	17.51	16.03	9.2%	15.60	●
Demand Response Passengers per Revenue Hour	1.64	1.53	7.1%	1.60	●
Safety					
Total Collisions per 100,000 miles	11.0	11.6	-5.2%	7.0	◆
Preventable Collisions per 100,000 miles	4.6	6.5	-29.6%	3.5	◆
Service Quality					
Bus Trip Completion	99.51%	99.77%	-0.26%	99.75%	▲
Bus On-Time Performance	83.3%	82.6%	0.8%	85.0%	▲
Demand Response On-Time Performance	93.6%	94.4%	-0.8%	93.0%	●
Maintenance					
Bus Miles Between Road Calls	5,857	15,400	-62.0%	10,000	◆
Demand Response Miles Between Road Calls	18,905	42,014	-55.0%	20,000	▲
Customer Care					
Bus Passengers per Complaint	2,789	2,783	0.2%	3,000	▲
Demand Response Passengers per Complaint	662	492	34.6%	350	●
Percent of Calls Answered	89.6%	88.3%	1.3%	92.0%	▲
Staffing					
% of Operator Positions Filled	95.5%	93.9%	1.7%	92.0%	●
% of Maintenance Positions Filled	87.8%	82.4%	5.4%	92.0%	▲
Customer Amenities					
% of Stops with Shelters (including Central)	23.5%	21.3%	2.2%	22.0%	●
% of Boardings at Covered Stops (including Central)	78.8%	76.5%	2.4%	77.0%	●

● 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 fixed route services (does not include Regional Transit Authority bus and rail services)
Demand Response	Total paratransit boardings (WeGo Access in-house and third-party service providers, - includes Access, Access-on Demand, and WeGo Link)
Total	Total Bus & Demand Responseridership combined
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
Demand Response Passengers per Revenue Hour	Total Demand Response passenger boardings divided by total scheduled Demand Response revenue vehicle hours. Revenue vehicle hours is the time (in hours) when the bus is providing service to the general public. This metric only includes in-house operated Access paratransit Demand Response service.
Safety	
Miles Between Total Collisions	Total number of Collisions divided by total number of revenue miles multiplied by 100,000. A 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
Demand Response On-Time Performance	Percentage of total scheduled Demand Response 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.
Demand Response 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. Does not include 3rd party, Access-on-Demand, or WeGo Link services.
Customer Care	
Bus Passengers Carried per Complaint	Total fixed route passengers divided by total fixed route customer complaints.
Demand Response 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. Metric is updated every 6 months in coordination with biannual service changes.
% 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. Metric is updated every 6 months in coordination with biannual service changes.

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

List of Upcoming Procurement Projects

Meeting Date: 11/19/2026 **Item #: M-I-26-032**

Project Name: Light Duty Spare Parts
- **Brief Description**: Spare parts for fleet.
- **Anticipated Publish Date**: December 2026
- **Estimated Project Value:** TBD

Project Name: Enterprise Resource Planning Suite – Phase O
- **Brief Description:** Seek contractor to design and implement an enterprise data warehouse to support integration needs for the future Enterprise Resource Planning system.
- **Anticipated Publish Date:** January 2027
- **Estimated Project Value:** TBD

Project Name: Long Term Down Bus Repair & Rehabilitation Services
- **Brief Description**: Heavy Collision & Bodywork repair service for Long Term Down Vehicles.
- **Anticipated Publish Date**: January 2027
- **Estimated Project Value:** TBD

Project Name: Nestor East Side Lot Improvements
- **Brief Description:** Seeking contractor to provide lot and security improvements.
- **Anticipated Publish Date:** January 2027
- **Estimated Project Value:** TBD

Project Name: Nestor Fuel Lane Improvements
- **Brief Description:** Seeking contractor to provide fuel lane improvements.
- **Anticipated Publish Date:** January 2027
- **Estimated Project Value:** TBD

Project Name: Nestor Maintenance Bays
- **Brief Description**: Expansion of maintenance bays to improve service.
- **Anticipated Publish Date**: February 2027
- **Estimated Project Value:** TBD

Project Name: WeGo Star Operating & Maintenance
- **Brief Description:** Third-party contractor to service and maintain the Star daily
- **Anticipated Publish Date:** February 2027
- **Estimated Project Value:** TBD

Project Name: Enterprise Resource Planning Suite - Phase 1
- **Brief Description:** A new centralized solution that integrates MTA's core operations, including finance, payroll, human resources, procurement, contract management, and more.
- **Anticipated Publish Date:** March 2027
- **Estimated Project Value:** TBD

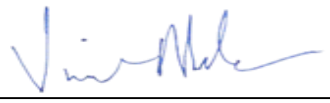
Project Name: Pre & Post Employee Screening -DTO
- **Brief Description**: Employee screening for new hires and employee selection for random screening.
- **Anticipated Publish Date**: November 2027
- **Estimated Project Value:** TBD

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

11/19/2026

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

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

Item Number:	**M-I-26-033**	**Meeting Date:**	**11/19/2026**
Item Title:	**Quarterly Route Performance Report**		

BACKGROUND:

The Quarterly Route Performance Report for July, August, and September 2026 is provided on the following pages. Total MTA ridership was again more than 20% higher than the same period last. Approximately 39% of rides were taken using Journey Pass, up from 36% from the preceding quarter. In part driven by Journey Pass usage, most routes saw significant increases in ridership. However, non-Journey Pass ridership (when accounting for individuals transitioning from self-pay to Journey Pass) was also up significantly.

The July 2026 service changes included improvements to frequency on Routes 18 Airport/Elm Hill Pike and 34 Opry Mills, with both now operating every 30 minutes during the day (previously every 45-60 minutes). Both routes saw an immediate ridership response with these changes, outpacing growth on almost all other routes, including a 52% increase in passenger activity at Nashville International Airport compared to last year. On-time performance on these routes also recognized significant gains.

Route 41 Golden Valley stands out for shifts in both ridership and on-time performance: Ridership has increased over 100% compared to last year, and on-time performance has dropped 19 percentage points to 72%, largely due to increased ridership and construction along the route. Planned service increases for the July 2027 service changes should both support the increasing ridership and help address the on-time performance issues. This route is also closest in proximity to the new Juvenile Empowerment Center, which is currently under construction and anticipated to open in 2027.

Overall on-time performance improved slightly compared to last year. However, on-time performance on routes using the Woodland Street Bridge, including Routes 4 Shelby, 14 Whites Creek, 23 Dickerson Pike, and 41 Golden Valley, was impacted by construction work on Woodland Street. These impacts are expected to continue as preparations continue for the closure of the James Robertson Bridge in 2027.

CURRENT STATUS:

Due to scheduling conflicts, there is no planned staff presentation on this information this month. However, Scheduling and Service Development Specialist Rimon Hanna will be available to answer questions.

APPROVED:

Katie Freudberg

Director of Service Development

11/19/2026

Date

QUARTERLY ROUTE PERFORMANCE INDICATOR REPORT - JULY THROUGH SEPTEMBER 2026

Route	Ridership		Revenue Hours		Productivity				On-Time Performance	
	Ridership	Ridership Change	Revenue Hrs	Rev Hrs Change	Pax/Hr	Pax/Hr Change	Pax/Trip	Pax/Trip Change	OTP	OTP Change
Frequent Service										
3 - West End	203,782	14.7%	13,716	23.4%	14.9	-7.1%	12.5	-8.0%	80.5%	2.9%
4 - Shelby	74,426	18.7%	4,284	1.8%	17.4	16.6%	9.4	17.1%	83.6%	-5.0%
7 - Hillsboro	133,725	11.9%	7,833	10.8%	17.1	1.0%	11.4	-0.7%	90.3%	7.6%
22 - Bordeaux	136,332	28.9%	5,758	0.4%	23.7	28.4%	8.9	27.8%	93.0%	0.8%
23 - Dickerson	217,059	25.6%	10,070	1.8%	21.6	23.4%	14.9	23.4%	83.9%	-2.5%
50 - Charlotte Pike	205,010	12.9%	9,164	1.6%	22.4	11.1%	16.7	11.2%	86.2%	3.5%
52 - Nolensville Pike	280,109	15.2%	15,809	19.1%	17.7	-3.2%	17.0	-4.3%	78.2%	-0.3%
55 - Murfreesboro Pike	451,450	16.9%	18,678	7.7%	24.2	8.5%	26.2	14.6%	79.5%	7.5%
56 - Gallatin Pike	385,239	19.9%	15,429	1.3%	25.0	18.3%	22.8	18.0%	79.0%	-1.9%
Total	**2,087,132**	**17.9%**	**100,741**	**8.5%**	**20.7**	**8.7%**	**16.2**	**10.0%**	**82.3%**	**1.2%**
Local Service										
6 - Lebanon Plke	71,472	9.7%	5,862	3.2%	12.2	6.3%	12.4	6.2%	76.7%	-2.1%
8 - 8th Avenue South	92,909	35.5%	3,794	0.4%	24.5	35.0%	15.2	34.8%	82.5%	2.8%
9 - Metrocenter	30,157	16.2%	2,250	1.3%	13.4	14.7%	6.6	14.6%	92.9%	0.3%
14 - Whites Creek	51,487	15.0%	5,058	0.7%	10.2	14.2%	8.5	13.9%	83.1%	-4.2%
17 - 12th Avenue South	56,290	7.4%	3,734	2.7%	15.1	4.6%	9.3	8.5%	83.2%	1.2%
18 - Airport/Elm Hill	71,201	52.7%	5,533	90.8%	12.9	-20.0%	10.7	-3.8%	83.4%	14.4%
19 - Herman	74,381	29.0%	4,379	0.4%	17.0	28.6%	11.3	28.4%	87.9%	0.5%
28 - Meridian	15,043	9.1%	1,980	0.0%	7.6	9.1%	3.7	9.1%	93.2%	3.3%
29 - Jefferson	44,793	10.4%	3,193	-4.9%	14.0	16.1%	6.2	10.9%	90.5%	4.7%
34 - Opry Mills - Music Valley	44,530	61.8%	3,404	121.6%	13.1	-27.0%	7.5	-14.6%	91.8%	11.1%
41 - Golden Valley	18,381	104.6%	1,480	72.1%	12.4	18.9%	6.0	18.7%	72.4%	-19.1%
42 - St.Cecilia - Cumberland	52,300	36.5%	2,467	0.0%	21.2	36.5%	10.5	36.5%	93.5%	-0.3%
Total	**622,944**	**27.0%**	**43,133**	**14.1%**	**14.4**	**11.3%**	**9.3**	**14.1%**	**85.0%**	**0.4%**
Connector Service										
70 - Bellevue	5,239	-9.2%	794	0.7%	6.6	-9.8%	3.4	-9.2%	85.0%	-0.5%
71 - Trinity	26,064	38.0%	2,581	0.0%	10.1	38.0%	4.6	38.0%	81.6%	-3.3%
75 - Midtown	33,838	9.4%	5,519	0.0%	6.1	9.4%	4.7	9.4%	89.1%	3.5%
76 - Madison	37,840	24.8%	1,880	12.9%	20.1	10.6%	12.6	10.2%	84.2%	4.6%
77 - Thompson – Wedgewood	42,667	-0.1%	6,956	0.1%	6.1	-0.2%	8.5	-0.8%	82.4%	-2.0%
79 - Skyline	25,377	67.5%	2,929	61.6%	8.7	3.7%	4.3	16.9%	84.0%	5.8%
Total	**171,025**	**19.0%**	**20,659**	**6.9%**	**8.3**	**11.2%**	**6.0**	**9.8%**	**84.4%**	**0.6%**

QUARTERLY ROUTE PERFORMANCE INDICATOR REPORT - JULY THROUGH SEPTEMBER 2026

Route	Ridership		Revenue Hours		Productivity				On-Time Performance	
	Ridership	Ridership Change	Revenue Hrs	Rev Hrs Change	Pax/Hr	Pax/Hr Change	Pax/Trip	Pax/Trip Change	OTP	OTP Change
Regional Bus Service										
64 - Star Downtown Shuttle	2,660	10.5%	167	6.1%	15.9	4.1%	5.2	10.5%	80.2%	-0.3%
84 - Murfreesboro Express	8,900	23.3%	2,271	1.1%	3.9	22.0%	6.0	23.7%	73.3%	1.3%
86 - Smyrna - LaVergne	2,200	16.8%	551	0.0%	4.0	16.8%	4.9	16.8%	69.7%	10.2%
87 - Gallatin - Hendersonville	6,705	15.5%	628	2.8%	10.7	12.3%	12.3	11.3%	79.0%	2.1%
88 - Dickson	1,856	15.9%	300	0.0%	6.2	15.9%	7.3	15.9%	78.3%	-7.4%
89 - Springfield - Joelton	1,775	37.0%	355	0.0%	5.0	37.0%	6.9	37.0%	96.5%	4.1%
93 - Star West End Shuttle	10,508	20.3%	241	-3.8%	43.6	25.1%	20.5	-9.7%	76.8%	3.8%
94 - Clarksville	7,135	21.1%	701	0.4%	10.2	20.6%	11.1	21.1%	89.8%	5.9%
95 - Spring Hill - Franklin	3,273	0.5%	829	14.6%	3.9	-12.3%	6.0	-5.4%	89.4%	-2.4%
Total	**45,012**	**18.2%**	**6,043**	**2.6%**	**7.4**	**15.2%**	**8.6**	**14.2%**	**80.0%**	**1.4%**
Regional Rail Service										
90 - WeGo Star Commuter Rail	37,596	-5.1%	731	0.0%	51.5	-5.1%	49.0	-5.1%	87.0%	-10.0%
Total	**37,596**	**-5.1%**	**731**	**0.0%**	**51.5**	**-5.1%**	**49.0**	**-5.1%**	**87.0%**	**-10.0%**
Fixed Route Total	**2,963,709**	**19.4%**	**171,307**	**9.4%**	**17.3**	**9.1%**	**12.9**	**10.1%**	**83.3%**	**0.9%**
Demand Response Service										
Access (MTA Operated)	48,570	7.1%	29,628	0.1%	1.6	7.1%	1.3	1.6%	91.6%	-1.7%
Access (3rd Party Providers)	38,623	6.7%	N/A	N/A	N/A	N/A	N/A	N/A	95.8%	0.2%
Access On Demand	46,875	42.5%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
WeGo Link	24,147	202.1%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Demand Response Total	**158,215**	**29.2%**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**93.6%**	**-0.8%**

Totals by Service Family (Agency)

Service Family (Agency)	Ridership	
	Ridership	Ridership Change
Local (MTA)	3,039,316	20.3%
Regional (RTA)	82,608	6.3%
System Total	**3,121,924**	**19.8%**

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	**M-A-26-036**	**Meeting Date:**	**11/19/2026**
Item Title:	**Facility Monitoring and Access Control Systems**		

BACKGROUND:

Following a competitive proposal process in September 2021, the MTA Board awarded Koorsen Fire and Security a contract to maintain our existing Access Control System. The initial term of the contract was for five years with two one-year options with an initial value of $278,000. The current value remaining on the contract is $30,862.46. In order to continue our contract with Koorsen Fire and Security were are requesting $150,000 in additional funding. The original contract did not account for new facilities that have come on line, such as the Hillsboro Transit Center and the Dr. Ernest Rip Patton Jr. North Nashville Transit Center.

The contract scope includes new installations, software licensing, software security patches, equipment replacements including upgrades and ongoing maintenance. The access control system supplements both physical security and video surveillance by limiting entry and security access to critical areas. Current installations include Elizabeth Duff Transit Center, Nestor Bus Operating Facility, Myatt Administration Facility, Hillsboro Transit Center, Dr. Ernest Rip Patton Jr. North Nashville Transit Center.

RECOMMENDATION:

Staff recommends that the Board authorize the Chief Executive Officer to approve additional funds for the remainer of the contract in the amount of $150,000 not to exceed $428,000 total. Funding for this contract will be through a combination of budgeted operating funds for routine maintenance, capital funds and CHYM funds for state of good repair and specific project improvements.

APPROVED:

_____

Board Secretary

11/19/2026

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	**M-A-26-037**	**Meeting Date:**	**11/19/2026**
Item Title:	**Approval of Purchase of Twenty (20) Body-on-Chassis Small Buses**		

BACKGROUND:

WeGo Public Transit currently operates a fleet of ninety-one (91) Body on Chassis buses (cutaways) built on a Ford E450 chassis that provide services on WeGo Access and on lower-ridership crosstown and community circulator fixed routes. This is a much lighter-duty vehicle than our standard and articulated transit coaches and is better suited to neighborhood environments due to its lower profile and greater maneuverability. Our transit coaches have a useful life of 12 years, but these buses typically have a useful life of 5 years or 150,000 miles (whichever comes first). As a result, our Capital Fleet Replacement Plan calls for replacing approximately 15–25 of these vehicles each year. Concurrent with MTA's efforts to operate within that plan, staff requests approval to purchase twenty (20) Body-on-Chassis buses: seventeen (17) for WeGo Access service and three (3) configured for fixed-route service. Seventeen (17) of these buses will replace buses that will have reached the end of their useful life by the time of delivery and will be retired, and three (3) WeGo Access buses will be added as expansion buses needed to expand service under Mayor O'Connell's ChooseHow You Move (CHYM) program.

In February 2022, the MTA Board of Directors approved the purchase of up to one hundred and twenty-five (125) Body-on-Chassis buses over a five-year period from Southern Bus and Mobility, Inc. To date, seventy-eight (78) buses have been purchased under that authorization, including the nineteen (19) buses approved by the Board in October 2025 (M-A-25-046). This order would bring the total to ninety-eight (98) buses, within the approved authorization.

The MTA's third-party inspector, Transit Resource Center, will conduct the required Pre-Award Audit to validate that the overall bus components comply with federal requirements for a minimum 70% American-built content and final assembly requirements, proving compliance with Buy America requirements. Once bus production is complete, Transit Resource Center will perform a post-delivery inspection and confirm that Buy America content requirements are met.

RECOMMENDATION:

Staff recommend that the Board authorize the Chief Executive Officer to approve a purchase order, using the Body-on-Chassis bus contract with Southern Bus and Mobility, Inc., for twenty (20) Body-on-Chassis buses manufactured by Turtle Top. Seventeen (17) buses will be used in WeGo Access service, fourteen (14) as replacement buses and three (3) as expansion buses. The per-bus cost for the Access configuration is $223,069, for a subtotal of $3,792,173.

Three (3) replacement buses will be used in fixed-route service. The fixed-route configuration requires a destination sign and the installation of Trapeze intelligent transportation system equipment, which allows the bus to operate on fixed routes with the same vehicle location, passenger counting, and dispatch functions as our transit coaches. The per-bus cost for the fixed-route configuration is $235,244 for the base bus with destination sign and $40,000 for the Trapeze installation, for a per-bus cost of $275,244 and a subtotal of $825,732.

The combined subtotal for twenty (20) buses is $4,617,905. A contingency of approximately 8% ($378,669) is applied for design modifications, parts, tools, training, and travel. For twenty (20) buses, this represents a maximum total cost of $4,996,574.

The seventeen (17) replacement buses (fourteen (14) Access and three (3) fixed-route) will be funded through approved Metro Capital Spending Plan funds, and the three (3) Access expansion buses will be funded through Choose How You Move capital funds.

APPROVED:

Board Secretary

11/19/2026

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-26-008**	**Meeting Date:**	**11/19/2026**
Item Title:	**Inclement Weather Preparedness**		

BACKGROUND:

We are entering the season where inclement weather presents significant challenges to our agency, including hazardous roadway conditions, changing ridership demands, workforce availability, and disruptions to service. WeGo's priorities during these events remain the safety of our customers and employees, the continuity of essential transit services where conditions permit, and timely, accurate communication with the public and our workforce.

Winter Storm Fern, in January 2026, reinforced the importance of proactive planning, coordinated decision-making, employee support, and flexibility in responding to rapidly changing conditions. Lessons from this event are informing improvements to WeGo's Inclement Weather Playbook and overall operational readiness strategies.

WeGo's inclement weather preparedness strategy follows four phases: pre-season planning, pre-event preparation, event response, and post-event evaluation. This approach aligns with WeGo's Emergency Operations Plan and Crisis Communication Plan and incorporates applicable FEMA emergency management principles and APTA's adverse weather guidance.

What the Board and the public can expect from WeGo this season:

- **Safety-driven service decisions.** WeGo utilizes a three-level service response framework to adjust operations based on forecasted and actual roadway conditions, workforce availability, and operational capabilities. Service may be modified, reduced, or suspended when conditions cannot support safe operations. A brief representation of the tiered approach are:

TIER	CONDITIONS	OPERATIONAL POSTURE
1	Forecast adverse weather; some accumulation expected; roads passable but expect deterioration.	Full service with possible Snow Routes. Preparation to remove articulated buses from service. Monitor conditions regularly via road assessment. Increase to Tier 2 if conditions worsen.
2	Active winter weather; icing or significant snow accumulation; portions of route network impaired.	Weekend schedule with Snow Routes. Articulated buses removed from service. Road assessments performed before each service update.
3	Severe icing, refreeze, or sustained hazardous conditions; widespread traction risk.	High-priority routes only with Snow Routes. Continuous road assessments.

- **Proactive and coordinated communication.** Service decisions will be communicated through WeGo's established channels to customers, employees, and regional partners. Normal communication channels include social media pages, WeGo's Website, and rider resources like the Transit App.

- **Strengthened regional partnerships.** Coordination with the Nashville Department of Transportation (NDOT), Office of Emergency Management, and other regional partners will support roadway assessments, service planning, and operational response.
- **Workforce preparedness and support.** Advance planning for employee availability, transportation, lodging, rest, and deployment will help sustain operations while prioritizing employee safety during extended weather events.
- **Reliable customer information.** Service adjustments will be coordinated across scheduling, dispatch, and customer information systems to minimize conflicting information and help riders make informed travel decisions.
- **Continuous learning**. Every significant weather event is followed by a review, and what we learn is built back into our planning for future events.

The objective is not to maintain normal service regardless of conditions, but to provide the safest and most dependable level of service reasonably achievable while maintaining clear expectations for customers and employees.

CURRENT STATUS:

WeGo is actively preparing for the upcoming season, with work focused on the following operational readiness priorities:

- **Service planning and snow routes.** Staff are finishing final reviews and updating winter service plans based on lessons learned from prior events, current ridership patterns, roadway conditions, and coordination with NDOT. The Playbook establishes a tiered approach to service delivery, including provisions for reduced service and potential suspension when conditions warrant.
- **Fleet, facilities, and equipment.** Staff are verifying inventories of winter treatment materials, fuel additives, snow removal equipment, and available contractor resources. Fleet preparations include identifying vehicles equipped with applicable traction-control features and establishing deployment priorities based on operating conditions.
- **Operational procedures and decision-making.** Staff are refining the Winter Weather Playbook to clarify response levels, operational responsibilities, service modification procedures, and coordination requirements.
- **Workforce readiness.** Staff are coordinating with essential service employee such as operations supervisors, dispatchers, maintenance personnel, and ATU Local 1235 leadership on staffing availability, rest periods, lodging, staging, and employee communications. Training and familiarization with updated procedures are part of pre-season preparation.
- **Partners.** Confirming contacts and coordination with NDOT, the Office of Emergency Management, and our Access and commuter rail partners.
- **Technology and customer information.** Reviewing scheduling, dispatch, and customer-facing information systems to support timely implementation and communication of service adjustments during weather events.

NEXT STEPS

Prior to the winter season, staff will continue validating operational readiness, completing updates to the Winter Weather Playbook, and communicating response procedures to employees and regional partners.

Staff will monitor forecasted conditions throughout the season and activate appropriate response measures as needed. Following significant events, lessons learned and identified corrective actions will be incorporated into subsequent preparedness activities.

Chief Operating Officer Andy Burke and Director of Operations Nick Pecenka will review ongoing preparedness activities with the Board at your November meeting.

APPROVED:



11/19/2026

Date

Chief Operating Officer

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	**M-A-26-038**	**Meeting Date:**	**11/19/2026**
Item Title:	**Approval of Agreement with Nashville Department of Transportation (NDOT) for 4th Avenue Traffic Control Services**		

BACKGROUND:

The intersection of 4th Avenue and Broadway sees an average of around 38,000 pedestrian crossings daily Monday through Thursday. On Friday, Saturday, and Sunday; that number jumps to over 184,000 daily crossings, with higher numbers on days with more events in the downtown core. Routes 6 - Lebanon Pike, 52 - Nolensville Pike, and 55 - Murfreesboro Pike travel south on 4th Avenue through downtown crossing Broadway. These routes together carry over a quarter of WeGo's total ridership.

Since 2025, the Nashville Metropolitan Transit Authority (MTA) has been working with the Nashville Department of Transportation & Multimodal Infrastructure (NDOT) and the Metropolitan Nashville Police Department (MNPD) to address critical safety concerns and travel time problems directly impacting the reliability of MTA routes traveling on 4th Avenue through the intersection with Broadway at times with high pedestrian volumes. In 2025, these entities embarked on a pilot project that included a dedicated bus lane on 4th Avenue between Church Street and Broadway. This pilot project proved successful but required an immense amount of enforcement staffing to work. After evaluation of the initial pilot project, it was determined that much of the benefit in safety and travel time was the result of effective pedestrian and traffic control at intersections, and the pilot was continued in 2026 without the dedicated bus lane but with police officers controlling traffic and pedestrian movements at the intersections of 4th Avenue with Commerce Street, Broadway, and the crosswalk near the Hilton Hotel south of Broadway. This resulted in many of the same safety and travel time benefits at a significantly lower cost than that of the dedicated bus lane.

While NDOT initially planned to transition the intersection control from posts staffed by 3rd-party security companies to enforcement staff, they were unable to do so in the current year budget. In Tennessee, traffic control must be provided by Peace Officers Standards and Training (POST)-certified personnel, and enforcement staff have not yet obtained this qualification. Additionally, evaluation of the pilot program has determined that use of enforcement staff for enforcing traffic laws especially surrounding stopping in the roadway and loading passengers is key to the success of the project. NDOT is currently using one of their existing contracts to staff these posts with POST-certified personnel from Crowe Overwatch Security. However, NDOT did not identify funding in their budget for fiscal year 2027 to support this program.

MTA has evaluated alternatives such as re-routing buses to 8th Avenue and has determined that until the bus priority measures outlined in Connect Downtown Plan are implemented, 4th Avenue remains the preferred alignment for Routes 6 Lebanon Pike, 52 Nolensville Pike, and 55 Murfreesboro Pike. Friday and Saturday nights from 8 pm until 2am have been identified as requiring traffic control between March and mid-November, when pedestrian volumes are highest. The absence of dedicated traffic control officers at these times will result in unsafe operating conditions and degradation of the reliability of transit service.

CURRENT STATUS:

Scheduling and Service Planning Specialist Rimon Hanna will review the pilot program and recommended strategy at the November Board meeting.

RECOMMENDATION:

Staff requests that the Board approve the reimbursement of the Nashville Department of Transportation & Multimodal Infrastructure for traffic control for 4th Avenue and surrounding intersections through November 2027 (a period of 2 seasons), for a not-to-exceed amount of $1,248,000.

APPROVED:

	11/19/2026
Board Secretary	*Date*

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	**M-A-26-039**	**Meeting Date:**	**11/19/2026**
Item Title:	**Gallatin Pike All Access Corridor Project Memorandum of Understanding (MOU)**		

BACKGROUND:

Mayor Freddie O'Connell's Choose How You Move (CHYM) Transit Improvement Program identifies 54 miles of high-traffic, high-ridership corridors for significant roadway, pedestrian, and transit upgrades, designated as All Access Corridors. Planning for each corridor includes an evaluation of bus rapid transit (BRT).

Planning is underway for the first All Access Corridor, Nolensville Pike, pursuant to a Memorandum of Understanding (MOU) approved by the Board in January 2026. Because the Nolensville Pike project is pursuing federal funding through the Federal Transit Administration's (FTA's) Capital Investment Grant (CIG) Program, and the Metropolitan Transit Authority (MTA) is the designated recipient of federal transit funds, MTA serves as Administrative Lead. In that capacity, MTA oversees procurement, contract management, and related administrative activities in coordination with the CHYM Program Office and Metro partners.

The initial phase of the Gallatin Pike All Access Corridor will be funded locally and will focus on the segment from South 5th Street to Briley Parkway, within the portion of the corridor under local right-of-way control. This phase encompasses planning, conceptual design, and transit-oriented development (TOD) planning.

The CHYM Program Office within the Mayor's Office, will direct this phase in partnership with the Nashville Department of Transportation and Multimodal Infrastructure (NDOT), the Metropolitan Nashville Planning Department (Planning), and the Metropolitan Development and Housing Authority (MDHA), and MTA. Unlike the Nolensville Pike project, the CHYM Program Office will serve as Administrative Lead for this locally funded phase of Gallatin Pike. It will procure consultant services through NDOT's existing Complete Streets Design Engineering Services contract, with the CHYM Program Office responsible for the day-to-day project management through completion of this phase.

The attached MOU defines each party's roles and responsibilities for delivering the first phase of the Gallatin Pike All Access Corridor.

Under the MOU, MTA will:

1. Serve as operating agency for the public transportation services within the Project upon completion of construction activities.
2. Provide CHYM Program Office and Consultant(s) with agency-generated data and information necessary to support the Project.
3. Serve along with other project partners in an advisory role to CHYM Program Office and the Consulting team for the duration of the project.
4. Provide staff support if available for any public meetings that may arise during the project and subsequent thereto as requested by 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 CHYM Program Office.
7. Ensure community engagement liaison coordinates directly with the CHYM Engagement Director to meet necessary engagement milestones throughout the project lifecycle.

8. MTA will be responsible for the management of the BRT Service operations planning tasks for the project.

MTA staff will work closely with each of these partners to fulfil these responsibilities, under the overall direction of the CHYM Program Office.

RECOMMENDATION:
Staff requests that the Board authorize the Chief Executive Officer (CEO) to execute the attached MOU with the project partners, which defines MTA's responsibilities for the planning, conceptual design, and TOD planning activities on the Gallatin Pike All Access Corridor.

APPROVED:

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Board Secretary

11/19/2026

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, THE METROPOLITAN DEVELOPMENT AND HOUSING AGENCY, 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), the Metro Development and Housing Agency (MDHA), 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 Gallatin Pike All-Access Corridor (AAC), with project limits beginning at the intersection of South 5th Street and Main Street and extending along Gallatin Pike to the end of Metropolitan Government owned right of way south of Briley Parkway. ("the Project").

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 Gallatin Pike All-Access Corridor, which includes modernized signals, sidewalks, intersections, and transit investments to provide faster and safer ways to move between Downtown Nashville, the planned East Bank Transit Center, Nissan Stadium, local commercial districts and residential areas including Edgefield, Five Points, Maxwell Heights, Lockeland Springs, Greenwood, Eastwood, Renraw, Inglewood, Maplewood Heights, Maynor Place, and others. The current scope of the Project includes best lane analysis, modeling, environmental reviews, transit-oriented development planning, and conceptual design for the Gallatin Pike AAC from S 5th Street to Briley Parkway, among other planning activities. A future project not covered by this MOU will extend the Gallatin AAC North of Briley Parkway.

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, Metro Planning, and MDHA. 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 contractor work scope. CHYM will provide Project documentation to outside third parties when requested in accordance with the Tennessee Public Records Act requirements.

   Exceptions include: (1) Metro Planning will be responsible for the management of land use and economic development related planning tasks for the Project, (2) MTA will be responsible for the management of the BRT Service operations planning tasks for the Project, (3) NDOT will be responsible for the management of the Traffic Analysis tasks for the Project, and (4) MHDA will lead the adoption of a transit-oriented redevelopment plan, if recommended and appropriate, in accordance with and in furtherance of the objectives of The Housing Authorities Law, Tennessee Code Annotated, Sections 13-20-101, et. Seq.

3. **Administrative Lead:** During its initial phase, the Administrative Lead for the Project will be CHYM. CHYM will conduct procurement and contracting activities in accordance with applicable requirements; payment of invoices to selected consultants; and support for auditing of the Project and Project-related expenses. As the Project evolves through the planning, design, and construction phases, the

Administrative Lead role may change in accordance with the Modification and Amendment procedure defined below.

4. **Deputy Project Managers:** With respective direct responsibility for right-of-way, transit operations, and transit-oriented redevelopment district implementation, NDOT, MTA, and MDHA 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 clear project organization.

5. **Compliance with Applicable Laws and Regulations:** The Parties agree to follow applicable Federal, State and Local codes, ordinances and regulations.

6. **Community Engagement:** The Parties acknowledge community engagement is an integrated project-development function that shall inform decisions throughout the Project lifecycle, with particular emphasis on project initiation through 30 percent design. In collaboration with the parties, the CHYM Program Office shall establish, and may periodically refine a CHYM community engagement standard, including required stage-gate checkpoints, methods, accessibility and language-access requirements, notification practices, data and dashboard requirements, feedback-disposition protocols, and approval criteria. The Parties shall reasonably cooperate in incorporating that standard into Project management and consultant oversight, recognizing that material changes in cost, schedule, or scope may require written approval or contract amendment. Each agency shall specify a community engagement liaison to coordinate with the CHYM Engagement Director.

    a. **Engagement Stage-Gate Accountability:** Before the Project advances through CHYM-designated stage gates, the responsible project team shall document the decision, elements open to influence, required participants, engagement completed, representation gaps, feedback disposition, unresolved commitments and risks, and approvals. The CHYM Program Office shall confirm completion of the community engagement checkpoint; each Party retains its statutory, regulatory, operational, technical, and ownership authority.

Responsibilities of the Parties

CHYM Program Office

1. Conduct project consultant solicitation in accordance with relevant requirements that includes feedback from all Parties.
2. Serve as the contracting agency with the selected consulting team.
3. 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
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. 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.
7. Lead in the scheduling of advisory groups, stakeholder groups, and public meetings associated with the Project.
8. Maintain all necessary procurement documentation.

9. Oversee inter-agency engagement coordination.

MTA

9. Serve as operating agency for the public transportation services within the Project upon completion of construction activities.
10. Provide CHYM Program Office and Consultant(s) with agency-generated data and information necessary to support the Project.
11. Serve along with other project partners in an advisory role to CHYM Program Office and the Consulting team for the duration of the project.
12. Provide staff support if available for any public meetings that may arise during the project and subsequent thereto as requested by 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 CHYM Program Office.
15. Ensure community engagement liaison coordinates directly with the CHYM Engagement Director to meet necessary engagement milestones throughout the project lifecycle.

NDOT

1. Provide final approval of traffic modeling by the Chief Engineer.
2. Provide final approval of the design as owner representative of the roadway network.
3. Participate in all phases of the development of this project to add capacity and knowledge for department staff.
4. Serve along with other project partners in an advisory role to CHYM Program Office and the Consulting team for the duration of the project.
5. Provide staff support if available for any public meetings that may arise during the project and subsequent thereto as requested by CHYM Program Office.
6. Provide timely feedback on any draft work products that may be developed as precursors to final work products.
7. 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 CHYM Program Office.
8. As needed, manage the acquisition process for right-of-way.
9. Ensure community engagement liaison coordinates directly with the CHYM Engagement Director to meet necessary engagement milestones throughout the project lifecycle.

Metro Planning

1. Manage the development of specific land use and economic development related tasks pertaining to the Project.
2. Serve along with other project partners in an advisory role to CHYM Program Office and the Consulting team for the duration of the project.
3. Provide staff and/or vendor support if available for any public meetings that may arise during the project and subsequent thereto as requested by CHYM Program Office.

4. Provide timely feedback on any draft work products that may be developed as precursors to final work products.
5. 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 CHYM Program Office.
6. Carry out study recommendations to support the community vision along the corridor that may require activities such as community plan updates or zoning changes.
7. Ensure community engagement liaison coordinates directly with the CHYM Engagement Director to meet necessary engagement milestones throughout the project lifecycle.

MDHA

1. Participate in and advise on TOD planning elements, including land use and economic development tasks.
2. Advise on transit-oriented redevelopment district (TORD) requirements.
3. If recommended, and as appropriate, lead the execution, management, and implementation of a TORD, in accordance with and in furtherance of the objectives of The Housing Authorities Law, Tennessee Code Annotated, Sections 13-20-101, et Seq.. MDHA's role in any future redevelopment district shall be subject to all necessary statutory procedures and approvals.
4. Ensure community engagement liaison coordinates directly with the CHYM Engagement Director to meet necessary engagement milestones throughout the project lifecycle.

Effective Date

This MOU will take effect upon 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

This MOU is intended to serve as a framework for collaboration throughout the project development process. As the Project evolves through the planning, design, and construction phases, this MOU should be refined through written amendments to update and clarify the roles and responsibilities of the Parties as needed. 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 PROGRAM OFFICE OF THE METROPOLITAN GOVERNMENT OF NASHVILLE & DAVIDSON COUNTY

Sabrina Sussman, Chief Program Officer

Date: _____

METROPOLITAN TRANSIT AUTHORITY OF NASHVILLE & DAVIDSON COUNTY (MTA)

Stephen G. Bland, Chief Executive Officer

Date: _____

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

METROPOLITAN NASHVILLE PLANNING DEPARTMENT

_____
Ryan Lynch, Director

Date: _____

_____
Lucy Kempf, Executive Director

Date: _____

METROPOLITAN DEVELOPMENT AND HOUSING AGENCY

_____
Troy D. White, President and CEO

Date: _____