

Nashville MTA Board Meeting

Greater Nashville Regional Council

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

September 24, 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 August 27, 2026, 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-26-024 P. 9**
 - Monthly Operating Statistics – Andy Burke, COO **M-I-26-025 P. 15**
 - Upcoming Procurement Projects List – Vince Malone, CAO **M-I-26-026 P. 22**
6. **Consent Agenda Items**
 - Resolution for FY2027 Annual Grant Applications – Billy Higgins, Director of Grants Management and Compliance **M-A-26-028 P. 24**
 - Video Security Systems Contract Increase – Rob McElhaney, Director of IT **M-A-26-029 P. 27**
7. **Operations & Finance Committee – Committee Chair**
 - Federal Transit Administration Triennial Review Update – Billy Higgins, Director of Grants Management & Compliance **OF-D-26-005 P. 29**
 - Annual Pension Review – Amanda Vandegrift, DCEO of Finance & Administration **OF-D-26-006 P. 61**
 - Central Canopies, Waterproofing and Safety Improvements Construction Project – Debbie Frank, DCEO of Growth & Development, Brian Thompson, Project Manager **M-A-26-030 P. 63**
8. **New Initiatives and Community Engagement (NICE) Committee – Aron Thompson, Chair**
 - Property Acquisition - Dr. Ernest Rip Patton, Jr. North Nashville Transit Center – Debbie Frank, DCEO of Growth & Development **NICE-A-26-031 P. 65**
 - Winter 2027 Service Changes Update – Felix Castrodad, Director of Planning **NICE-A-26-032 P. 67**
9. **CEO's Report – Stephen G. Bland, CEO**
10. **Chair's Report – Gail Carr Williams, Chair**
11. **Other Business**
12. **Adjournment**

Appeal of Decisions

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

Public Comment

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

Nashville Metropolitan Transit Authority

Board of Directors Meeting

August 27, 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, August 27, 2026.

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

Gail Carr Williams, Chair
Aron Thompson, Vice Chair
Whitney Weeks, Member
Margaret Behm, Board Secretary
Steve Bland, CEO
Patrick Hester, DCOO of Assets
& Infrastructure

Debbie Frank, DCEO of Growth & Development
Lindsey Ganson, Chief of Staff
Amanda Vandegrift, DCEO of Finance & Administration
Vince Malone, CAO
Andy Burke, COO
Nick Oldham, CSSO
Lt. Jason Murrell, MNP

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

- III. **Minutes:** Vice Chair Aron Thompson made a note to correct the public comment section of the July 23, 2026 minutes. It was incorrectly mentioned that he opened the floor for public comments, but Chair Carr Williams did. Whitney Weeks made a motion to approve the minutes of the Nashville MTA Board meeting held on July 23, 2026. The motion was seconded by Vice Chair Thompson. With no further discussion, the Board unanimously approve 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
- Steve Reiter
- Randy Hasty
- Richard Gonyer
- Peter O'Connor
- *Darius Knight (His comment was read aloud by Chair Carr Williams; he was not present)

- 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 – Whitney Weeks asked for clarification on MNP's role in the Transit Ambassador Program. Mr. Bland explained that the program is not directly run by MNP, but will be managed collaboratively by WeGo's Operations, Customer Care, and Safety teams with a third-party contractor. Nicholas Oldham will present the recommendation at a later date.

- VI. **Operations & Finance Committee Report:** Chair Carr Williams opened the Operations and

Finance Committee meeting and invited Andy Burke to present information on Action Item M-A-26-027.

a. Interlocal Agreement for Interim Use of Buses by the Memphis Area Transit Authority (MATA) (M-A-26-027)

The Memphis Area Transit Authority (MATA) has requested temporary assistance from peer transit agencies as it works through ongoing fleet availability challenges. MATA is currently experiencing a shortage of approximately fifteen (15) revenue vehicles needed to support its daily fixed-route service commitments.

As neighboring public transit agencies and long-standing partners in delivering mobility throughout Tennessee, WeGo Public Transit has evaluated its current fleet availability and operational needs to contemplate the request. Staff have determined that WeGo, through an interlocal agreement, can temporarily support MATA by providing two (2) contingency fleet vehicles without negatively impacting current service delivery or near-term operational requirements.

These two (2) contingency vehicles are no longer used for daily revenue service but are operational and well maintained. The buses are currently used to train incoming operators and are not a part of the daily fleet. The temporary transfer of two (2) contingency fleet vehicles will not adversely impact WeGo's current fixed-route service or planned operations. Staff from both agencies finalized the interlocal agreement that establishes the responsibilities and obligations of each party. The agreement includes, but is not limited to:

Vehicle identification and condition documentation, duration of the temporary interim use agreement, insurance and indemnification requirements, maintenance and repair responsibilities, responsibility for operating costs, licensing, and applicable regulatory compliance, vehicle record keeping and inspections, and procedures for termination or transfer of the vehicles.

The proposed arrangement is intended as a short-term measure to assist MATA in maintaining reliable transit service while its fleet availability improves. A review period will follow the agreement, after about six months.

The proposed interlocal agreement is not anticipated to have a material financial impact on WeGo. Any direct costs or reimbursement associated with the agreement are addressed within the terms of the interlocal agreement, including the transfer of the assets. Since both buses met federal useful life requirements, FTA approval is not required. Additionally, staff do not anticipate the need for any additional budget appropriations.

This agreement reflects WeGo's commitment to regional collaboration and mutual support among public transit agencies. Memphis was one of the first transit agencies to send support via five buses to the MTA after the 2010 floods. Sixteen years later, Memphis needs assistance, and WeGo is fortunate to be able to provide that assistance. Temporary resource-sharing during periods of operational disruption strengthens relationships within the transit industry while helping maintain reliable public transportation services for communities across Tennessee.

RECOMMENDATION:

Staff recommend that the Board of Directors authorize the Chief Executive Officer to execute the interlocal agreement for interim use of buses with the Memphis Area Transit Authority (MATA) for the temporary use of two (2) 40-foot Gillig transit buses.

Vice Chair Thompson thanked Mr. Burke for his presentation and asked if there are federal

requirements for funding and how that cost is allocated.

Mr. Burke explained that in cases of asset transfers where there is a lease agreement like this one, there is no cost transfer involving federal funds. MATA will be responsible for maintenance, insurance, and liabilities.

Mr. Bland added that MATA is a recipient of federal funding, so they follow the same guidelines as the MTA.

Chair Carr Williams asked if the branding will change once the buses are transferred and how.

Mr. Burke said that the buses will most likely be wrapped based on MATA's brand design, but further confirmation is needed.

Secretary Behm added that the agreement provides that MATA may make modifications to the buses that are necessary for branding and operational purposes, so long as they can bear the cost.

Ms. Weeks asked if there is an opportunity for a media story around the bus transfer.

Mr. Burke expressed interest in partnering with the communications team to make that happen.

Chair Carr Williams motioned to the Board to approve the item. Vice Chair Thompson seconded. It was unanimously approved by the MTA Board.

b. Quarterly Route Performance (OF-D-26-004)

Katie Freudberg, Director of Service Development, presented details on Quarterly Route Performance.

The Quarterly Route Performance Report reflects April, May, and June 2026. Total MTA ridership was more than 20% higher than the same period last year – an increase of about 438,000 rides. Approximately 36% of rides were taken using Journey Pass.

The connector routes continued to show the strongest growth, largely driven by continued ridership growth on the routes that were added and improved with the April 2024 service changes. With the April 2024 service changes, we nearly doubled service on Route 75 Midtown and Route 77 Thompson-Wedgewood, and while we have not added any service on these routes since then, ridership has been steadily growing in response to the improvements, from under 28,000 in the quarter preceding the service increases to over 84,000 passengers this quarter. Ridership this quarter on Route 71 Trinity was close to double its ridership in the corresponding quarter in 2024, the first quarter that it was in operation. Connector routes are still a small percentage of overall ridership but have grown from 3% to 6% of total ridership in the last two years.

Overall, on-time performance was up slightly from last year. Performance on Routes 18 Airport / Elm Hill Pike and 34 Opry Mills improved significantly in part due to added weekend service.

WeGo Link ridership was over 200% higher than last year. Approximately half of all rides were in the South Nashville zone, where users continue to ride without a co-pay during the TDOT construction project on Nolensville Road.

Vice Chair Thompson thanked Mrs. Freudberg for her presentation. He asked how much of the increased ridership is due to college students returning to school.

Mrs. Freudberg noted that her team has not researched what institutions student riders are coming from for this report, but that data can be provided.

Chair Carr Williams asked what changes will be made to the Thompson Lane route.

Katie explained that prior to the route changes, ridership along the 77 Route from 26th and Clarksville Pike was very low. Frequency improvements have increased ridership and ease of use.

Mr. Bland added that the frequency improvements on the cross-town connector routes and improved mainline routes increase ridership options. Giving riders effective transfer options is key to improving connections. He commended Mrs. Freudberg and her team's analytical expertise and ability to improve outcomes.

Ms. Weeks asked if there was targeted marketing done on the proposed changes along the 77 Route.

Mrs. Freudberg said that they conducted targeted engagement on the proposed changes. Her team released surveys with questions about walking distance and service frequency, amongst other service preferences.

Mr. Bland added that the changes went into effect about four months before the Dr. Ernest Rip Patton, Jr. North Nashville Transit Center opened, and that many continued engagement strategies went forward. Also, advanced travel planning resources like the Transit app, unlock more route options for riders and increase ridership.

Ms. Zeda Riggs added that when the Dr. Ernest Rip Patton, Jr. North Nashville Transit Center opened, staff conducted outreach and engagement on navigating the new system. Many riders were acclimated to the Transit app and were excited about not having to travel through Downtown.

Chair Carr Williams commended Ms. Freudberg for her presentation and turned the floor over to Vice Chair Thompson.

VII. New Initiatives & Community Engagement Committee (NICE) Report: Vice Chair Thompson invited DCEO of Finance & Administration, Amanda Vandegrift, and Director of Customer Care, Zeda Riggs, to present the Journey Pass Pilot Program Update (NICE-D-26-003).

Next week will mark one year of piloting the Journey Pass program and on the program and our latest expansion phase that kicked off a few weeks ago.

It is important to note that Mayor O'Connell's office is currently leading any decisions around the design and future expansion phases of this pilot program. We have been working closely with Kendra Abkowitz, Deputy Chief of Operations for the Mayor's office whose been leading this project on behalf of Choose How You Move.

Ultimately, we will land on a final program design through this phased roll out process and staff will bring a more formal policy document for your consideration, which will also require that we follow our normal service and fare adjustment processes. Until then, we will continue to provide you with periodic updates.

The Journey Pass Program was one of the first 11 Choose How You Move projects advanced after passage of the November 2024 referendum. In the spring of 2025, staff and the Mayor's Office held a series of workshops with community stakeholders to design the program and establish goals. Based on their input, the program's overall goal is to "provide free transit services to Davidson County residents who need it the most." The program formally launched in Sept 2025.

Our second design goal is to simplify the process for our customers. The pilot's first phase included partnerships with Metro departments where they would independently verify that individuals have a demonstrated need and distribute the Journey Passes directly to their populations during their existing day-to-day interactions.

While we were entering into these partnerships in the first few weeks, the SNAP funding crisis in DC emerged, creating an immediate need for some of the most vulnerable members of our community. We responded immediately and began registering Journey Passes to SNAP beneficiaries at our weekly registration events. Because of this unanticipated need, WeGo's team ended up registering far more cards than we had originally intended, registering over 5,000 SNAP beneficiaries since we launched last year. We have registered nearly half of all registrants at our WeGo registration events.

The Journey Pass program's launch also triggered the discontinuation of our previous Cold Weather Card and Connector Card programs with the Office of Homeless Services (OHS), which is important since those cards did not have an associated revenue stream for MTA and usage had ramped up significantly in recent years. It is also important because now this population is better served with long-term transit access rather than weather specific, one-time passes. In addition to our registration events and our three largest partners – MDHA, OHS, and MAC – we also onboarded several additional metro departments representing various portions of our community and population sizes. We have about 2% each for MSS, DCSO, and MPHD and less than 1% for the remaining partners at MNPS's HERO Program, office of family safety, and the Courts.

As a reminder, Journey provides three years of free access on MTA Fixed Route, WeGo Access (base service for eligible riders only), RTA bus, WeGo Star, and WeGo Link (base fare only). Journey Pass does not include our Access on Demand, which is considered a premium service.

As designed, the program focused on improving access within Davidson County, so it is not surprising that 98% of Journey trips have been on MTA's fixed route service. There is also seeing a greater share of ridership along routes that are serving our partner agencies, including MDHA properties and other partner administrative buildings.

For the first time in history, we are seeing total cash collections onboard our buses under 10% of our total fare types. This helps us reduce boarding times at stops and improve service reliability. This also should lead to less operator conflicts, which will improve safety onboard our buses.

Journey rides are a growing percentage and account for about 38% of total rides in June. Ms. Freudberg already covered the increased ridership of 20% year over year, which is in part driven by Journey Pass, but also by service expansion, population growth, fuel prices, and more.

Our third design goal of minimizing abuse is also a factor being monitored throughout program roll out. First, to minimize the risk of abuse, all cards are tied to an individual, including their first and last name and date of birth. These cards are managed in one central location, regardless of partner, our QuickTicket institutional portal.

If a card is replaced for any reason, that old card is deactivated in our system before a new card is issued. We are also looking at our deactivations to identify and address any areas of concern. Overall, we are not seeing major areas of concern here.

Similarly to prior program launches like StrIDe, we are monitoring the potential for pass backs by tracking average rides per day. Approximately 4% of cards are being used over 5 times per day, which aligns with similar existing WeGo Ride partners. Overall, we are seeing no major concerns here.

WeGo staff is auditing our Journey list weekly to identify duplicate accounts, missing information, and excessive replacements. This audit informs refresher training and partner outreach needs.

One final item that staff is tracking is WeGo Ride Business Account ridership. We are not seeing a Journey Pass related impact on ridership on those accounts. On the contrary, WeGo Ride's business accounts have increased from 15 in 2022 to over 50 in 2026. And ridership has gone up substantially with it with over 10% in growth in WeGo Ride ridership since last June. This is something we will continue to monitor as we continue advancing the latest expansion plans.

A few weeks ago, we initiated a significant expansion to our pilot. We are now accepting twice as many eligibility documents at our registration events. And several future expansion options are planned, including adding new Journey Pass partner agencies and expanding to an income threshold-based enrollment approach at Journey Pass Registration Events.

The timing and design of future expansion phases will be determined by the Mayor's office based on funding availability and other program data.

Journey Pass has had an impact on riders' access to employment, healthcare, and education. Customers have identified transportation as a major barrier, and Journey Pass users site the improvements on their rider affordability. Ms. Riggs thanked the Operations, Facilities, Maintenance, Service Quality, Communications and Customer Care team for all their help on the Journey Pass Pilot. She gave a special thanks to Latoniza Pritchard and Natalie Jarrett, WeGo's Journey Pass Pilot Eligibility Specialists for their dedicated work.

Vice Chair Thompson thanked Ms. Vandegrift and Ms. Riggs and opened the floor for questions.

Ms. Weeks asked if there is a way for Journey Pass users to know exactly when their three-year expiration date is.

Ms. Riggs replied that the Customer Care team engages with the user when their expiration date is approaching and that they can reach out to QuickTicket for more information.

Mr. Bland added that the "pilot" status allows us to make improvements to the permanent program.

Ms. Vandegrift added that we are working to create those improvements and thinking through the best options to notify users in a phased approach since the pilot ramped up quickly.

Ms. Weeks asked if there is a cap on ridership based on income.

Ms. Vandegrift said that we have a range.

Mr. Bland said that based on customer surveys and need, about 75% of riders fall into the eligible income range. Journey Passes give riders unlimited options whereas when paid, fare cap gave riders no more than \$4 max charge. With improved service improvements, riders on various income levels tend to be more incentivized to ride.

Vice Chair Thompson asked if we see the same amount of Journey Pass registrations being done at WeGo's Elizabeth Duff Transit Center.

Ms. Riggs responded, saying that they are seeing a weekly increase in registrations at the WeGo station.

VIII. CEO's Report

CEO Bland provided the following report:

1. Thanks to Debbie Frank and the Development team, we are making significant progress on various capital projects including the planning, site selection, environmental review, preliminary engineering and design services for the new bus operations and maintenance facility, and an RFQ for design services the Antioch Transit Center on the Global Mall site. The new bus operations facility will support our expanding operations and our fleet expansion of over 100 vehicles.
2. Thank you to Debbie Frank, Jubal Parris, and the Development department for their work with Metro Planning, Metro Finance, NDOT and the CHYM office on the South of Broadway

(SoBro) Transit Hub. We are working to update operational requirements and working with our project partners on broader deliverables.

3. We are slated to issue a Request for Proposals (RFP) for our Transit Ambassador program. The program recommendation came out of the Marine Tiger Safety Report with respect to our overall security Continuum of Service. The Transit Ambassador program will support riders in our vulnerable populations as well as riders looking for directions with a focus on overall safety improvements. We expect contract award at the end of 2026 and will follow up with updates.
4. Katie Freudberg, the Service Quality and Operations teams have begun planning for January 2027 Service Changes. We will release the expansion proposals to the public in mid to late September, along with a review agenda item to be presented at the next MTA Board meeting. Concurrent with the public participation process, a Title VI review will come to the Board in October. An expansion of over 30,000 annualized service hours is anticipated based on CHYM.
5. Mr. Bland was pleased to join several WeGo staff at the annual Conference of Minority Transportation Officials (COMTO). Nashville's COMTO chapter is very active with our own Senior Project Manager of Engineering & Construction, Kia Lewis, as the president. Mr. Bland participated in a CEO Roundtable and a panel on public/private partnerships. Chief of Administration, Vince Malone, presented on our business growth projects. The Nashville COMTO chapter's annual bowling fundraiser will take place on September 17th, which raises money for COMTO's scholarship programs.
6. Metro has hired a new director for the Nashville Department of Transportation and Multimodal Infrastructure, Ryan Lynch. Ryan held several key mobility and city government roles in New York City. He is also a former colleague of our Chief of Staff, Lindsey Ganson.
7. We were pleased to join Mayor O'Connell, NDOT, and the Choose How You Move staff in Bellevue on August 14th, for the mayor's announcement of the latest release of CHYM capital funding. Of the 100,000,000 in capital funds, the remaining funding tied to the Nolensville Pike All-Access Corridor planning phase, additional funding to support the new bus operations and maintenance facility, funding for expansion vehicles for the Access program, completion on the Donelson station improvements, and additional funding towards land acquisition for the SoBro Transit center development, and fleet expansion and maintenance bays at our Nestor location.
8. With the fall season approaching, our programs will reemerge. The MNPS StriDe program was relatively event-free. We have renewed our free-fare service with the Tennessee Titans that allow riders free all-day rides on game days.
9. On the RTA side:
 - a. With respect to our new park and ride facility in Murfreesboro, the project now shows visible progress as it is under construction with an expected completion date in late September. We have scheduled a ribbon cutting for October 16.
 - b. This month, the RTA Board approved an agreement with Highwoods Realty to lease a portion of their Franklin property adjacent to the Cool Springs Marriott to be used for park and ride. This location is near the interstate and will provide broader access for riders coming to and from the Central Franklin area.

- c. With respect to the Donelson Station improvement project, we completed the design on the infrastructure, and those plans are being evaluated by partners like the Nashville & Eastern Rail Authority, RJ Corman, and NDOT to ensure design elements are effective and in compliance with Federal Railroad Administration and other regulations.
10. WeGo Public Transit joined Tennesseans in mourning the death of Dolly Parton. Dolly had a connection with WeGo through the creation of the Dolly Trolley in 1992, her very own rubber-tired trolley that circulated around Downtown Nashville. She also recorded a music video on a WeGo bus. It is not surprising that she was connected to every piece of Nashville and Tennessee and leaves a wonderful legacy.
11. Finally, Mr. Bland reported that we also lost the legendary Francis Collins Hunter. Ms. Hunter was a WeGo powerhouse who began her career in 1962 with the private sector predecessor to the MTA, and she continued her full-time career through 1999 when she retired as the Director of Maintenance and Service Parts. In 2003, she returned as Director of Special Projects and Grants and stayed in that role until 2010. She then went on to serve in numerous part-time roles, most often in the Finance Department. Francis provided tremendous support to our organization and was loved by everyone. Mr. Bland remembers her grace and professionalism. She was one of the first people to show him the ropes and she was one of a kind. We will miss her tremendously.

IX. Chair's Report:

Chair Carr Williams gave the following report:

1. Chair Carr-Williams thanked Mr. Bland for honoring Francis Collins Hunter, she was a delight and we have learned so much from her.
2. Today's Board items reflect a theme of partnerships, community, access, and intentionality about providing people with that access. There is so much synergy across departments, and we appreciate staff for their efforts.

X. Other Business: None

XI. Adjournment: With no further business, the meeting adjourned at 3:45 PM.

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-26-024	Meeting Date:	9/24/2026
Item Title:	Monthly Financial Report Compared to Budget		

BACKGROUND:

Attached is a preliminary summary of the statement of operations for the month of July 2026 compared to the Board approved fiscal year (FY) 2027 budget. Total revenues during the first month of the fiscal year were just 1.3% lower than budgeted levels. Overall passenger revenues were 7.9% (or \$76,579 higher) than budgeted primarily due to higher than budgeted Journey Pass ridership. Expenses during the same time period were 7.7% lower than anticipated due to new open positions across various categories. As this is the first month of the fiscal year, these variances are expected to fully balance out over the fiscal year as initiatives are implemented and as open positions are filled. We will continue to monitor trends as we advance through the first few months of the fiscal year.

As of July 31, 2026, RTA owed Nashville MTA approximately \$354,143 for services provided. In turn, MTA owes RTA approximately \$76,313 for fares collected.

CURRENT STATUS:

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

APPROVED:


Deputy CEO of Finance and Administration

9/24/2026

Date

July 2026 Operating Revenue by Category:

	July 2026	Fiscal Year To Date	Approved FY 2027 Budget	% Budget To Date
Passenger Revenues (Budget)	974,430	974,430	11,250,300	9%
Passenger Revenues (Actuals)	1,051,009	1,051,009		9%
Other Operating Revenues (Budget)	540,199	540,199	6,425,000	8%
Other Operating Revenues (Actuals)	505,188	505,188		8%
Local Funds (General Funds) (Budget)	13,530,000	13,530,000	79,529,000	17%
Local Funds (General Funds) (Actuals)	13,530,000	13,530,000		17%
Local Funds (Sales Tax Surcharge) (Budget)	4,372,880	4,372,880	46,956,300	9%
Local Funds (Sales Tax Surcharge) (Actuals)	4,073,694	4,073,694		9%
State Funds (Budget)	-	-	6,372,000	-
State Funds (Actuals)	-	-		-
Capital Reimbursement for Operating (Budget)	-	-	27,527,220	-
Capital Reimbursement for Operating (Actuals)	-	-		-
Total Operating Revenues (Budget)	19,417,509	19,417,509	178,059,820	11%
Total Operating Revenues (Actuals)	19,159,891	19,159,891		11%

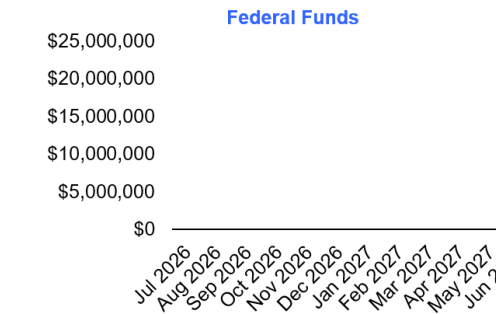
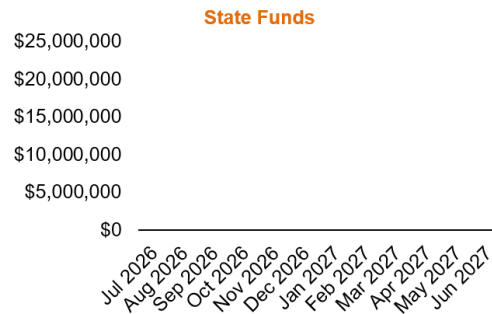
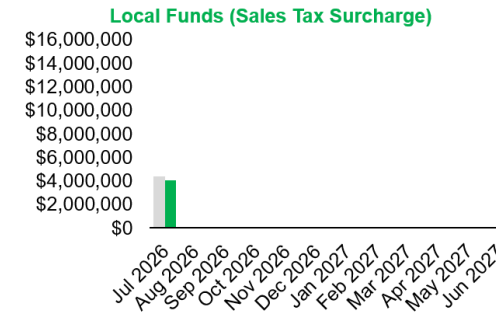
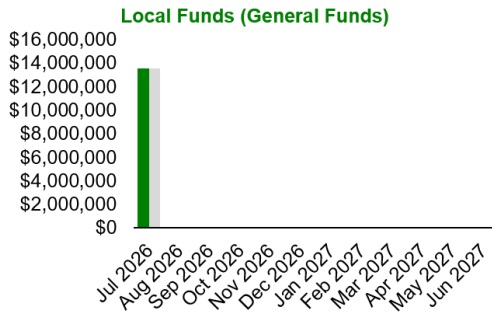
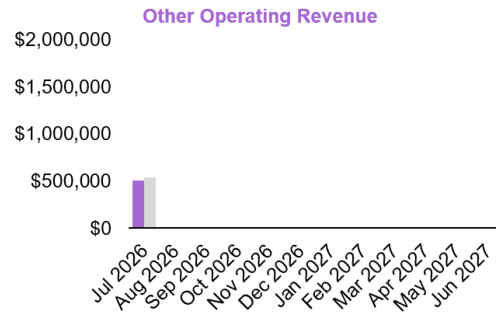
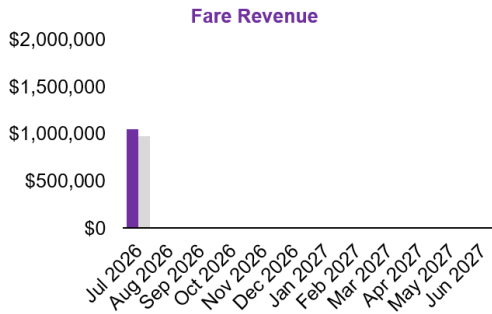
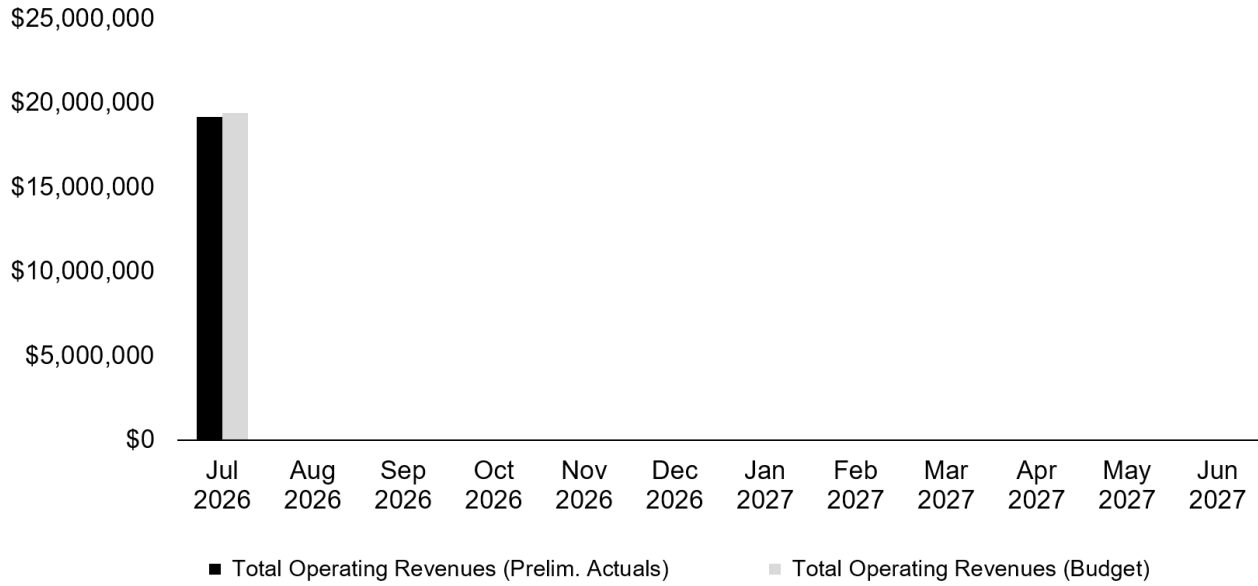
July 2026 Operating Expenses by Category:

	July 2026	Fiscal Year To Date	Approved FY 2027 Budget	% Budget To Date
Fixed Route Bus Operations (Budget)	2,787,820	2,787,820	30,980,330	9%
Fixed Route Bus Operations (Actuals)	2,465,672	2,465,672		8%
Paratransit Operations (Budget)	1,658,210	1,658,210	19,251,890	9%
Paratransit Operations (Actuals)	1,452,765	1,452,765		8%
Asset Maintenance (Budget)	2,958,550	2,958,550	35,153,910	8%
Asset Maintenance (Actuals)	2,774,017	2,774,017		8%
Employee Benefits (Budget)	4,567,905	4,567,905	52,620,780	9%
Employee Benefits (Actuals)	4,420,185	4,420,185		8%
Safety & Security (Budget)	1,470,570	1,470,570	21,456,770	7%
Safety & Security (Actuals)	1,542,285	1,542,285		7%
Administration (Budget)	1,351,975	1,351,975	14,986,680	9%
Administration (Actuals)	1,079,491	1,079,491		7%
Customer Communications (Budget)	188,500	188,500	2,121,330	9%
Customer Communications (Actuals)	139,219	139,219		7%
Planning & Development (Budget)	128,530	128,530	1,425,170	9%
Planning & Development (Actuals)	80,501	80,501		6%
Miscellaneous (Budget)	8,930	8,930	62,960	14%
Miscellaneous (Actuals)	-	-		0%
Total Operating Expenses (Budget)	15,120,990	15,120,990	178,059,820	8%
Total Operating Expenses (Actuals)	13,954,133	13,954,133		8%

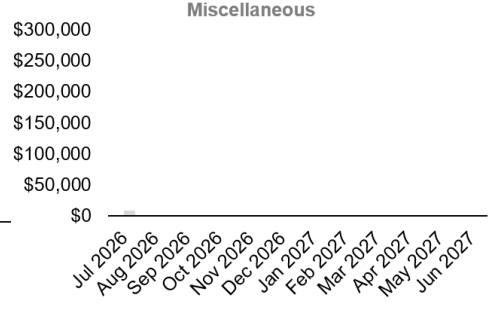
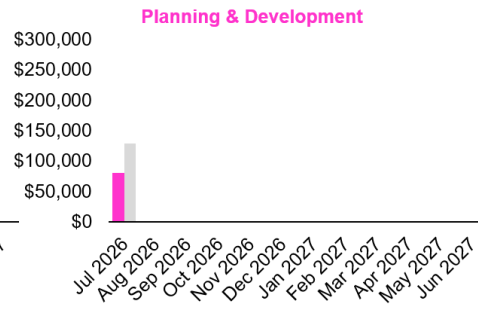
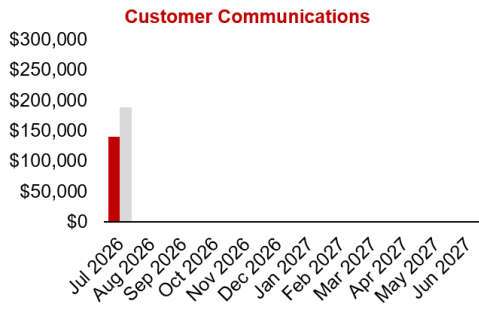
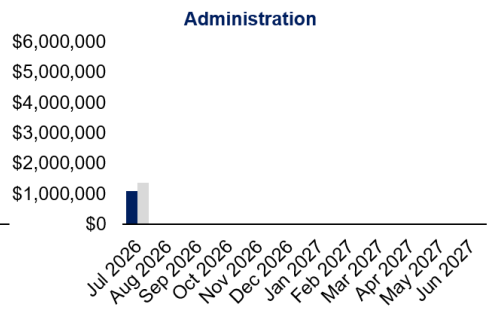
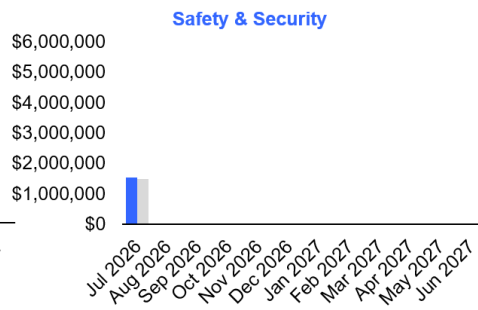
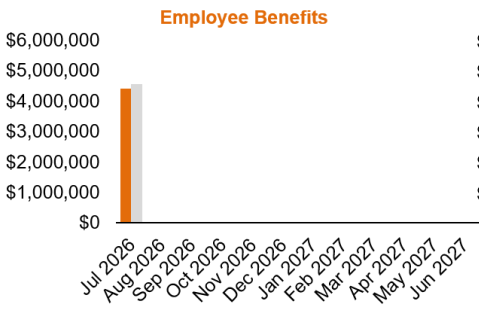
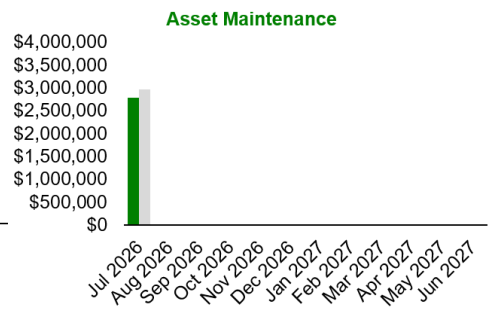
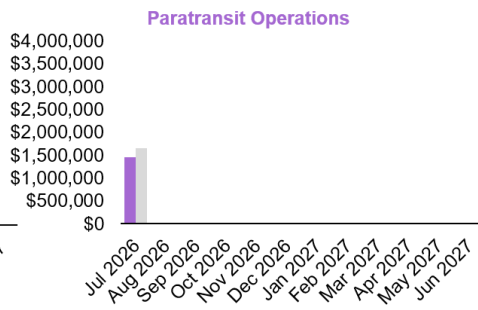
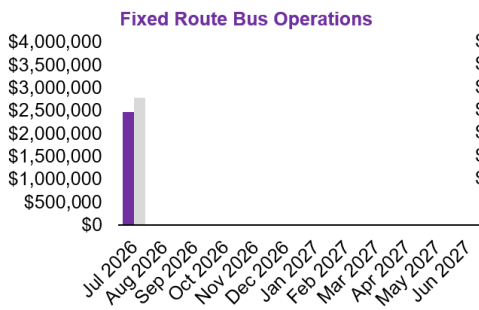
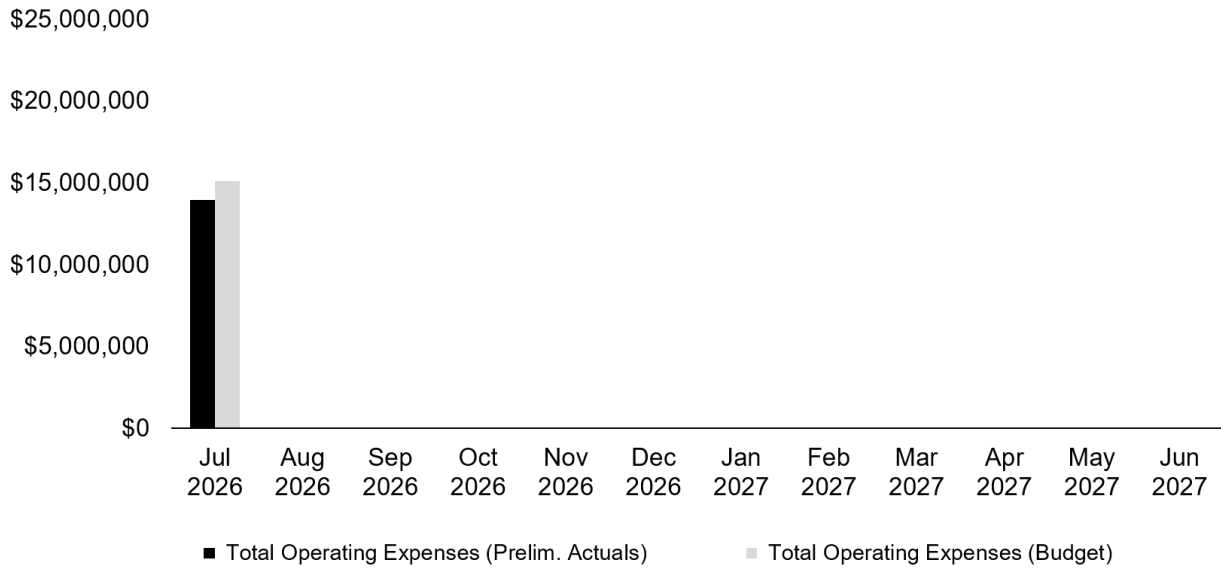
Fully Allocated Expenses <i>less third-party Access providers, WeGo Link, MNPD costs, and RTA management fee</i>	\$12,686,970
Revenue Hours	68,063
Cost per Revenue Hour	\$186.40

\$180.12 FY2027 Goal

Operating Revenue Monthly Comparisons FY 2027 Actuals vs Budget



Operating Expenses Monthly Comparisons FY 2027 Actuals vs Budget



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

UNAUDITED

	Month Actual	Month Budget	Month Var. [F/(U)]	Prior Y-T-D	Current Y-T-D	Budget Y-T-D	Y-T-D Var. [F/(U)]	Annual Budget
Revenue From Operations								
Passenger Fares	284,717	502,390	(217,673)	653,740	284,717	502,390	(217,673)	5,800,300
Journey Pass Fare Thru CHYM	731,334	433,060	298,274	-	731,334	433,060	298,274	5,000,000
WeGo Access Revenue	34,958	38,980	(4,022)	41,500	34,958	38,980	(4,022)	450,000
Contract Revenue	278,793	290,729	(11,936)	276,350	278,793	290,729	(11,936)	3,396,740
Community Impact Partnership Revenue	-	-	-	-	-	-	-	-
Other Non-Transportation Revenue	226,395	249,470	(23,075)	122,833	226,395	249,470	(23,075)	3,028,260
Total Operating Revenue	1,556,198	1,514,629	41,569	1,094,422	1,556,198	1,514,629	41,569	17,675,300
Federal/State/Local Income								
Local Operating Assistance - General Fund	13,530,000	13,530,000	-	10,000,000	13,530,000	13,530,000	-	79,529,000
Local Operating Assistance - Sales Tax Surcharge	4,805,028	4,805,940	(912)	3,100,000	4,805,028	4,805,940	(912)	51,956,300
Contra Acct - Journey Pass Program	(731,334)	(433,060)	(298,274)	-	(731,334)	(433,060)	(298,274)	(5,000,000)
State Operating Assistance	-	-	-	-	-	-	-	6,372,000
Mobility Mgmt / CHSTP Admin Time	-	-	-	-	-	-	-	-
CARES Act Operating Reimbursement	-	-	-	-	-	-	-	-
American Rescue Plan Op Reimbursement	-	-	-	-	-	-	-	-
Total Assistance Income	17,603,694	17,902,880	(299,186)	13,100,000	17,603,694	17,902,880	(299,186)	132,857,300
Capital Income								
Capital Operating Reimbursement	-	-	-	-	-	-	-	24,027,220
Capital ADA Reimbursement	-	-	-	-	-	-	-	3,500,000
Total Capital Income	-	-	-	-	-	-	-	27,527,220
Total Revenue	19,159,891	19,417,509	(257,618)	14,194,422	19,159,891	19,417,509	(257,618)	178,059,820
Labor & Fringes	9,403,791	10,509,375	(1,105,584)	8,292,493	9,403,791	10,509,375	(1,105,584)	118,197,400
Services	2,222,625	2,503,680	(281,055)	2,010,257	2,222,625	2,503,680	(281,055)	35,775,070
Fuel & Lubricants	591,709	640,210	(48,501)	469,667	591,709	640,210	(48,501)	7,391,450
Parts, Materials & Supplies	1,006,159	843,730	162,429	422,732	1,006,159	843,730	162,429	9,347,250
Utilities	126,896	160,870	(33,974)	115,892	126,896	160,870	(33,974)	1,857,030
Casualty & Liabilities	510,817	364,945	145,872	292,170	510,817	364,945	145,872	4,379,340
Other Miscellaneous Expenses	92,135	98,180	(6,045)	4,895	92,135	98,180	(6,045)	1,112,280
Total Expenses	13,954,133	15,120,990	(1,166,857)	11,608,106	13,954,133	15,120,990	(1,166,857)	178,059,820
Surplus/(Deficit) before GASB 33	5,205,758	4,296,519	(1,424,474)	2,586,316	5,205,758	4,296,519	(1,424,474)	-
CARES Act Capital Reimbursement	-	-	-	-	-	-	-	-
Capital Asset Purchases	15,583	-	15,583	2,057,453	15,583	-	15,583	-
CHYM Operating Reserve Revenue	3,966,800	-	3,966,800	16,465,000	3,966,800	-	3,966,800	-
Amortized Rental Revenue	67,407	-	67,407	49,167	67,407	-	67,407	-
Interest Exp - Cap Lease	(21,154)	-	(21,154)	(20,952)	(21,154)	-	(21,154)	-
(Loss)Gain on Sales	-	-	-	-	-	-	-	-
Amortization Exp	(8,409)	-	(8,409)	(8,409)	(8,409)	-	(8,409)	-
Depreciation net of Sub-Recip	(2,373,923)	-	(2,373,923)	(1,959,906)	(2,373,923)	-	(2,373,923)	-
Surplus /(DEFICIT)	6,852,063	4,296,519	221,830	19,168,669	6,852,063	4,296,519	221,830	-

Metropolitan Transit Authority
Summary Comparative Balance Sheet
For the Period Ending July 2027
Unaudited

	This Month July	Fiscal YE 2025 June
ASSETS		
CURRENT ASSETS		
Cash and Equivalents	10,307,387	5,653,655
Receivables from Federal, State, and Local Gov't	2,400,396	7,565,103
Accounts Receivable	2,494,798	3,201,620
Material and Supplies	9,347,001	8,835,417
Prepaid Expenses and Other	4,023,936	2,016,734
Pension and OPEB Deferred Outflow	24,618,471	24,618,471
TOTAL CURRENT ASSETS	53,191,989	51,891,000
PROPERTY AND EQUIPMENT		
Land	14,733,025	14,733,025
Buildings, Shelters, and Benches	153,951,280	153,951,280
Revenue Equipment and Parts	248,451,580	248,443,004
Office Furniture and Equipment	8,827,558	8,827,558
Work in Progress	12,326,144	12,226,553
	438,289,587	438,181,420
Less Accum Depreciation and Amortization	(237,617,436)	(235,477,342)
TOTAL PROPERTY AND EQUIPMENT, NET	200,672,151	202,704,078
OTHER ASSETS		
Cash and Restricted Investments for Self Ins	43,652,310	43,527,819
Metropolis Lease Receivable LT	-	-
North Nashville Property (Lease)	7,063,765	7,063,765
TOTAL OTHER ASSETS	50,716,075	50,591,584
TOTAL ASSETS	304,580,215	305,186,662
LIABILITIES		
CURRENT LIABILITIES		
Accounts Payable	5,746,557	12,390,406
Accrued Expenses	9,509,665	10,303,675
Deferred Revenue	199,873	204,710
CHYM Reserved Revenue	-	-
Notes Payable	-	-
TOTAL CURRENT LIABILITIES	15,456,095	22,898,791
NON-CURRENT LIABILITIES		
Long Term Deferred Rent Revenue	3,788,262	3,837,429
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	3,882,885	3,977,589
GASB 45 OPEB Liability	78,511,628	78,511,628
NON-CURRENT LIABILITIES	126,848,938	126,992,809
NET ASSETS		
Invested in Capital Assets	196,883,889	124,192,450
Unrestricted	(41,494,858)	(21,121,593)
Current Year Surplus(Deficit)	6,886,151	52,224,205
TOTAL NET ASSETS	162,275,182	155,295,062
TOTAL LIABILITIES AND NET ASSETS	304,580,215	305,186,662

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivables	\$2,370,318 95.0%	\$47,207 1.9%	\$69,678 2.8%	\$7,595 0.3%	\$2,494,798 100%
Accounts Payable	\$4,671,623 81.3%	\$1,063,705 18.5%	\$3,768 0.1%	\$7,461 0.1%	\$5,746,557 100%

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

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

Item Number:	M-I-26-025	Meeting Date:	9/24/2026
Item Title:	Monthly Operating Statistics		

BACKGROUND:

Attached are monthly operating statistics through **July 2026**. As this month marks the first month of the new fiscal year, you will find that goals have been revised to reflect more recent experience and realistic expectations as to upcoming improvements.

HIGHLIGHTS

Ridership growth remains robust, with July carrying 929,237 total passenger trips, an 18.7% increase over July 2025. Fixed-route service exceeded projections, delivering 878,686 riders. Operator staffing continued to strengthen, reaching 94.8% of budgeted positions.

However, service delivery is being constrained by two critical operational pressures: fleet maintenance reliability has deteriorated, and safety performance continues to require focused attention. Both factors are directly linked to the rapid service expansion and ridership surge.

Independence Day 2026 marked Nashville's 250th anniversary celebration of the founding of the Nation. This event demonstrates strong rider engagement and WeGo's ability to handle large-scale demand spikes.

RIDERSHIP

Ridership demand continues to expand rapidly, reflecting both service expansion and improvements and the continued rollout of the Journey Pass program. July ridership was 18.7% ahead of the same month last year and slightly surpassed our new goal. Fixed-route ridership reached 878,686, up 18.3% year-over-year. Access paratransit ridership grew even faster at 50,551, a 26.9% increase. Access on Demand continues to be especially popular in this user base.

SERVICE

Trip completion in July finished at 99.34%, down 0.42% from July 2025 (99.76%) and below the agency goal of 99.75%. While overall completion remains high, the trend is downward over recent months and is an ongoing area of focus in the Operations Department. This figure means that out of every 1,000 scheduled one-way trips on fixed route service, we miss 2.5 trips.

Analysis shows two principal drivers of missed trips: fleet maintenance-related service interruptions and operator-involved collisions. Together, these categories account for 73.4% of missed service in July.

Operator staffing is no longer a material contributor to missed service. Headcount has improved to 94.8% of budgeted positions (up from 91.2% last year), representing a 3.6% improvement and reducing operator-shortage-related cancellations significantly. This success frees resources to address the maintenance and safety gaps.

On-time performance was 84.8% in July, essentially flat year-over-year but below the 85.0% goal. Seventeen of thirty-one routes improved year-over-year; however, four routes (41, 6, 52, 55) declined by more than 4.3%, and route-level variability remains a focus area. Routes 6, 52 and 55 share the common characteristic of operating through the highly congested Lower Broadway core, significantly contributing to delay.

FLEET MAINTENANCE RELIABILITY

This is the month's most urgent operational challenge. Bus miles between road calls dropped to 4,979 in July from 10,532 in July 2025, a 52.7% decline. Similarly, Access vehicle reliability fell from 33,460 miles between failures to 15,712, a 53.0% drop. Actions underway include expanded preventive maintenance oversight and coordination with Maintenance to prioritize high-failure vehicle segments.

SAFETY

Safety performance remains worse than target levels. Total collisions were 10.7 per 100,000 miles against a goal of 7.0. Preventable collisions remain at 4.1 per 100,000 miles versus a goal of 3.5. July recorded 31 preventable bus collisions and 50 non-preventable bus collisions, along with 4 preventable and 2 non-preventable Access incidents.

Preventable collisions are predominantly low-impact events (sideswipes, mirror contact, fixed-object strikes) that do not involve injuries or significant damage. However, the rate requires continued focus. New operator onboarding has accelerated with staffing improvements, and operator-years of experience skew younger. Supporting newer operators continues to be a priority as well as targeted retraining for operators who demonstrate the need. The correlation between staffing growth and safety performance suggests that enhanced operator training and coaching will be necessary to match the growth pace. The Safety Department, with the addition of more staff support, is also initiating a research effort to identify locations of unusually high concentrations of accidents to determine if actions to remediate the environment are called for. This month, you have a proposed contracting action to make modifications at the Elizabeth Duff Center to address one of these high frequency locations.

WORKFORCE AND RECRUITMENT

Operator staffing reached 94.8% of budgeted positions, a meaningful improvement and among the strongest levels in recent years. Maintenance staffing remains below target at 85.4% (goal: 92.0%), and recruitment for certified technicians continues, as well as continued development of technicians through our Maintenance Apprenticeship program.

CUSTOMER CARE

The Customer Care Call Center answered 87.7% of inbound calls, below the 92.0% goal. The team handled 3,374 additional calls in July compared to July 2025, representing a 21% surge in call volume. Average wait time was 1 minute 51 seconds. This surge reflects increased ridership and service complexity (route changes, detours, network adjustments). Current staffing is approaching capacity.

SPECIAL EVENTS

WeGo transported 23,137 passengers on July 4th, representing a 37% increase over July 4th, 2025. Part of this increase can be attributed to a schedule change implemented this year. Last year we operated a holiday schedule on July 4th with last departure at 11:15 p.m.; this year we offered service through a 1:15 a.m. departure. Evening ridership (after 7:00 p.m.) nearly doubled, increasing from 3,507 passengers in 2025 to 6,159 in 2026. This represents a 76% surge that reflects genuine demand increase.

Operationally, Riverfront Station served as hospitality and staging area for the event. The 4th of July operation of the WeGo Star, operated in partnership with the event, sold all 650 available tickets.

CURRENT STATUS:

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

APPROVED:



Chief Operating Officer

9/24/2026

Date

Operations Dashboard Report

	Jul 2026	Jul 2025	Pct. Change	Goal	Indicator
Ridership					
Bus Ridership	878,686	743,014	18.3%		
Demand Response Ridership	50,551	39,843	26.9%		
Total Ridership	929,237	782,857	18.7%	925,000	●
Productivity & Efficiency					
Bus Passengers per Revenue Hour	15.86	14.73	7.7%	15.60	●
Demand Response Passengers per Revenue Hour	1.71	1.54	10.9%	1.60	●
Safety					
Total Collisions per 100,000 miles	10.7	9.8	9.1%	7.0	◆
Preventable Collisions per 100,000 miles	4.1	5.0	-18.4%	3.5	◆
Service Quality					
Bus Trip Completion	99.34%	99.76%	-0.42%	99.75%	◆
Bus On-Time Performance	84.8%	85.0%	-0.2%	85.0%	▲
Demand Response On-Time Performance	94.9%	95.6%	-0.7%	93.0%	●
Maintenance					
Bus Miles Between Road Calls	4,979	10,532	-52.7%	10,000	◆
Demand Response Miles Between Road Calls	15,712	33,460	-53.0%	20,000	◆
Customer Care					
Bus Passengers per Complaint	2,600	2,793	-6.9%	3,000	◆
Demand Response Passengers per Complaint	632	517	22.1%	350	●
Percent of Calls Answered	87.7%	90.4%	-2.7%	92.0%	▲
Staffing					
% of Operator Positions Filled	94.8%	91.2%	3.6%	92.0%	●
% of Maintenance Positions Filled	85.4%	87.0%	-1.6%	92.0%	▲
Customer Amenities					
% of Stops with Shelters (including Central)	23.5%	21.1%	2.3%	22.0%	●
% of Boardings at Covered Stops (including Central)	78.8%	76.6%	2.3%	77.0%	●



Exceeding Goal



Within 10% of Goal



More than 10% off Goal

Operations Dashboard Report

	FY2027 FYTD through Jul 2026	FY2026 FYTD through Jul 2025	Pct. Change	Goal	Indicator
Ridership					
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Demand Response Ridership	50,551	39,843	26.9%		
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% of Stops with Shelters (including Central)	23.5%	21.1%	2.3%	22.0%	●
% of Boardings at Covered Stops (including Central)	78.8%	76.6%	2.3%	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: 9/24/2026

Item #: M-I-26-026

Project Name: Long Term Down Bus Repair & Rehabilitation Services

- **Brief Description:** Heavy Collision & Bodywork repair service for Long Term Down Vehicles.
- **Anticipated Publish Date:** October 2026
- **Estimated Project Value:** TBD

Project Name: Enterprise Resource Planning Suite

- **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:** October 2026
- **Estimated Project Value:** TBD

Project Name: Nestor East Side Lot Improvements

- **Brief Description:** Seeking contractor to provide lot and security improvements.
- **Anticipated Publish Date:** October 2026
- **Estimated Project Value:** TBD

Project Name: Nestor Fuel Lane Improvements

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

Project Name: Light Duty Spare Parts

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

Project Name: Nestor Maintenance Bays

- **Brief Description:** Expansion of maintenance bays to improve service.
- **Anticipated Publish Date:** November 2026
- **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:** January 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***9/24/2026**

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-26-028	Meeting Date:	09/24/2026
Item Title:	Resolution for FY2027 Annual Grant Applications		

BACKGROUND:

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

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

5307 Urbanized Area Formula Funds

When the apportionment is made available, Nashville MTA is eligible to use 5307 Urbanized Area Formula Funds, along with the 10% State and 10% Local match. The FY2026 apportionment for the region, combined with the State and Local match, is \$41,473,390 (total).

5339 Bus and Bus Facilities Formula Funds

Nashville MTA is eligible to use 5339 Bus and Bus Facilities Formula Funds. The FY2026 apportionment for the Nashville Urbanized Area, combined with State and Local match, is \$2,027,769 (80% Federal/10% State/10% Local).

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

Nashville MTA is eligible to receive EMSID funds for projects that will enhance mobility for seniors and persons with disabilities beyond traditional services that are part of a locally developed and coordinated public transit human services transportation plan. At least 55% of the program funds must be used on capital projects and requires a 20% State/Local match; operating assistance requires a 50% Local match. The FY2026 Federal apportionment is \$1,363,695 (Federal amount).

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

Operating Assistance

Nashville MTA is eligible for State operating assistance from TDOT. The amount for FY2027 was \$6,372,000.

Match Assistance

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

IMPROVE Act Assistance

Nashville MTA can request up to \$5 million annually (requires a 20% match) per individual capital project that supports public transportation services. In FY 2026, MTA was awarded \$640,000 for solar lighting at pole-only transit stops. In the previous three years, MTA was awarded between \$8 and \$10 million annually for agency projects.

RECOMMENDATION:

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

Staff requests that the Board:

- Adopt the attached resolution;
- Authorize the application for 5307, 5339, and 5310 funding and State/local match;
- Authorize the submittal of the application for State Operating Assistance; and,
- Authorize the submittal of applications and execution of contracts for any other federal, state, or local grant funding that may become available during FY2027 for the benefit of the Nashville MTA.

APPROVED:

Board Secretary

9/24/2026

Date

RESOLUTION # M-A-26-028

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

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

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

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

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

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

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

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

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

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

ATTEST:

Margaret Behm
Secretary

Gail Carr Williams
Board Chair

Date

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-26-029	Meeting Date:	9/24/2026
Item Title:	Video Security Systems Contract		

BACKGROUND:

Through competitive request for proposal process, Eye In the Sky was awarded a \$367,812 video security systems contract with a five-year base term. The contract renewal for five-year additional one-year terms was approved by the MTA Board of Directors July 25, 2022, for a total not to exceed \$803,312. The current value of the contract remaining is \$14,445.56

The contract scope includes new installations, software licensing, equipment replacements and upgrades, and ongoing maintenance. The video security system supplements physical security presence of security officers at the various WeGo Public Transit facilities and provides real-time monitoring and video documentation supporting customer and employee safety, crime prevention, and incident investigation. Video surveillance on board our buses is handled under a separate agreement. Current installations include Elizabeth Duff Transit Center, Nestor Bus Operating Facility, Myatt Administrative Facility, Hillsboro Transit Center, Dr. Ernest Rip Patton, Jr. North Nashville Transit Center. Additional enhancements include the Nestor West Parking Lot, Nestor Parts Room and Elizabeth Duff Transit Center Parking Garage.

Real-time and recorded digital videos from this equipment are currently used by Safety, Security, Operations, and Maintenance Departments as an investigative tool for incidents such as customer complaints, slips, falls and vehicles accidents. Historically, it has also provided valuable to the Metro Nashville Police Department.

When originally awarded, this contract did not adequately account for expanded video monitoring capabilities. The addition of the Dr. Patton Transit Center, and additional equipment recommended at various facilities through the MTA's Security Systems Review conducted by Marine Tiger Technologies have added significant equipment to the original scope, necessitating an increase in the contract limit.

RECOMMENDATION:

Staff recommends that the Board authorize the Chief Executive Officer to approve additional funds for the remainder of the Eye In The Sky contract period in the amount of \$125,000 through August 2027 not to exceed \$927,312. Funding for this contract will be through 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

9/24/2026*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-26-005	Meeting Date:	09/24/2026
Item Title:	Federal Transit Administration Triennial Review Update		

BACKGROUND:

The Federal Transit Administration (FTA) recently provided MTA with the Final Report from its FY 26 Triennial Review. The Triennial Review is one of the FTA's oversight tools for examining grantee performance and compliance with FTA requirements and policies. Mandated by Congress in 1982, although not an audit, it examines how recipients of Urbanized Area Formula Program funds meet statutory and administrative requirements by examining a sample of award management and program implementation practices of the agency. As such, the Triennial Review is not intended as, nor does it constitute, a comprehensive and final review of compliance with award requirements. The Triennial Review focused on MTA's compliance in 21 areas. Five deficiencies were found in four areas: Technical Capacity – Program Management and Subrecipient Oversight, Satisfactory Continuing Control, Americans with Disabilities Act (ADA) – General, and ADA – Complementary Paratransit. MTA had no repeat deficiencies from the FY2023 Triennial Review.

CURRENT STATUS:

The Director of Grants Management & Compliance, Billy Higgins, will review the Triennial Review process and the corrective actions with the Committee.

APPROVED:



Director of Grants Management & Compliance

9/24/2026

Date



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IV
Alabama, Florida, Georgia,
Kentucky, Mississippi,
North Carolina, Puerto
Rico, South Carolina,
Tennessee, U.S. Virgin
Islands

230 Peachtree NW
Suite 1400
Atlanta, GA 30303
(404) 865-5600

July 16, 2026

Gail Carr Williams, Chair
Board of Directors
Nashville Metropolitan Transit Authority
430 Myatt Drive
Madison, TN 37115

Re: Fiscal Year 2026 Triennial Review – Final Report

Dear Gail Carr Williams:

Enclosed with this letter is a copy of the Federal Transit Administration (FTA) final report, which documents the results of FTA's Fiscal Year (FY) 2026 Triennial Review of the Nashville Metropolitan Transit Authority (MTA) in Nashville, Tennessee. Although not an audit, this Triennial Review is FTA's review and evaluation of MTA's compliance with Federal requirements, determined by examining award management and program implementation practices. As such, this review is not a comprehensive and final review of compliance with program funding requirements. The Federal Transit Administration may engage in further compliance reviews, audits, or evaluations appropriate to determine the recipient's compliance with federal law and the terms and conditions of its funding agreements.

The Triennial Review focused on MTA's compliance in up to 21 areas. Deficiencies were found in four areas: Technical Capacity – Program Management and Subrecipient Oversight, Satisfactory Continuing Control, Americans with Disabilities Act (ADA) – General, and ADA – Complementary Paratransit. MTA had no repeat deficiencies from the FY2023 Triennial Review.

This report contains proposed corrective actions that, if implemented within the provided timeframes, will resolve FTA's findings of noncompliance. Failure to implement the corrective actions within the stated timeframes may result in remedial measures, including possibly an adjustment to the amount of an FTA-funded grant or the withdrawal of such grant.

Thank you for your cooperation and assistance during this Triennial Review. If you need any technical assistance or have any questions, please do not hesitate to contact Richelle Gosman, FTA Oversight Manager, by email at richelle.gosman@dot.gov.

Sincerely,

Robert Buckley, AICP
Director, Office of Financial Management and Program Oversight

Enclosure

cc: Stephen G. Bland, MTA
Billy Higgins, MTA
Gwen Larson, Team TFC
Dawn Sweet, Team TFC
Michael Lacey, Team TFC

FINAL REPORT

FISCAL YEAR 2026 TRIENNIAL REVIEW

Of

**Nashville Metropolitan Transit Authority
(MTA)
Nashville, Tennessee
Recipient ID: 1809**

Performed for:

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
REGION 4**

Prepared By:

TFC Consulting, Inc.

Desk Review/Scoping Meeting Date: March 23–25, 2026

Site Visit Entrance Conference Date: May 4, 2026

Site Visit Exit Conference Date: May 15, 2026

Draft Report Date: June 16, 2026

Final Report Date: July 16, 2026

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I. Executive Summary

This report documents the Federal Transit Administration's (FTA) Triennial Review of the Nashville Metropolitan Transit Authority (MTA) of Nashville, Tennessee. FTA wants to ensure that awards are administered in accordance with the requirements of Federal public transportation law 49 U.S.C. Chapter 53. The review was performed by TFC Consulting, Inc. (Contractor). During the site visit, the reviewers discussed the administrative and statutory requirements and reviewed recipient documents.

1. Metric

The metrics used to evaluate whether a recipient is meeting the requirements for each of the areas reviewed are:

- Not Deficient (ND): An area is considered not deficient if, during the review, nothing came to light that would indicate the requirements within the area reviewed were not met.
- Deficient (D): An area is considered deficient if any of the requirements within the area reviewed were not met.
- Not Applicable (NA): An area can be deemed not applicable if, after an initial assessment, the recipient does not conduct activities for which the requirements of the respective area would be applicable.

2. Summary of Findings

The Fiscal Year (FY) 2026 Triennial Review focused on MTA's compliance in up to 21 areas. Deficiencies related to the COVID-19 Relief funds have been clearly identified as part of the deficiency description in the respective review area.

There were no repeat deficiencies from the FY 2023 Triennial Review.

Deficiencies were found in the areas listed below.

Review Area	Finding	Deficiency Code(s)		Corrective Action(s)	Response Due Date(s)	Date Closed
		Code	Description			
1. Legal	ND					
2. Financial Management and Capacity	ND					
3. Technical Capacity – Award Management	ND					

Review Area	Finding	Deficiency Code(s)		Corrective Action(s)	Response Due Date(s)	Date Closed
		Code	Description			
4. Technical Capacity – Program Management and Subrecipient Oversight	D	TC-PgM7-1	Inadequate oversight of subrecipients	MTA must submit in OTrak: 1. A comprehensive program for monitoring subrecipients for compliance with all federal requirements and performance goals. The program must explain how often subrecipients will be monitored and when oversight of current subrecipients will be completed. At a minimum, the subrecipient monitoring program must cover compliance with the federal regulations in the following areas: a. Financial management and capacity b. Award management c. Project management d. Lobbying e. Suspension and debarment f. Asset management g. Maintenance h. Procurement i. Title VI j. Americans with Disabilities Act k. School bus l. Charter bus m. Drug and alcohol program 2. Documentation that the comprehensive monitoring program has been implemented for one Section 5307 subrecipient and one Section 5310 subrecipient.	08/28/2026	
5. Technical Capacity – Project Management	ND					

Review Area	Finding	Deficiency Code(s)		Corrective Action(s)	Response Due Date(s)	Date Closed
		Code	Description			
6. Transit Asset Management	ND					
7. Satisfactory Continuing Control	D	SCC10-1	Excessive fixed-route bus spare ratio	MTA must submit to its FTA Region 4 Post-Award Manager a plan for reducing its fixed-route spare ratio to 20 percent. The plan must include a spreadsheet listing for each bus type, the number of buses, and, for each year until the spare ratio reaches 20 percent, the number of buses to be disposed of, the number of buses to be added, the projected peak requirement, and the projected spare ratio. The plan must also include detailed justifications for years in which spare ratios exceed 20 percent. Once the Post-Award Manager approves the fixed-route spare ratio plan, MTA must submit the plan and evidence of FTA concurrence in OTrak.	10/20/2026	
8. Maintenance	ND					
9. Procurement	ND					
10. [Reserved]	-					
11. Title VI	ND					
12. Americans with Disabilities Act (ADA) – General	D	ADA-GEN1-1	Insufficient ADA complaint process	MTA must submit in OTrak: 1. Procedures for tracking ADA complaints and retaining copies of the complaints for at least one year and summaries of ADA complaints or the complaints themselves for at least five years. 2. A completed tracking log with at least 30 days of complaint information to demonstrate MTA's implementation of the procedures.	08/21/2026 09/21/2026	

13. ADA – Complementary Paratransit	D	ADA-CPT3-4	Service to visitors not provided under same conditions as eligible riders	MTA must submit in OTrak: 1. Procedures for processing requests for service from visitors on the same day or not more than one day later. The procedures must explain how MTA will track the timeliness of granting requests and include evidence that MTA will only require the allowable documentation from visitors set forth in 49 CFR 37.127. 2. Evidence that MTA has advertised the instructions individuals are to follow to obtain visitors service on its website and in any other public information. 3. A completed tracking log with at least 30 days of visitor service request information to demonstrate MTA’s implementation of the procedures.	08/21/2026	
	D	ADA-CPT4-3	Next-day service deficiency	MTA must submit in OTrak: 1. Evidence that paratransit reservations are taken on each day before a service day, including weekends and holidays, during comparable administrative office hours and confirmed prior to the rider’s requested trip time. 2. Evidence that MTA has advertised its updated paratransit reservation hours on its website and in any other public information.	09/21/2026	
14. [Reserved]	-					
15. School Bus	ND					
16. Charter Bus	ND					

17. Drug-Free Workplace	ND					
18. Drug and Alcohol Program	ND					
19. Section 5307 Program Requirements	ND					
20. Section 5310 Program Requirements	ND					
21. Section 5311 Program Requirements	NA					
22. Public Transportation Agency Safety Plan	ND					
23. Cybersecurity	NA					

The metrics used to evaluate whether a recipient is meeting the requirements for each of the areas reviewed are:
Deficient (D)/Not Deficient (ND)/Not Applicable (NA)

II. Review Background and Process

1. Review Background

The United States Code, Chapter 53 of Title 49 (49 U.S.C. 5307(f)(2)) requires that “At least once every 3 years, the Secretary shall review and evaluate completely the performance of a recipient in carrying out the recipient’s program, specifically referring to compliance with statutory and administrative requirements...”

The Triennial Review includes a review of the recipient’s compliance in up to 21 areas. The basic requirements for each of these areas are summarized in Section IV. FTA contracts with experienced reviewers to lead and conduct the Triennial Reviews, in partnership with the staff of the regional office.

This report presents the findings from the Triennial Review of the recipient. The review concentrated on procedures and practices employed since the recipient’s previous Triennial Review; however, when appropriate, FTA may have reviewed activities and policies from earlier periods to assess policies and the management of award funds during the review period. The specific documents reviewed and referenced in this report are available at the FTA regional office or the recipient’s location.

2. Process

The Triennial Review includes a pre-review assessment, a desk review and scoping meeting with FTA staff, and a virtual site visit, including interviews with the recipient.

The review began with the regional office transmitting a “Notification of Review and a Recipient Information Request (RIR).” Thereafter, FTA conducted a desk review and scoping meeting, which included review of FTA files and recipient information in FTA’s electronic award management systems: Transit Award Management System (TrAMS) and Oversight Tracking System (OTrak). Following the desk review and scoping meeting, the reviewers and the recipient corresponded and exchanged information and documentation in preparation for the review interviews. Prior to the virtual site visit, the reviewer sent to the recipient an agenda package indicating the issues that would be discussed, records to be reviewed, and interviews to be conducted.

The virtual site visit began with an entrance conference, at which the reviewers and FTA staff discussed the purpose of the Triennial Review and the review process. The reviewers conducted additional interviews and reviewed documentation to evidence the recipient’s compliance with FTA requirements.

Two Section 5307 subrecipients, the Building Lives Foundation and Transportation Management Group, both of Franklin; an operations/management contractor, zTrip; and a lessee, Dunkin’ Donuts, were reviewed to provide an overview of activities related to FTA-funded project(s). The reviewers also examined a sample of records during this review.

Two Section 5310 subrecipients, the Transportation Management Group of Franklin and Habilitation & Training Services, Inc. of Gallatin, were reviewed virtually to provide an overview of activities related to FTA-funded projects. The reviewers also examined a sample of records during this review.

Upon completion of the virtual site visit, the reviewers and FTA staff discussed preliminary findings with the recipient. Afterwards, the reviewers and FTA staff presented the findings at the virtual exit conference. The table below summarizes key review dates. Section V of this report lists the individuals who participated in the site visit.

Process Date	Process
January 14, 2026	FTA Transmittal of the Recipient Information Request (RIR)
February 20, 2026	Recipient Transmittal of RIR to Reviewers
March 23–25, 2026	FTA and Reviewers Scoping Meeting/Desk Review
April 20, 2026	Reviewer Transmittal of the Agenda Package
May 4, 2026	Virtual Entrance Conference
May 15, 2026	Virtual Exit Conference
June 16, 2026	FTA Transmittal of the Draft Report
July 16, 2026	FTA Transmittal of the Final Report (within 45 business days from the Exit Conference)

III. Recipient Description

1. Organization

The Nashville Metropolitan Transit Authority (MTA) provides public transportation in the city of Nashville and throughout Davidson County, Tennessee. MTA is a unit of the Metropolitan Government of Nashville and Davidson County. The MTA Board of Directors is a five-member governing board appointed by the Mayor of Nashville and approved by the Metro Council. MTA began operating in 1973. It directly operates all fixed-route bus and some of the Americans with Disability Act (ADA) complementary paratransit service. The population of MTA's service area is approximately 704,000. The service area is 504 square miles.

MTA operates a network of 27 bus routes under the name WeGo Public Transit. Service operates every 15 minutes or less on the major corridors through neighborhoods within the county. Fixed-route service is provided on weekdays from 4:01 a.m. to 2:30 a.m., Saturday routes operate from 3:59 a.m. to 2:34 a.m., and on Sunday from 4:35 a.m. to 12:25 a.m.

MTA's ADA complementary paratransit service, known as WeGo Access, offers door-to-door paratransit service within Davidson County. It operates during the same days and hours as the fixed-route service. A portion of the WeGo Access service is provided by third-party contractors: American Music City Taxi, Mobility Solutions, Navarre, Saint George, and zTrip. MTA also provides Access on Demand, a service option for certified WeGo Access customers. With Access on Demand, paratransit passengers have the option of booking a ride with the provider of their choice as few as 15 to 30 minutes in advance. Service operates from 4:45 a.m. to 1:00 a.m., seven days a week, 365 days a year. The Access on Demand contractors are American Music City Taxi, Mobility Solutions, Uber, and zTrip.

MTA's demand response program, WeGo Link, is a service for riders who find getting to and from their bus stop challenging. Passengers may request a ride to be picked up at designated stops within 19 different zones of the Nashville urbanized area. All trips must start or end at one of the designated stops. This service is provided in partnership with Mobility Solutions, Uber, and zTrip.

The regular adult fare for fixed-route bus service is \$2.00 per trip. A half-fare of \$1.00 is offered to seniors age 65 and older, individuals with disabilities, Medicare card holders, and youth ages 5–19 during all hours of operation. Children age four and under ride for free. The fare for ADA complementary paratransit service is \$3.70 per trip.

MTA operates a fleet of 193 FTA-funded accessible, low-floor, 40 and 60-foot buses for fixed-route service. The fleet is a mix of diesel, hybrid buses, and battery electric buses. MTA also has a fleet of 90 FTA-funded accessible cutaway buses and vans, which are operated in its ADA complementary paratransit service. MTA utilizes two FTA-funded bus garages in Nashville, one at 130 Nestor Street, and one at 430 Myatt Drive. MTA has three transit centers with FTA interest: Elizabeth Duff WeGo Central at 400 Charlotte Avenue, Hillsboro Transit Center at 3812 Hillsboro Pike, and Dr. Ernest Rip Patton, Jr. North Nashville Transit Center at 2521 Clarksville Pike. MTA also operates the Bellevue Park & Ride lot.

MTA has 12 Section 5307 subrecipients, all private nonprofits, which operate programs that were previously funded by MTA with Job Access and Reverse Commute (JARC) awards. The Section 5307 subrecipients transport their specialized clientele to and from school and work.

MTA is the direct recipient of the 5310 Enhanced Mobility of Seniors and Individuals with Disabilities (EMSID) program funds for the Nashville region. MTA works closely with its Metropolitan Planning Organization, the Greater Nashville Regional Council, to solicit, review, and approve applications for the EMSID program. MTA has 11 active Section 5310 subrecipients, all of which are private nonprofit agencies.

Finally, MTA currently has one subrecipient through its U.S. Department of Transportation SMART grant and had three Section 5312 – Research Demonstration Project subrecipients between 2021 and 2025.

2. Award and Project Activity

Below is a list of MTA’s open awards at the time of the review.

Award Number	Award Amount	Year Executed	Description
TN-2017-055	\$1,000,000	2017	FY 13 & 14 CMAQ flexes for Transit Signal Priority Implementation
TN-2019-024	\$6,326,521	2019	5307 Annual JARC Projects, TN-05; MTA; Nashville, TN
TN-2019-025	\$5,973,531	2019	5310 EMSID Projects, TN-05; MTA, Nashville, TN
TN-2020-017	\$55,143,705	2020	CARES Act 5307 Respond to & Recover from Coronavirus; MTA; Nashville, TN
TN-2020-040	\$6,019,722	2020	FLEX to 5307 and 5307 Formula, Super Grant; Nashville Transit Amenities; MTA; Nashville TN
TN-2023-015	\$1,092,250	2023	North Nashville Pedestrian Improvements, FHWA flexed CRRSAA funds
TN-2023-028	\$14,950,000	2023	5307 for FY 23 Passenger Vehicles and Support Equipment & Services, Nashville MTA, Nashville, TN
TN-2023-030	\$9,111,797	2023	5339 for Paratransit Vehicle Replacement and 5307 for Capital Plan Items
TN-2024-002	\$56,993,306	2024	Super Grant for Annual Preventive Maintenance, ADA Capitalization, & Vehicle Replacement
TN-2024-010	\$26,761,163	2024	5307 for Myatt, Nestor, North Nashville,

Award Number	Award Amount	Year Executed	Description
			Equipment, Software and Consultant Services
TN-2024-018	\$5,206,907	2024	Annual 5310 EMSID Projects, TN-04, 05, 06, & 07; MTA, Nashville, TN
TN-2024-027	\$4,239,128	2024	Annual 5307 JARC Projects, TN-04, 05, 06, & 07; MTA, Nashville, TN
TN-2025-021	\$3,698,379	2025	LAPSING FY 22 & 23 5339 for Nestor and Central

MTA received Supplemental Funds for operating assistance in award numbers TN-2020-017 and TN-2023-015. This is not the first Triennial Review in which MTA received operating assistance from FTA.

Projects Completed

In the past few years, MTA completed the following noteworthy projects:

- Completed multiple studies and assessments: Origin-to-Destination, Connect Downtown, Access Improvement, and System Security (Phase I)
- Upgraded the fare system
- Opened Dr. Ernest “Rip” Patton, Jr. North Nashville Transit Center
- Finished the COVID Research demonstration project
- Made improvements at the Nestor Garage
- Improved service frequency and extended operating hours to include more service on nights and weekends
- Expanded the WeGo Link Zones from 12 to 19 areas in Davidson County
- Extended Access on Demand service to include weekends
- Renovated the escalator at the Elizabeth Duff Transit Center
- Replaced the backflow system at Nestor Garage
- Developed a dedicated Apprentice Training Area for mechanics
- Expanded the Maintenance Apprentice program
- Increased contracted security coverage by 60 percent
- Constructed a CDL training lot
- Passed the Choose How You Move \$0.05 sales tax referendum

Ongoing Projects

MTA is currently implementing the following noteworthy projects:

- Completing a Business Case Study for a zero-emission fleet
- Expanding the bus stop and shelter improvement program
- Updating the WeGo Strategic Plan, the Transit Asset Management plan, and the Transit Design Guidelines

Future Projects

MTA plans to pursue the following noteworthy projects in the next three to five years:

- Implement new software/cloud-based systems for Enterprise Asset Management, Access Scheduling, and Enterprise Resource Planning
- Expand service by a total of 80 percent by adding new routes, extending operating hours, and decreasing headways
- Construct a new Operations & Maintenance Facility, the SoBro Transit Center, the Antioch Transit Center and Park & Ride, and the Dickerson Skyline Transit Center and Park & Ride

IV. Results of the Review

1. Legal

Basic Requirement: The recipient must promptly notify FTA of legal matters and additionally notify the USDOT Office of Inspector General (OIG) of any instances relating to false claims under the False Claims Act or fraud. Recipients must comply with restrictions on lobbying requirements.

Finding: No deficiency.

2. Financial Management and Capacity

Basic Requirement: The recipient must have financial policies and procedures; an organizational structure that defines, assigns, and delegates fiduciary authority; and financial management systems in place to manage, match, and charge only allowable costs to the award. The recipient must conduct required Single Audits, as required by 2 CFR part 200, and provide financial oversight of subrecipients.

Finding: No deficiency.

3. Technical Capacity – Award Management

Basic Requirement: The recipient must report progress of projects in awards to FTA and close awards timely.

Finding: No deficiency.

4. Technical Capacity – Program Management & Subrecipient Oversight

Basic Requirement: Designated Recipients and States must document and follow a public involvement process for the development of the long-range statewide transportation plan and State Transportation Improvement Program (STIP). Designated recipients of Section 5310 funds and States receiving funds from Sections 5310, 5311, and 5339(a) National Distribution allocation must develop and submit a State Management/Program Management Plan to FTA for approval. Recipients must enter into an agreement with each subrecipient, obtain required certifications from subrecipients, report SAM.gov on subawards, and ensure subrecipients comply with the terms of the award.

Finding: One deficiency was found with FTA requirements for Technical Capacity – Program Management & Subrecipient Oversight.

Deficiency Description: **TC-PgM7-1: Inadequate oversight of subrecipients**

Per the Uniform Guidance at 2 CFR 200.332 and FTA Circular 5010.1F, Ch. III, Section 3(a), the pass-through entity (MTA) must monitor the activities of subrecipients as necessary to ensure that the subawards comply with federal statutes, regulations, and the terms and conditions of the subaward. The pass-through entity is responsible for monitoring the overall performance of a subrecipient to ensure that the goals and objectives of the subaward are achieved.

While MTA provided a copy of its “Sub Recipient Guidance Book” and two different subrecipient oversight checklists, the recipient has not been using the tools to monitor its subrecipients’ FTA-funded assets and service for compliance with the regulations. Therefore, during the virtual site visit interviews with the subrecipients selected for this review, multiple compliance issues were uncovered pertaining to federal requirements.

Corrective Actions and Schedule: MTA must submit in OTrak:

1. By August 28, 2026, a comprehensive program for monitoring subrecipients for compliance with all federal requirements and performance goals. The program must explain how often subrecipients will be monitored and when oversight of current subrecipients will be completed. At a minimum, the subrecipient monitoring program must cover compliance with the federal regulations in the following areas:
 - a. Financial management and capacity
 - b. Award management
 - c. Project management
 - d. Lobbying
 - e. Suspension and debarment
 - f. Asset management
 - g. Maintenance
 - h. Procurement
 - i. Title VI
 - j. Americans with Disabilities Act
 - k. School bus
 - l. Charter bus
 - m. Drug and alcohol program
2. By November 30, 2026, documentation that the comprehensive monitoring program has been implemented for one Section 5307 subrecipient and one Section 5310 subrecipient.

5. Technical Capacity – Project Management

Basic Requirement: The recipient must implement FTA-funded projects in accordance with the award application, FTA Master Agreement, and applicable laws and regulations using sound management practices.

Finding: No deficiency.

6. Transit Asset Management

Basic Requirement: Recipients must comply with 49 CFR part 625 to ensure public transportation providers develop and implement transit asset management (TAM) plans.

Finding: No deficiency.

7. Satisfactory Continuing Control

Basic Requirement: The recipient must ensure that FTA-funded property will remain available and used for its originally authorized purpose throughout its useful life until disposition.

Finding: One deficiency was found with FTA requirements for Satisfactory Continuing Control.

Deficiency Description: **SCC10-1: Excessive fixed-route bus spare ratio**

Per FTA C. 5010.1E, Chapter IV, Section 3 (n), the number of spare buses in the active fleet for transit providers operating 50 or more fixed-route revenue vehicles should not exceed 20 percent of the number of vehicles operated in maximum fixed-route service if the recipient is in a large urbanized area.

At the time of the site visit, the bus spare ratio for MTA's fixed-route system was 29.5 percent.

Corrective Actions and Schedule: By October 20, 2026, MTA must submit to its FTA Region 4 Post-Award Manager a plan for reducing its fixed-route spare ratio to 20 percent. The plan must include a spreadsheet listing for each bus type, the number of buses, and, for each year until the spare ratio reaches 20 percent, the number of buses to be disposed of, the number of buses to be added, the projected peak requirement, and the projected spare ratio. The plan must also include detailed justifications for years in which spare ratios exceed 20 percent. Once the Post-Award Manager approves the fixed-route spare ratio plan, MTA must submit the plan and evidence of FTA concurrence in OTrak.

8. Maintenance

Basic Requirement: Recipients must keep federally funded vehicles, equipment, and facilities in good operating condition. Recipients must keep Americans with Disabilities Act (ADA) accessibility features on all vehicles, equipment, and facilities in good operating order.

Finding: No deficiency.

9. Procurement

Basic Requirement: The recipient and subrecipient must use its own documented procurement procedures which reflect applicable State, local, and tribal laws and regulations, and conform to applicable Federal law and the standards identified in 2 CFR 200. With regard to the

procurement standards in 2 CFR 200, state recipients can use the state’s overall policies and procedures, except that the state must comply with 200.322 (domestic preferences), 200.323 (procurement of recovered materials), and 200.327 (contract provisions). States also must comply with any requirement applicable to FTA recipients by reason other than a 2 CFR 200 procurement standard; for example, 49 U.S.C. 5325(a) requires recipients to conduct all procurement transactions in a manner that provides full and open competition, regardless of 2 CFR 200’s allowance for states to use state procedures.

The reviewers examined documentation in the following sampled procurements:

Contract/ Product	Award Date	Amount	Method	Deficiencies
2023113 – Body on Chassis Cutaway Buses	3/1/2024	\$30,000,000	Request for Proposals (RFP)	None
2023140 – Mobility Plan updating nMotion's Plan (A&E)	7/30/2024	\$2,072,490	Request for Qualifications	None
2025203 – Software Rate My Ride/ Automatic Detour Detection	8/20/2025	\$75,000	Sole Source	None
2025185 – ERP Consultant Services	11/10/2025	\$1,097,145	RFP	None
2025195 – On-Call IDIQ Maintenance & Construction Service	11/10/2025	\$5,000,000	RFP	None

Finding: No deficiency.

10. [Reserved]

11. Title VI

Basic Requirement: The recipient must ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participating in, or be denied the benefits of, or be subject to discrimination under any program or activity receiving Federal financial assistance without regard to whether specific projects or services are federally funded. The recipient must ensure that all transit services and related benefits are distributed in an equitable manner.

Finding: No deficiency.

12. Americans with Disabilities Act (ADA) – General

Basic Requirement: Titles II and III of the Americans with Disabilities Act of 1990 provide that no entity shall discriminate against an individual with a disability in connection with the provision of transportation service. The law sets forth specific requirements for vehicle and facility accessibility and the provision of service, including complementary paratransit service.

Finding: One deficiency was found with FTA requirements for Americans with Disabilities Act – General.

Deficiency Description: **ADA-GEN1-1: Insufficient ADA complaint process**

Under 49 CFR 37.17, FTA recipients must adopt procedures for accepting, resolving, and responding to complaints alleging an action prohibited by the DOT ADA regulations. The process must be accessible and sufficiently advertised to the public. Under 49 CFR 27.121(b), recipients must keep on file for one year all complaints of noncompliance received. A record of all such complaints, which may be in summary form, must be kept for five years.

During the virtual site visit, MTA updated its web-based complaint form and filing instructions. Prior to the updates, MTA did not provide documentation substantiating that ADA complaints were being sufficiently identified and tracked to enable it to produce a record of complaints received.

Corrective Actions and Schedule: MTA must submit in OTrak:

1. By August 21, 2026, procedures for tracking ADA complaints and retaining copies of the complaints for at least one year and summaries of ADA complaints or the complaints themselves for at least five years.
2. By September 21, 2026, a completed tracking log with at least 30 days of complaint information to demonstrate MTA's implementation of the procedures.

13. ADA – Complementary Paratransit

Basic Requirement: Under 49 CFR 37.121(a), each public entity operating a fixed-route system shall provide paratransit or other special service to individuals with disabilities that is comparable to the level of service provided to individuals without disabilities who use the fixed-route system. "Comparability" is determined by 49 CFR 37.123–37.133. Requirements for complementary paratransit do not apply to commuter bus, commuter rail, or intercity rail systems.

Finding: Two deficiencies were found with FTA requirements for Americans with Disabilities Act – Complementary Paratransit.

Deficiency Description: ADA-CPT3-4: Service to visitors not provided under same conditions as eligible riders

Under 49 CFR 37.127, FTA recipients must provide complementary paratransit service to individuals with disabilities visiting their area. Service must be provided if: (1) the visitor can present documentation from his or her “home” jurisdiction's ADA paratransit system that he or she is eligible or (2) the visitor can present proof of the disability and visitor status (home address). The process should be simple and quick with FTA envisioning it completed the same day or no more than one day later.

Per Appendix D to §37.127, host transit agencies “will give ‘full faith and credit’ to the ID card or other documentation from the other [transit agency].”

MTA requires visitors to complete an “ADA Visitor Registration Form” that instructs the person to either mail or fax the form, along with supporting documentation, to MTA and indicates that MTA will then contact the person by phone or mail to provide an Access paratransit ID number. The process is onerous and time-consuming, and the form asks for information that is beyond the allowable documentation set forth in §37.127.

During the virtual site visit, MTA provided an updated draft visitor policy and FTA seeks confirmation of its implementation.

Corrective Actions and Schedule: MTA must submit in OTrak:

1. By August 21, 2026, procedures for processing requests for service from visitors on the same day or not more than one day later. The procedures must explain how MTA will track the timeliness of granting requests and include evidence that MTA will only require the allowable documentation from visitors set forth in 49 CFR 37.127.
2. By August 21, 2026, evidence that MTA has advertised the instructions individuals are to follow to obtain visitors service on its website and in any other public information.
3. By September 21, 2026, a completed tracking log with at least 30 days of visitor service request information to demonstrate MTA’s implementation of the procedures.

Deficiency Description: ADA-CPT4-3: Next-day service deficiency

For any day that an FTA recipient operates complementary paratransit, 49 CFR 37.131(b) requires that eligible riders be able to reserve trips on the day before the desired trip during normal business hours. Per Appendix D to §37.131, “on days prior to a service day on which the administrative offices are not open at all (e.g., a Sunday prior to a Monday service day), the reservation service would also be open 9 to 5.” Agencies may use voicemail (alone or in addition to an email address or web application) to accept these reservations.

MTA administrative office hours are 8:00 a.m. to 4:30 p.m. Monday through Friday. On weekdays, MTA accepts paratransit reservations until 4:30; however, on weekends and holidays, it only allows reservations until 2:30 p.m.

Corrective Actions and Schedule: MTA must submit in OTrak:

1. By September 21, 2026, evidence that paratransit reservations are taken on each day before a service day, including weekends and holidays, during comparable administrative office hours and confirmed prior to the rider's requested trip time.
2. By September 21, 2026, evidence that MTA has advertised its updated paratransit reservation hours on its website and in any other public information.

14. [Reserved]

15. School Bus

Basic Requirement: Recipients are prohibited from providing school bus service in competition with private school bus operators unless the service qualifies and is approved by the FTA Administrator under an allowable exemption. Federally-funded equipment or facilities cannot be used to provide exclusive school bus service.

Finding: No deficiency.

16. Charter Bus

Basic Requirement: Recipients are prohibited from using FTA-funded equipment and facilities to provide charter service that unfairly competes with private charter operators. Recipients may operate charter only when the service meets a specified exception defined in rule.

Finding: No deficiency.

17. Drug Free Workplace Act

Basic Requirement: Recipients are required to maintain a drug free workplace for all award-related employees; report any convictions occurring in the workplace timely; and have an ongoing drug free awareness program.

Finding: No deficiency.

18. Drug and Alcohol Program

Basic Requirement: Recipients receiving Section 5307, 5309, 5311, or 5339 funds that have safety-sensitive employees must have a drug and alcohol testing program in place for such employees.

Finding: No deficiency.

19. Section 5307 Program Requirements

Basic Requirement: The recipient must participate in the transportation planning process in accordance with Federal Transit Administration (FTA) requirements and the metropolitan and statewide planning regulations.

Recipients shall develop, publish, afford an opportunity for a public hearing on, and submit for approval, a program of projects (POP).

Recipients are expected to have a written, locally developed process for soliciting and considering public comment before raising a fare or carrying out a major transportation service reduction.

For fixed-route service supported with Section 5307 assistance, fares charged seniors, persons with disabilities or an individual presenting a Medicare card during off peak hours will not be more than one half the peak hour fares.

Finding: No deficiency.

20. Section 5310 Program Requirements

Basic Requirement: Recipients must expend Section 5310 funds on eligible projects that meet the specific needs of seniors and individuals with disabilities. Projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan. Recipients must approve all subrecipient leases of Section 5310-funded vehicles. Leases of Section 5310-funded vehicles must include required terms and conditions. Either the recipient or subrecipient must hold the title to the leased vehicles.

Finding: No deficiency.

21. Section 5311 Program Requirements

Basic Requirement: States must expend Section 5311 funds on eligible projects to support rural public transportation services and intercity bus transportation.

Finding: This section only applies to recipients that receive Section 5311 funds directly from FTA; therefore, the related requirements are not applicable.

22. Public Transportation Agency Safety Plan (PTASP)

Basic Requirement: Recipients must comply with the Public Transportation Agency Safety Plan (PTASP) regulation (49 CFR Part 673) to ensure public transportation providers develop and implement an Agency Safety Plan (ASP). The PTASP Final Rule published in the Federal Register April 11, 2024 became effective May 13, 2024. FTA expects transit agencies to address

the regulatory changes in the new PTASP Final Rule in their next Agency Safety Plan (ASP) annual update.

FTA requires applicable recipients to certify that they have established an ASP that meets the requirements of the PTASP regulation and 49 U.S.C. 5329(d) as part of the annual Certifications and Assurances for FTA grants and cooperative agreements. FTA notes that per 49 U.S.C. 5307(c)(1)(L), this certification is a required condition of receiving section 5307 funding (though noncompliance can impact access to Section 5307 funding as well as other grant funds where 5307 requirements apply). FTA monitors these certifications in its Transit Award Management System (TrAMS).

Finding: No deficiency.

23. Cybersecurity

Basic Requirement: Recipients that operate rail fixed guideway public transportation systems must certify compliance with the requirements for establishing a cybersecurity process under 49 U.S.C. § 5323(v).

Finding: This section only applies to recipients that operate rail fixed guideway public transportation systems; therefore, the related requirements are not applicable.

V. Attendees

Name	Title	Phone Number	E-mail Address
Nashville Metropolitan Transit Authority			
Steve Bland	Chief Executive Officer (CEO)	615-862-6262	Steve.Bland@nashville.gov
Lindsey Ganson	Chief of Staff	615-880-3965	Lindsey.Ganson@nashville.gov
Vince Malone	Chief of Staff and Administration	615-880-1537	Vince.Malone@nashville.gov
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Zeda Riggs	Director of Customer Care & Communication	615-862-6128	Zeda.Riggs@nashville.gov
Osman Baker	Project Manager	615-862-4648	Osman.Baker@nashville.gov
Debbie Frank	Deputy CEO for Growth and Development	615-862-4628	Debbie.Frank@nashville.gov
Kia Lewis	Senior Project Manager	615-880-3573	Kia.Lewis@nashville.gov
Jubal Parris	Director of Major Projects	615-880-3943	Jubal.Parris@nashville.gov
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Melissa Brown	Grant Coordinator	615-880-3581	Melissa.Brown@nashville.gov
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Heather Howard	Grants Management Specialist	615-880-2469	Heather.Howard@nashville.gov
Shelly McElhaney	Director of Finance	615-862-6144	Shelly.McElhaney@nashville.gov
Amanda Vandegrift	Deputy CEO for Finance and Administration	615-862-6129	Amanda.Vandegrift@nashville.gov
Keith Winters	Grants Administrator	615-862-8869	Keith.Winters@nashville.gov
Mark Fleming	Human Resource Director	615-880-3929	Mark.Fleming@nashville.gov
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Rob McElhaney	Info Technology Manager	615-880-3966	Rob.McElhaney@nashville.gov
Carl Rokos	Director of Fleet Maintenance	615-880-3272	Carl.Rokos@nashville.gov
Wendy Smith	Communications Manager	615-862-6194	Wendy.Smith@nashville.gov
Marilyn Yokley	Director of Mobility Services	615-862-5641	Marilyn.Yokley@nashville.gov
Andy Burke	Chief Operations Officer	615-862-6178	Andy.Burke@nashville.gov
Nick Pecenka	Director of Operations	615-862-6125	Nick.Pecenka@nashville.gov
Felix Castrodad	Director of Planning	615-862-5626	Felix.Castrodad@nashville.gov
Philip Randall	Transit Planner	615-880-3973	Philip.Randall@nashville.gov
Kim Hereford	Procurement Manager	615-862-6118	Kim.Hereford@nashville.gov
Dawn Mason	Director Of Procurement & Small Business Utilization	615-862-4624	Dawn.Mason@nashville.gov
DeAntwaine Moye	Business Diversity Manager & DBE Liaison Officer	615-862-5618	DeAntwaine.Moye@nashville.gov
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Chelsey Searcy	Safety Program & Workers' Comp Manager	615-880-3933	Chelsey.Searcy@nashville.gov
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Name	Title	Phone Number	E-mail Address
Tiarra Dunn	Director of Training and Development	615-428-8426	Tiarra.Dunn@nashville.gov
Building Lives Foundation (Section 5307 Subrecipient)			
Jeff Upton	Executive Director	615-678-4967	jeff@wearebuildinglives.org
Transportation Management Group (Sections 5307/5210 Subrecipient)			
Sharmila Patel	Grants and Procurement Director	615-628-0270	spatel@tmagroup.org
Habilitation and Training Services, Inc. (Section 5310 Subrecipient)			
Ben Minnix	Executive Director	615-575-1032	bminnix@hatstn.org
Rachel McCoin	Operations Coordinator	615-575-1038	rmccoin@hatstn.org
zTrip (Contractor)			
Hunter Thompson	General Manager, Nashville	629-269-0146	hthompson@ztrip.com
Dunkin' Donuts (Lessee)			
Lara Sievers	Lease Administration Manager	865-392-1881	laras@bluemontgroup.net
FTA			
Richelle Gosman	FTA Oversight Manager	-	richelle.gosman@dot.gov
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Dawn Sweet	Lead Reviewer	703-677-6514	dsweet@tfcci.net

VI. Appendices

Governing Directives

2 CFR 200.332 Requirement for pass-through entities

A pass-through entity must:

(c) Evaluate each subrecipient's fraud risk and risk of noncompliance with a subaward to determine the appropriate subrecipient monitoring described in paragraph (f) of this section.

When evaluating a subrecipient's risk, a pass-through entity should consider the following:

(1) The subrecipient's prior experience with the same or similar subawards;

(2) The results of previous audits. This includes considering whether or not the subrecipient receives a Single Audit in accordance with subpart F and the extent to which the same or similar subawards have been audited as a major program;

*(3) Whether the subrecipient has new personnel or new or substantially changed systems;
and*

(4) The extent and results of Federal awarding agency monitoring (for example, if the subrecipient also receives Federal awards directly from a Federal awarding agency).

(d) If appropriate, consider implementing specific conditions in a subaward as described in §200.208 and notify the Federal agency of the specific conditions.

(e) Monitor the activities of the subrecipient as necessary to ensure that the subaward complies with Federal statutes, regulations, and the terms and conditions of the subaward. The pass-through entity is responsible for monitoring the overall performance of a subrecipient to ensure that the goals and objectives of the subaward are achieved. In monitoring a subrecipient, a pass-through entity must:

(1) Review financial and performance reports.

(2) Ensure that the subrecipient takes corrective action on all significant developments that negatively affect the subaward. Significant developments include Single Audit findings related to the subaward, other audit findings, site visits, and written notifications from a subrecipient of adverse conditions which will impact their ability to meet the milestones or the objectives of a subaward. When significant developments negatively impact the subaward, a subrecipient must provide the pass-through entity with information on their plan for corrective action and any assistance needed to resolve the situation.

(3) Issue a management decision for audit findings pertaining only to the Federal award provided to the subrecipient from the pass-through entity as required by §200.521.

(4) Resolve audit findings specifically related to the subaward. However, the pass-through entity is not responsible for resolving cross-cutting audit findings that apply to the subaward and other Federal awards or subawards. If a subrecipient has a current Single Audit report and has not been excluded from receiving Federal funding (meaning, has not been debarred or suspended), the pass-through entity may rely on the subrecipient's cognizant agency for audit or oversight agency for audit to perform audit follow-up and make management decisions related to cross-cutting audit findings in accordance with section §

200.513(a)(4)(viii). Such reliance does not eliminate the responsibility of the pass-through entity to issue subawards that conform to agency and award-specific requirements, to manage risk through ongoing subaward monitoring, and to monitor the status of the findings that are specifically related to the subaward.

(f) Depending upon the pass-through entity's assessment of risk posed by the subrecipient (as described in paragraph (b) of this section), the following monitoring tools may be useful for the pass-through entity to ensure proper accountability and compliance with program requirements and achievement of performance goals:

(1) Providing subrecipients with training and technical assistance on program-related matters;

(2) Performing site visits to review the subrecipient's program operations; and

(3) Arranging for agreed-upon-procedures engagements as described in §200.425.

(g) Verify that every subrecipient is audited as required by Subpart F of this part.

(h) Consider whether the results of the subrecipient's audits, site visits, or other monitoring necessitate adjustments to the pass-through entity's records.

(i) Consider taking enforcement action against noncompliant subrecipients as described in §200.339 of this part and in program regulations.

FTA Circular 5010.1F, Chapter II, Section 3. Roles and Responsibilities of the Management of Awards

Recipients are responsible for the day-to-day management of their awards that provide assistance for eligible activities or projects. FTA monitors awards and the federally assisted projects thereunder to confirm that recipients establish and follow procedures that comply with Federal requirements and the terms and conditions outlined.

Recipients are required to apply for and manage FTA awards in the Transit Award Management System (TrAMS). In addition to FTA's responsibility to monitor FTA awards and the federally assisted projects thereunder, recipients must monitor federally assisted activities, including those conducted by subrecipients, to ensure compliance with applicable Federal requirements. This includes the administration and management of the award and any funds "passed through" by the recipient to a subrecipient in compliance with Federal regulations, the grant or cooperative agreement, and applicable FTA circulars. Annual, independent, organization-wide audits, 2 CFR 200, subpart F, "Audits," audits of recipients, and other recurring and specialized reviews provide FTA an opportunity to verify the recipient's compliance with Federal requirements. (See Chapter V, "FTA Oversight," of this circular.)

FTA Circular 5010.1F, Ch. IV, Section 3. Equipment and Supplies (Including Rolling Stock)

n. Rolling Stock Spare Ratio Policies.

The Uniform Guidance requires equipment to be used for its intended purpose or to follow appropriate disposition requirements (2 CFR 300.313). The regulation also requires recipients and subrecipients to avoid acquisition of unnecessary or duplicative items (2 CFR 200.318). FTA recognizes that public transportation operations require both spare and, in some cases,

contingency fleets and has established spare ratio and contingency fleet policies that permit public transportation vehicles in those categories to be considered in public transportation use. Spare ratios will be taken into account in the review of an award proposed to replace, rebuild, or acquire additional vehicles. Spare ratio is defined as the total number of spare vehicles available for fixed-route service (regardless of type) divided by the total number of fixed-route vehicles required for annual maximum service (regardless of type). Spare ratio is usually expressed as a percentage, e.g., 100 vehicles required for maximum fixed-route service and 20 spare vehicles (for a total of 120 vehicles) is a 20 percent spare ratio. Spare ratios are calculated for the transit system as a whole, not by vehicle type. For purposes of the spare ratio calculation, “vehicles operated in maximum fixed-route service” is defined as the total number of revenue vehicles operated to meet the annual maximum service requirement. This is the revenue vehicle count during the peak week, day, and hours that maximum service is provided. It excludes atypical days and special events. (1) *Bus Fleet*. The basis for determining a reasonable spare bus ratio takes local circumstances into account. The number of spare buses in the active fleet for transit providers operating 50 or more fixed-route revenue vehicles should not exceed 20 percent of the number of vehicles operated in maximum fixed-route service. For recipients that manage awards for subrecipients, this maximum spare ratio is based on the fleet size of each unique operator. FTA does not set a specific spare ratio for operators with fewer than 50 vehicles operated in maximum fixed-route service but expects the number of spare buses to be reasonable, taking into account the number of vehicles and variety of vehicle types and sizes.

Buses delivered for future expansion and buses that have been replaced, but are in the process of being disposed of, are not included in the calculation of spare ratio.

For each application identified to acquire vehicles, the applicant should address the subjects of current spare ratio, the spare ratio anticipated at the time the new vehicles are introduced into service, disposition of vehicles to be replaced, including information on age and mileage, and the applicant’s conformance with FTA’s spare ratio guideline. An applicant is required to notify FTA if the spare ratio computation on which the application is based is significantly altered before the Award is made.

(3) *Spare Ratio Deviation*. Recipients or subrecipients of buses recently procured may temporarily exceed their spare ratio thresholds. In those cases, recipients may seek a short-term deviation from the spare ratio requirements. Recipients should prepare a brief justification explaining the reason for the deviation, a date by which the fleet spare ratio will come into compliance with the general requirements, and the recipient’s plans to come into compliance. The deviation will generally be granted for no more than two years and must be approved by the Regional Administrator, either in writing or by approval of the Award. Recipients must promptly inform the FTA Regional Office of any significant changes related to spare ratios, including plans for disposition or acquisition of vehicles and changes in vehicle needs.

ADA Complaint Process

49 CFR 27.121(b) Compliance information

(b) *Compliance reports*. Each recipient shall keep on file for one year all complaints of noncompliance received. A record of all such complaints, which may be in summary form, shall be kept for five years. Each recipient shall keep such other records and submit to the responsible Departmental official or his/her designee timely, complete, and accurate compliance reports at

such times, and in such form, and containing such information as the responsible Department official may prescribe. In the case in which a primary recipient extends Federal financial assistance to any other recipient, the other recipient shall also submit compliance reports to the primary recipient so as to enable the primary recipient to prepare its report.

49 CFR 37.17 Designation of responsible employee and adoption of complaint procedures.

(a) Designation of responsible employee. Each public or private entity subject to this part shall designate at least one person to coordinate its efforts to comply with this part.

(b) Adoption of complaint procedures. An entity shall adopt procedures that incorporate appropriate due process standards and provide for the prompt and equitable resolution of complaints alleging any action prohibited by this part and 49 CFR parts 27, 38 and 39. The procedures shall meet the following requirements:

(1) The process for filing a complaint must be sufficiently advertised to the public, such as on the entity's Web site;

(2) The procedures must be accessible to and usable by individuals with disabilities;

(3) The entity must promptly communicate its response to the complaint allegations, including its reasons for the response, to the complainant and must ensure that it has documented its response.

Paratransit Visitor Service

49 CFR 37.127 Complementary paratransit service for visitors

(a) Each public entity required to provide complementary paratransit service under §37.121 of this part shall make the service available to visitors as provided in this section.

(b) For purposes of this section, a visitor is an individual with disabilities who does not reside in the jurisdiction(s) served by the public entity or other entities with which the public entity provides coordinated complementary paratransit service within a region.

(c) Each public entity shall treat as eligible for its complementary paratransit service all visitors who present documentation that they are ADA paratransit eligible, under the criteria of §37.125 of this part, in the jurisdiction in which they reside.

(d) With respect to visitors with disabilities who do not present such documentation, the public entity may require the documentation of the individual's place of residence and, if the individual's disability is not apparent, of his or her disability. The entity shall provide paratransit service to individuals with disabilities who qualify as visitors under paragraph (b) of this section. The entity shall accept a certification by such individuals that they are unable to use route transit.

(e) A public entity shall make the service to a visitor required by this section available for any combination of 21 days during any 365-day period beginning with the visitor's first use of the service during such 365-day period. In no case shall the public entity require a visitor to apply for or receive eligibility certification from the public entity before receiving the service required by this section.

49 CFR Part 37 Appendix D to 49 CFR 37.127 Complementary paratransit service for visitors

This section requires each entity having a complementary paratransit system to provide service to visitors from out of town on the same basis as it is provided to local residents. By “on the same basis,” we mean under all the same conditions, service criteria, etc., without distinction. For the period of a visit, the visitor is treated exactly like an eligible local user, without any higher priority being given to either.

Paratransit Response Time

49 CFR 37.131 Service criteria for complementary paratransit

The following service criteria apply to complementary paratransit required by §37.121 of this part.

(b) Response time. The entity shall schedule and provide paratransit service to any ADA paratransit eligible person at any requested time on a particular day in response to a request for service made the previous day. Reservations may be taken by reservation agents or by mechanical means.

(1) The entity shall make reservation service available during at least all normal business hours of the entity's administrative offices, as well as during times, comparable to normal business hours, on a day when the entity's offices are not open before a service day.

Appendix D to 49 CFR 37.131

Under this provision, an entity must make its reservation service available during the hours its administrative offices are open. If those offices are open 9 to 5, those are the hours during which the reservations service must be open, even if the entity's transit service operated 6 a.m. to midnight. On days prior to a service day on which the administrative offices are not open at all (e.g., a Sunday prior to a Monday service day), the reservation service would also be open 9 to 5. Note that the reservation service on any day does not have to be provided directly by a “real person.” An answering machine or other technology can suffice.

Any caller reaching the reservation service during the 9 to 5 period, in this example, could reserve service for any time during the next 6 a.m. to 12 midnight service day. This is the difference between “next day scheduling” and a system involving a 24-hour prior reservation requirement, in which a caller would have to reserve a trip at 7 a.m. today if he or she wanted to travel at 7 a.m. tomorrow. The latter approach is not adequate under this rule.

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

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

Item Number:	OF-D-26-006	Meeting Date:	9/24/2026
Item Title:	Annual Pension Overview		

BACKGROUND:

As part of the agreement between the Metropolitan Transit Authority (MTA) of Nashville and Davidson County and the Davidson Transit Organization, Inc. (DTO) to act as the employer for all staff providing transit services to the MTA, the MTA acts as guarantor for the Disability and Retirement Plan of the DTO and Local 1235 of the Amalgamated Transit Union (Plan). Given the obligations of the MTA as guarantor, MTA staff provides the MTA Board with this annual review of the plan. Beyond acting as guarantor, the MTA Board has no fiduciary responsibility over the plan.

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

The Plan is structured as a defined benefit plan, which requires a combination of age and years of service to qualify (Rule of 84). Full-time employees are required to join the plan after 90 days. The vesting period is 7 years. The Plan dictates that the pension be overseen by a four-member committee made up of four DTO employees consisting of two Amalgamated Transit Union members and two DTO management employees (the "Pension Committee"). The current DTO management employees are the Chief Administrative Officer and the Deputy CEO for Finance & Administration. The Pension Committee meets quarterly with the trustee of the Plan, which is currently Regions Bank's Division of Wealth Management. The trustee makes all investment decisions according to an investment policy adopted by the Pension Committee. The Plan is audited annually by an accounting firm, currently Crosslin CPAs. As a part of the annual audit, the Plan has an actuarial valuation to determine the health of the Plan and identify what minimum percentage contribution must be made by DTO. Employees are required to contribute 4.5% through payroll deduction. The most recent audit for FY2025 had no findings or significant deficiencies. The Plan had assets of approximately \$88,139,374 and accrued liabilities of \$99,656,430, meaning the Plan was approximately 88.4% funded. The unfunded liability, which is what MTA would be liable for if termination of the Plan occurs, was \$11,517,056, which was the second lowest unfunded liability reported over the past decade.

As of June 30, 2026, the Plan's market value was \$102,513,505, representing a \$14,364,438 increase from the prior year. Employee contributions totaled \$2,737,272 and Davidson Transit Organization (DTO) contributions totaled \$5,474,544 out of a total contribution of \$8,272,122. There was a total of \$172,421 in administrative expenses covering the trustee, actuarial, legal, and audit expenses.

CURRENT STATUS:

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

APPROVED:



Deputy CEO of Finance and Administration

9/24/2026

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-26-030	Meeting Date:	9/24/2026
Item Title:	Central Canopies, Waterproofing and Safety Improvements Construction Project		

BACKGROUND:

This project combines three separate construction projects at the Elizabeth Duff Transit Center at WeGo Central that all require substantial coordination with Operations and Facilities Staff. Because all three projects completed design and were ready for bid at the same time, it was decided to combine the projects to facilitate construction, to enhance coordination, and to minimize the impact to Operations. Construction of each project separately would likely adversely impact the other projects making coordination even more difficult. The three projects include the Central Canopies Project, Drive Aisle Waterproofing Project and Safety Improvements Project, each as described below.

The Elizabeth Duff Transit Center at WeGo Central (Central) in downtown Nashville is the location where most Davidson County Public Bus Service and RTA Regional Bus Service originates. Overall, 29 of the 36 bus routes in the combined MTA/RTA network operate to and from Central. Of the 24 bus bays in the facility, 21 are indoors and 3 are outdoors, exposed to the elements.

For the 3 outdoor bays, outdated canopies are located to protect riders from the elements while waiting to board buses. These structures provide minimal protection from the elements and are undersized. The Central Canopies Project would remove the existing outdated canopies and replace them with three larger, updated bus shelter canopies and upgrade supporting amenities to more closely match other bus bays at Central, including security cameras and real-time digital information signs. The project requires removal of existing pedestrian hardscape surfaces, removal of the three existing canopies, anchoring of new canopies in the post tensioned slab, waterproofing, hardscape replacement, erection of three structural steel canopies, power, and low voltage conduits and wiring.

The waterproofing project is for maintenance of the drive aisles throughout Central to ensure a long-term state of good repair. This element will require close coordination with Operations to make Transit Bays available for waterproofing and curing while maintaining Bus Operations and minimizing down time of the Facility.

The Safety improvements project is to address operational challenges consisting of Bus Strikes at various locations within the facility due to tight turning radius. The mitigation measures being constructed here include bollards to better define bus entrance paths to the building, removal of concrete at the horseshoe where buses make a 180-degree turn to exit the facility, and traffic control improvements to include striping and signage.

WeGo solicited bids through OpenGov by advertisement on February 6, 2026. Bids were received on March 19, 2026, from 1 bidder – Buckeye Construction and Restoration. Because only one bid was received, WeGo elected to re-bid the project and both Procurement and Engineering did additional Contractor outreach. The project was re-advertised on April 2, 2026, with Bids due on May 4, 2026. Buckeye Construction and Restoration was also the only bid received the second time.

In addition to advertising through OpenGov, WeGo Staff reached out to potential bidders both before and after each bid. Several contractors that had indicated they would bid did not. A review indicated the following reasons Contractors declined to propose:

1. Current backlog of work.
2. Difficulty of working in this operating environment (construction in a live transit operations environment with significant adjacent pedestrian activity).

3. Difficult nature of restoration work.

The bid submitted by Buckeye Construction and Restoration was in the amount of \$2,718,545 for all three elements of the project.

The original Engineer's Estimate provided by design firms Wendel and CDM Smith was \$2,361,789.00, broken down by individual project as follows:

	<u>Engineers Estimate</u>	<u>Contractor Bid</u>	<u>Difference</u>
Central Canopies	\$1,719,000.00	\$1,856,534.00	\$137,534.00 (Over)
Safety Improvements	\$ 202,789.00	\$ 223,007.00	\$20,218 (Over)
Waterproofing	\$ 440,000.00	\$ 639,004.00	\$199,004 (Over)
Total	\$2,361,789.00	\$2,718,545.00	\$356,756.00 (Over)

While the bid received from Buckeye Construction and Restoration is approximately 15% higher, the largest difference relative to the engineer's estimate is in the waterproofing project pricing. In reaching out to the waterproofing manufacturer (the largest single element in this phase), the unit rates that result in Buckeye's waterproofing proposal are within a reasonable range for the product and work required and reflect current market pricing.

RECOMMENDATION:

Staff recommend that the Board authorize the Chief Executive Officer to award the Contract for construction of the Central Canopies, Waterproofing and Safety Improvements project to the low responsive and responsible bidder, Buckeye Construction and Restoration in the amount of \$3,126,327 which the contractors bid of \$2,718,545 plus a staff directed contingency line item of 15.

Funding is available through a combination of Improve Act Funds, Federal Funds and Local Match through the Metro Nashville Capital Spending Plan.

APPROVED:

9/24/2026

Board Secretary

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	NICE-A-26-031	Meeting Date:	9/24/2026
Item Title:	Property Acquisition - Dr. Ernest Rip Patton, Jr. North Nashville Transit Center		

BACKGROUND:

Planning for a neighborhood transit center in North Nashville began in earnest in 2017-2018, based on the nMotion Strategic Service Plan adopted by the MTA Board in 2016, which called for “decentralizing” the transit network through development of neighborhood and regional transit centers. North Nashville was identified as a high-priority location due to the concentration of transit routes converging in the neighborhood and planned service expansion in the area.

Site analysis identified property owned by HOLO 37208 LLC and United Holdings LLC on 26th Avenue North as an ideal location for the center. Following environmental clearance from FTA (a categorical exclusion), WeGo initiated the acquisition process for approximately 1.74 acres of the roughly six-acre site, then occupied by an auto repair shop leasing the property from HOLO 37208 LLC. WeGo originally sought to purchase the property, but the principal of HOLO 37208 LLC, DJ Wootson, was only willing to enter a long-term lease.

WeGo initiated an appraisal in accordance with FTA property valuation requirements, with an initial appraisal by Ted Boozer, MAI, and a review appraisal by R. Rhett Turner, MAI. The fair market annual lease value was established at \$170,000, based on an estimated fair market value of \$2,425,000 for the property. FTA concurred with the valuation methodology and fair market value on October 2, 2019.

WeGo and the property owner reached agreement on a 50-year lease with initial payments of \$170,000 annually, fixed for five years with a 10% escalation at each subsequent five-year interval, two 10-year renewal options on the same terms, and a right of first refusal allowing WeGo to purchase the property should the owner choose to sell, subject to matching any bona fide offer. The MTA Board approved the lease at its February 2020 meeting, and the lease was executed on October 12, 2020. In parallel, WeGo worked with the landlord to secure a Payment in Lieu of Taxes (PILOT) agreement through the Davidson County Industrial Development Board, removing the leased portion of the property from the Davidson County tax rolls effective January 2021, concurrent with the start of lease payments.

Design and construction of the Dr. Ernest Rip Patton Jr. North Nashville Transit Center began in March 2021 with the Board's award of a design contract to Smith Gee Studios, followed by a construction contract award in September 2022. Construction commenced in the first quarter of 2023, and the facility was dedicated in August 2024.

In the spring of 2026, WeGo learned that Mr. Wootson had listed his remaining Nashville property for sale, including both the transit center parcel and an adjoining 4.31-acre undeveloped lot. WeGo's outside counsel confirmed the owner's interest in selling the transit center parcel, and WeGo engaged CBRE to perform an appraisal. Concurrently, MTA Finance staff conducted a net present value analysis comparing outright purchase to continuing lease payments over the remaining lease term and extensions. Assuming discount rates of 3.5% to 6.0%, staff determined that a purchase price of \$4,300,000 to \$7,500,000 or less would benefit the Authority over the long term.

CBRE's appraisal produced two values for the property: a fee simple value of \$2,842,000, later revised to \$3,221,000 after adjusting the weighting of comparable sales, and a leased fee (leasehold) value of \$4,187,600, reflecting the property's existing long-term lease to WeGo. WeGo staff and its real estate advisors have determined the leased fee value to be the more appropriate basis for negotiation, as the fee simple approach does not account for the property's current use and existing lease encumbrance. The negotiated purchase price under discussion of \$4,187,600 reflects this leased fee appraised value and falls within the range identified as beneficial to the Authority under MTA Finance staff's long-term cost analysis.

MTA Finance staff identified several benefits to acquiring the property outright, including lower overall and long-term operating costs, the ability to capture long-term land value, and reduced administrative burden; WeGo already maintains the property and carries related insurance costs. The principal identified drawback is the cost of capital required for the purchase. Approximately \$2,000,000 of the funding source, representing 48% of the appraised leased fee value, is currently at risk of deauthorization by Metro absent an identified use; this purchase aligns with the original intent of those funds by supporting a major transit center serving the planned Clarksville Pike Bus Rapid Transit corridor.

With MTA Board approval, WeGo staff would return to the Industrial Development Board to unwind the existing PILOT agreement, as the property would revert to public ownership and exempt status by other means. WeGo's overall approach to this purchase has been reviewed with the Mayor's Office and Metro Finance, and neither has expressed reservations.

RECOMMENDATION:

Staff recommends that the Board authorize the Chief Executive Officer to enter into a Purchase and Sale Agreement with HOLO 37208 LLC for the purchase of real property located at 2521 Clarksville Pike, Nashville, Tennessee, at a purchase price of \$4,187,600, which reflects the independently appraised leased fee value of the property for the permanent acquisition of the site of the Dr. Ernest Rip Patton Jr. North Nashville Transit Center.

Funding for this purchase is available through previously approved Metropolitan Government Capital Spending Plan allocations totaling \$4,187,600 across the FY2022 Clarksville Pike Bus Rapid Transit and FY2022/FY2023 Transit Centers projects.

APPROVED:

Board Secretary

9/24/2026

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

☒ Committee Discussion Item

☐ Committee Action Item

☐ Board Discussion Item

Item Number:	NICE-D-26-032	Meeting Date:	9/24/2026
Item Title:	Winter 2027 Service Changes Update		

BACKGROUND:

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 hours of operation and coverage expansion within established resources as the agency ramps up efforts to grow personnel capacity and rolling stock for future service expansion.

Last July, WeGo continued to advance service improvements funded by CHYM with the successful implementation of the summer 2026 service changes. The changes included improved frequency and reliability on routes serving the Nashville International Airport (BNA), Opry Mills, and the Skyline area as well as the expansion of the Bellevue and South Nashville WeGo Link zones.

For the next round of service changes programmed for January 2027, improvements will focus on advancing Route 8 8th Avenue South toward frequent service, improved midday frequency for Route 19 Herman, improved weekend frequency for Route 42 St. Cecilia/Cumberland, and a new connector Route 73 Bell Road between Antioch and Nolensville Pike along Bell Road. Additionally, WeGo Link will be expanded in the Antioch and Donelson areas.

The proposed service improvements represent a total of approximately 30,000 additional annual service hours or a 4% increase in service and will require 12 additional operators and 6 additional vehicles.

The recommendations from the WeGo Forward plan (nMotion update), currently under development, will help identify short-term improvements through at least 2030 for upcoming service changes periods. The proposed changes include, among others, beginning the establishment of 24-hour service, moving toward better frequencies across the system, and the establishment of new routes for an improved connected network. All future improvements including longer-term efforts will emphasize the alignment of service growth with the development of future capital projects such as transit centers and park and ride facilities.

The proposed changes will be presented for public review and comment from September 21st to October 16th. Staff will incorporate feedback from public comments into a proposal for MTA Board approval at the Board's October 22, 2026 meeting.

Lastly, following is the list of official holidays identified for WeGo operations and the level of service that will be offered during those holidays. This will be a recurring item for service changes items moving forward.

Holiday	Level of Service
New Year's Day	Sunday Service
MLK Day	Saturday Service
Easter Sunday	Sunday Service
Memorial Day	Sunday Service
Juneteenth	Weekday Service
July 4 th	Sunday Service
Labor Day	Sunday Service
Veterans Day	Weekday Service
Thanksgiving	Sunday Service
Christmas Eve	Weekday Service
Christmas Day	Sunday Service
New Years Eve	Weekday Service

CURRENT STATUS:

Felix Castrodad, Director of Planning, will present an update of the proposed changes for Winter 2027 at the meeting.

APPROVED:



Deputy CEO of Growth and Development

9/24/2026

Date