



Nashville MTA Board Meeting

Greater Nashville Regional Council

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

March 26, 2026 | 2:30 p.m.

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

1. **Call to Order**
2. **Roll Call**
3. **Approval of February 26, 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 **M-I-26-009** **P. 6**
of Finance & Administration
 - Monthly Operating Statistics – Andy Burke, COO **M-I-26-010** **P. 13**
 - Upcoming Procurement Projects List – Vince Malone, CAO **M-I-26-011** **P. 18**
6. **Consent Agenda Items**
 - State WeGo Ride Contract Renewal – Billy Higgins, Director of Grants **M-A-26-007** **P. 20**
and Compliance
 - Motorola Solutions Voice Communications Hardware and Services Contract **M-A-26-008** **P. 21**
Rob McElhaney, Director of IT
7. **Operations & Finance Committee – Jessica Dauphin, Committee Chair**
 - Nestor Sinkhole Repair – Patrick Hester, Deputy Chief Operating Officer of **M-A-26-009** **P. 22**
Assets and Infrastructure
 - Agency Safety Plan Update – Nick Oldham, Chief Safety and Security Officer **M-A-26-010** **P. 24**
8. **New Initiatives & Community Engagement Committee – Aron Thompson, Committee Chair**
 - Murfreesboro Pike Headway Management SMART Project Update **M-I-26-011** **P. 26**
Dan Freudberg, Deputy Chief Operating Officer – Operations Systems
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

February 26, 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, February 26, 2026.

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

Gail Carr Williams, Chair	Debbie Frank, DCEO of Growth & Development
Aron Thompson, Vice Chair	Amanda Vandegrift, DCEO of Finance & Administration
Jeff Haynes, Member	Vince Malone, COA
Margaret Behm, Board Secretary	Lindsey Ganson, COS
Steve Bland, CEO	Nick Pecenka, Director of Operations
Melissa McIntyre, Sr. EA	Carl Rokos, Director of Maintenance
ABSENT	Rob McElhaney, Director of IT
Jessica Dauphin	Billy Higgins, Director of Grants & Compliance
Kathryn Hays	Katie Freudberg, Director of Service Development

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

III. **Minutes:** Mr. Haynes made a motion to approve the minutes of the Nashville MTA Board meeting held on January 22, 2026. The motion was seconded by Mr. Thompson, and the Board unanimously approved the minutes.

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

- John Bull
- Peter O'Connal
- Richard Gonyer
- Jacob P. Mahon
- Mannon Hall

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

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

VI. **Consent Agenda Items:** The following items were presented to the board members

- **Bulk Fluids Maintenance (M-A-26-003)** – Carl Rokos, Director of Maintenance. The Procurement Department issued an Invitation to Bid for the purchase of bulk fluids and vehicle lubricants. This solicitation was to encompass an initial three (3) year contract with two (2) one (1) year options, with the option to award the successful bidder for the full five (5) years. The contract term would begin on March 1, 2026. The RFQ solicitation was sent to over 1600 vendors via OpenGov and posted on NashvilleMTA.gov and in Transit Talent. Six companies submitted bids. the companies that provided bids were Beach Oil Company, Jamison Professional Services, Key Oil Company (Authorized Mobil Distributor), Kimbro Oil Co., Parman Energy Group, Safety-Kleen Systems, Inc.

All submittals were reviewed for responsiveness and compliance with the required specifications by the Procurement Staff and by the Maintenance Department Staff. After a detailed review of the submitted bids, Parman Energy had the lowest, most responsible, and responsive bid. Parman Energy is the incumbent supplier for this contract and has done an excellent job.

Mr. Thompson made a motion to approve, Mr. Haynes seconded and the Board unanimously approved.

- **Nova Tech Printer, Copier & Related Maintenance Contract Increase (M-A- 26-004)** – Rob McElhaney, Director of IT. In June 2022, the Board authorized a five-year extension option for \$315,000 for a new contract end date of July 31, 2027, increasing the total printing, service, maintenance cost, and copier printer equipment replacements up to \$610,000.

In April 2018, NovaCopy rebranded to NovaTech to better reflect the company's strategic plan of being a Managed IT and Print Service provider. Current copier/printing expenses are trending at \$68,000 per year, plus the cost of replacement of aging high-volume copiers and printers. Copiers and Printers are replaced based on reliability and print counts.

Staff request that the Board provide the Chief Executive Officer with the authority to increase the contract value by \$90,000 to a total contract value of \$700,000 through the contract period ending on July 31, 2027. These expenses are funded through our operating budget for consumables, printing supplies, maintenance and repair services; and through our Capital Plan for equipment assets that meet the required threshold to be considered a capital project, typically under the broad category of Information Technology Equipment.

Mr. Thompson made a motion to approve both Bulk Fluids Maintenance, M-A-26-003 and Nova tech Printer, Copier & Related Maintenance Contract increase, M-A-26-004 Mr. Haynes seconded and the Board unanimously approved.

VII. Operations & Finance Committee Report:

- **Annual Audit Report (M-A-26-005)** – Amanda Vandegrift, DCEO of Finance & Administration. Erica Seager and Mark England with Crosslin gave the Comprehensive Annual Financial Report for fiscal year ended June 30, 2025. MTA received a clean opinion and the report from our auditors and had no findings. On behalf of accountants from Crosslin was requested that the Board accept the Comprehensive Annual Financial Report for the fiscal year ending June 30, 2025.

There was a discussion.

Mr. Haynes made a motion to approve the Annual Audit Report – R-A-26-005, Mr. Thompson seconded the motion and the Board unanimously approved.

- **Quarterly Route Performance (OF-D-26-002)** -Katie Freudberg, Director of Service Development.

Ridership on MTA services was up 7.1% compared to last year's second quarter ridership and was a little under 2% higher than the preceding quarter. Ridership increased in response to the more frequent service added in July 2025. This includes Route 6 Lebanon Pike, Route 23 Dickerson Pike, Route 50 Charlotte Pike, Route 55 Murfreesboro Pike and Route 56 Gallatin Pike.

There was a significant increase in the number of riders using the Journey Pass in early to mid-November, when registration opened to SNAP recipients. By December, passengers were taking about 7,000 rides per day using the Journey Pass program. December ridership was 14% higher than ridership in December 2024. We are monitoring changes in the ridership carefully to ensure we can respond appropriately as the program expands. On-time performance remains fairly steady. Some of the proposed summer service changes will be focused on improving service reliability on routes where on-time performance is poor or has declined.

Mr. Thompson asked if there is a threshold we are trying to achieve for on-time performance. Katie Freudberg said that it is 83%.

VIII. New Initiative & Community Engagement Committee Report: Committee Chair Aron Thompson introduced the following items for discussion:

- **FY2026-FY2030 Capital Investment Plan (NICE-D-26-006):** Billy Higgins, Director of Grants & Compliance.

The Capital Investment Plan for FY2026-2030 prioritizes needs, identifies funding sources, and sets timelines for MTA's capital projects over five years. The plan outlines regulatory, state-of-good-repair, and expansion needs that guide MTA's future project development activities. Investments totaling approximately \$116.0 million are recommended in Year One (FY2026) of the plan, with a total project investment recommendation of nearly \$1 billion over the life of the plan. Projects identified in Year One have access to full funding. Staff projects a balanced capital budget over the full 5 years, while being relatively conservative in estimating future resources. Staff is requesting the Board formally adopt the FY2026-2030 MTA Capital Investment Plan.

There was a discussion.

Mr. Haynes made a motion to approve the FY2026-FY2030 Capital Investment Plan – NICE-A-26-006, Mr. Thompson seconded the motion and the Board unanimously approved.

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

1. As discussed last month, Nashville did bear a significant portion of the wrath of Winter Storm Fern and the impacts to service were significant. Impacts began on Saturday, January 24 when we ran a reduced schedule on major routes. There were major service impacts on Sunday and Monday, including a total suspension of service during several periods. Service began ramping back up on Tuesday, was nearly back to normal on Wednesday and returned to full operation in Nashville on Thursday, though regional bus service was still impacted. Kudos to all our staff involved under the leadership of Chief Operations Officer Andy Burke, and specific callouts to our fleet and facilities groups who had our buses and transit facilities in a full state of readiness throughout the storm. We also had excellent cooperation and coordination with NDOT, who were able to keep our primary routes in very good condition throughout most of the storm period. Our largest challenges were fallen trees and power lines along routes, Operations personnel who were unable to get to work due to conditions in their home areas, and a complete loss of power to our radio transmission equipment for several hours on Sunday.
2. After reporting that our long-time Director of Government Affairs Eric Beyer was retiring last month, this month I need to report that my Executive Assistant and our Board Liaison Monica Howse has left to accept another position. We'll formally recognize Monica at a future meeting when she can attend, but I do want to publicly thank her for her service and professionalism over the years. We are currently recruiting for both positions. In the meantime, I'd like to express my appreciation to Lindsey Ganson and Melissa McIntyre for keeping the office running without skipping a beat, in addition to their other duties and responsibilities.

3. On a more upbeat note, I'm pleased to welcome Tiarra Dunn to our leadership team. Tiarra is our new Director of Training and Development, reporting to Vince Malone. Tiarra comes to us with over 20 years of strategic training and organization development experience across a broad array of industries including communications, retail, manufacturing and non-profits. Her educational background is in industrial and organizational psychology, and additional background in operations makes her well suited to this role in our environment. Welcome Tiarra!
4. We are working closely with the Mayor's Choose How You Move Program Office to release a request for proposals to initiate advance planning and related work on the Nolensville Pike All Access Corridor Project. You may recall that you recently approved a Memorandum of Understanding with the Mayor's Office, NDOT and Metro Planning with respect to our participation in this project, including leading on procurement activities. We are fortunate that our former Director of Procurement and Business Diversity, Denise Richardson, has agreed to come back on a part-time basis to support this project.
5. This month, contractors for the Federal Transit Administration kicked off the Triennial Reviews for both the MTA and RTA. As its name suggests, the triennial review is conducted every three years and consists of an in-depth examination of all FTA grantees compliance with various requirements under the program. Our Director of Grants Management Billy Higgins leads this process, but it requires significant engagement and cooperation with almost every member of our leadership and administrative team. We are currently submitting various documents to the contractor for their review and anticipate the full review to take the next 4 – 6 months, after which time they will issue a final report.
6. On February 4 we celebrated Transit Equity Day, commemorating the birthday of Rosa Parks, with a group trip to the Jefferson Street Sound Museum. I'd like to thank Board Members Gail Carr Williams, Aron Thompson and Jessica Dauphin for joining us on this annual adventure!
7. The FY2026-27 budget season is in full swing. We submitted our budget request materials to Metro Finance earlier this month and, earlier this week, participated in budget request meetings with the Choose How You Move Program office with respect to system expansion initiatives.
8. We have completed the development of a Memorandum of Understanding with the Metro Nashville Police Department relative to the creation of a Transit Policing Unit. We are currently awaiting a final signoff from Metro Legal before we bring it before you for approval.
9. On the RTA side:
 - a. Work continues on our City of Murfreesboro Park and Ride facility. We anticipate taking recommended construction contracts and operating agreements to the RTA Board at their March meeting, with construction set to commence soon thereafter.
 - b. We are also working with a developer in the Cool Springs area of Franklin to potentially locate a new park and ride facility there. The existing Franklin park and ride is located south of the city, so the new location would be much more convenient for most residents.
 - c. We are also edging closer to construction of the Donelson Station transit center improvements. We anticipate conducting several public engagement activities through March, closing on a necessary parcel of property for the project and initiating utility relocation with NES.
 - d. We have initiated Corridor meetings in the Wilson and Rutherford County corridors to begin the process of developing local funding commitments for the upcoming fiscal year and beyond.
- X. **Chair's Report:** Gail Carr Williams expressed appreciation to Andy and his team on the great job they did during Winter Storm Fern.

XI. **Other Business:** None

XII. **Adjournment:** With no further business, the meeting adjourned at 3:32 p.m.

Attested:

Gail Carr Williams
Chair

Margaret L. Behm
Board Secretary

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Information Item Committee Discussion Item Committee Action Item Board Discussion Item

Item Number:	M-I-26-009	Meeting Date:	3/26/2026
Item Title:	Monthly Financial Report Compared to Budget		

BACKGROUND:

Attached is a preliminary summary of the statement of operations for the month of January 2026 compared to the Board approved fiscal year (FY) 2026 budget. After tracking close to budget throughout the first half of the fiscal year, total revenues are now 6.4% higher than budgeted levels for the fiscal year. This is primarily due to all anticipated state funds for the fiscal year being received in January. We are monitoring the following revenue trends:

- After a soft launch in September 2025, Journey Pass registrations and ridership began to ramp up significantly between November and January with the addition of several partners and dozens of registration events across Davidson County. The Journey Pass program was not yet active in July and August, resulting in zero fare revenues related to the Journey Pass Program during those months. These July and August revenues were instead classified as part of MTA's local sales tax surcharge (or Choose How You Move) operating allocation. More than 8,000 Journey Passes were registered between September 2025 and January 2026, resulting in over 520,000 free rides. This usage resulted in the reclassification of a total of \$1,055,332 in Choose How You Move funds from Local Funds to Journey Pass to-date, including \$409,459 in January. Program usage is anticipated to continue ramping up significantly over the next few months of program piloting and Journey Pass registration events.
- Passenger revenues are 10.2% higher than budgeted levels, reflecting Journey Pass piloting coupled with 5% growth in bus ridership and 17% growth in Access ridership for the fiscal year to-date. Journey Pass fares accounted for only 20% of farebox revenue to-date.
- Investment income in the first four months of the fiscal year was lower than budgeted due to the timing of the renewal of MTA's banking contract and the establishment of an investment account under that new contract for the new MTA Reserve Fund. On September 29, 2025, a total of \$34,250,000 in FY2025 MTA reserve funds were invested. On January 23, 2026, an additional \$10,735,000 in FY2026 MTA reserve funds were invested. The first full month of investment income was recorded in November. In total, this new fund is anticipated to generate over \$1 million in additional operating revenues for the MTA in FY2026. This follows MTA's investment and reserve fund policies, respectively.

Total expenses during the first seven months of the fiscal year were 6.1% lower than budgeted. Most of this variance is due to timing of implementation for the Transit Police Division and Ambassador Program, which are anticipated to occur closer to the end of the fiscal year. Excluding the Transit Police Division, total expenses tracked very close to budgeted levels. We are monitoring the following expense trends:

- Fixed-Route Bus Operations category expenses were 5.3% lower than budgeted due to full staffing for bus operators, open administrative positions, and lower overtime expenses.
- Paratransit operating expenses were 3.5% higher than budgeted due the higher use of Access on Demand and third-party paratransit providers. These costs were offset by lower in-house paratransit labor costs.
- Asset Maintenance category expenses were 6.0% lower than budgeted, which was due to labor shortages and lower than anticipated fuel and utility costs.
- Employee Benefits category expenses were 3.4% lower than budgeted due to open positions.
- Safety & Security category expenses were 11.6% lower than budgeted, primarily due to timing of implementation for the Transit Police Unit and Ambassador Program, which are anticipated later in the fiscal year.

- Expenses in the Administration (15.7%), Customer Communications (3.8%), and Planning & Development (20.5%) categories were each lower than budgeted due to open position and lower than anticipated network contract maintenance expenses and marketing/advertising costs.

As of January 31, 2026, RTA owed Nashville MTA approximately \$519,004 for services provided. In turn, MTA owes RTA approximately \$48,104 for fares collected.

CURRENT STATUS:

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

APPROVED:

Amanda Vandegrift

Deputy CEO of Finance and Administration

3/26/2026

Date

January 2026 Operating Revenue by Category:

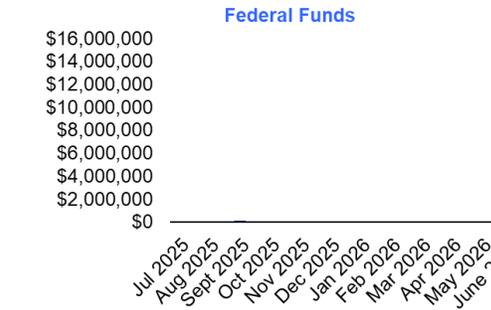
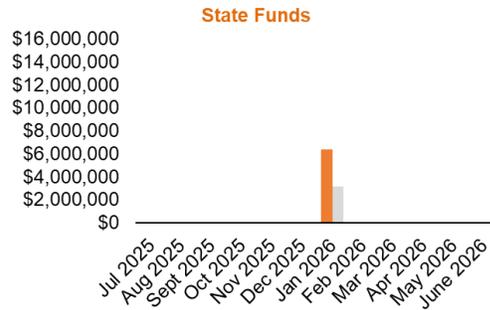
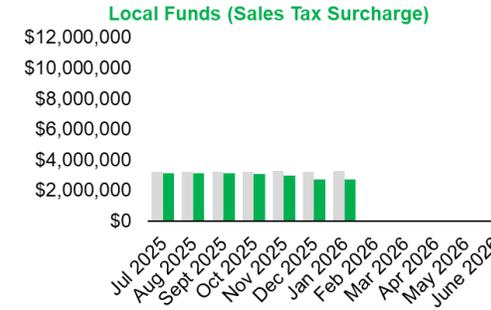
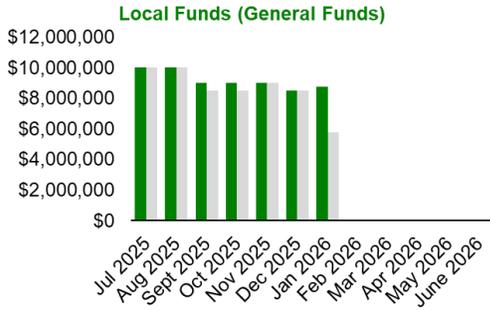
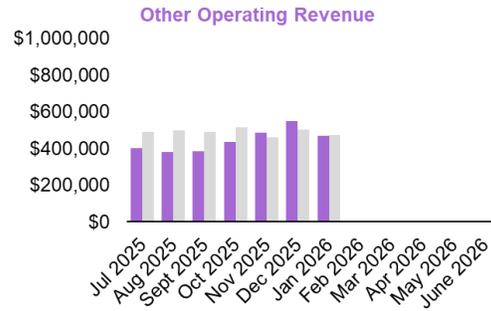
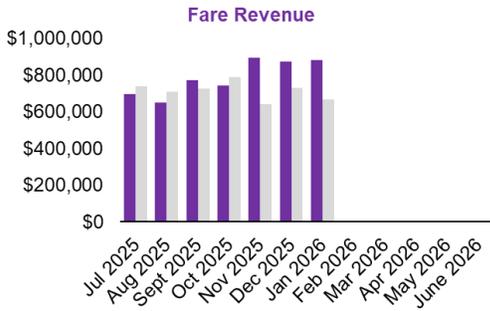
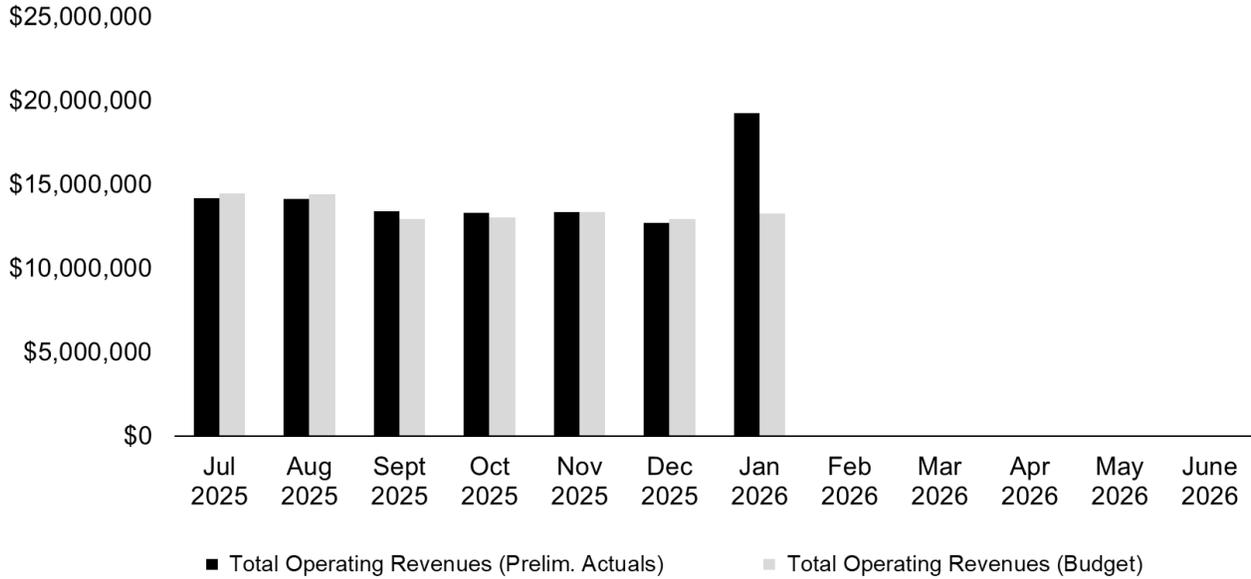
	Jan 2026	Fiscal Year To Date	Approved FY 2026 Budget	% Budget To Date
Passenger Revenues (Budget)	665,670	4,995,100	8,587,250	58%
Passenger Revenues (Actuals)	879,292	5,504,033		64%
Other Operating Revenues (Budget)	474,934	3,432,560	5,893,230	58%
Other Operating Revenues (Actuals)	467,852	3,101,707		53%
Local Funds (General Funds) (Budget)	5,750,000	60,250,000	77,212,600	78%
Local Funds (General Funds) (Actuals)	8,750,000	64,250,000		83%
Local Funds (Sales Tax Surcharge) (Budget)	3,237,528	22,599,708	38,740,100	58%
Local Funds (Sales Tax Surcharge) (Actuals)	2,707,704	20,766,745		54%
State Funds (Budget)	3,142,000	3,142,000	6,272,000	50%
State Funds (Actuals)	6,372,000	6,372,000		102%
Federal Funds (Budget)	-	-	20,967,520	-
Federal Funds (Actuals)	92,433	424,911		2%
Total Operating Revenues (Budget)	13,270,132	94,419,368	157,672,700	60%
Total Operating Revenues (Actuals)	19,269,281	100,419,397		64%

January 2026 Operating Expenses by Category:

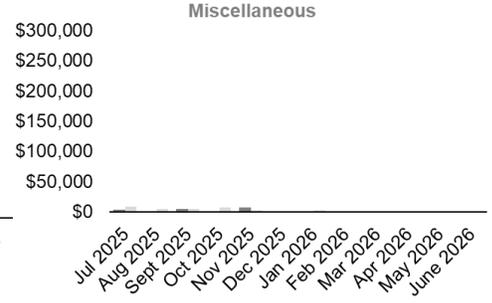
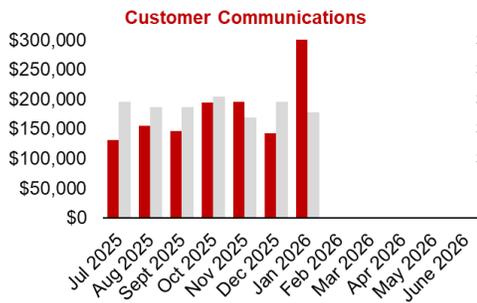
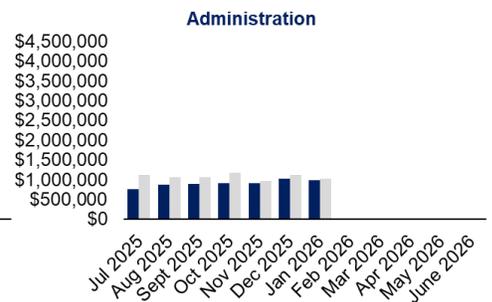
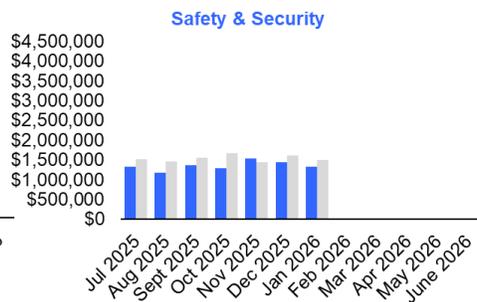
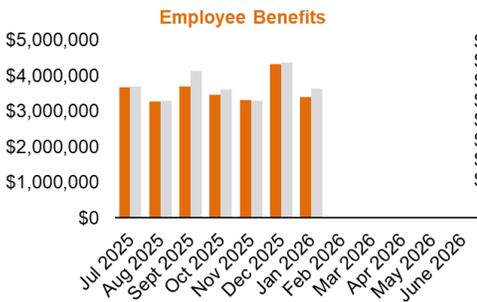
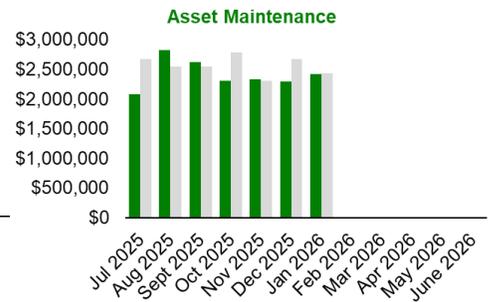
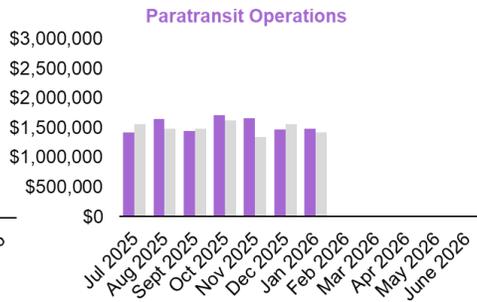
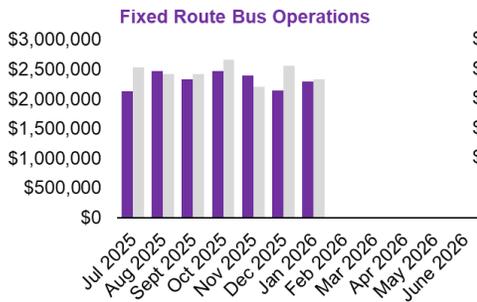
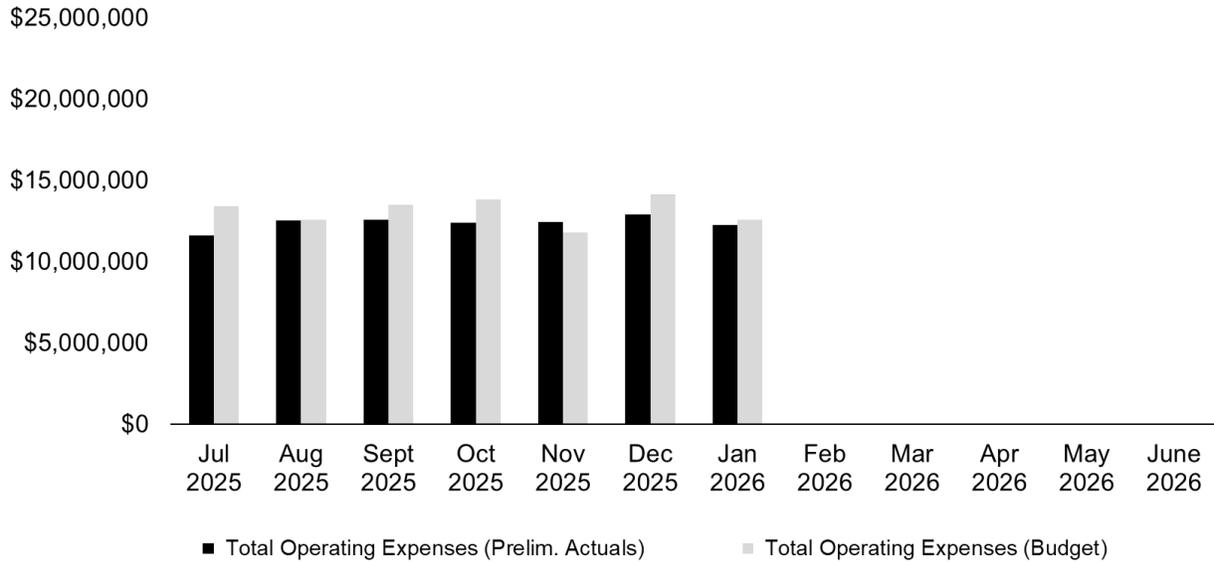
	Jan 2026	Fiscal Year To Date	Approved FY 2026 Budget	% Budget To Date
Fixed Route Bus Operations (Budget)	2,329,680	17,135,600	29,496,690	58%
Fixed Route Bus Operations (Actuals)	2,298,629	16,220,022		55%
Paratransit Operations (Budget)	1,414,370	10,466,330	17,962,510	58%
Paratransit Operations (Actuals)	1,479,563	10,836,698		60%
Asset Maintenance (Budget)	2,427,460	17,962,840	30,827,860	58%
Asset Maintenance (Actuals)	2,421,987	16,882,273		55%
Employee Benefits (Budget)	3,629,950	26,010,540	44,345,980	59%
Employee Benefits (Actuals)	3,401,997	25,118,833		57%
Safety & Security (Budget)	1,493,860	10,709,090	18,509,950	58%
Safety & Security (Actuals)	1,327,304	9,469,600		51%
Administration (Budget)	1,017,450	7,520,560	12,883,870	58%
Administration (Actuals)	979,872	6,338,618		49%
Customer Communications (Budget)	177,500	1,313,600	2,274,230	58%
Customer Communications (Actuals)	300,261	1,263,913		56%
Planning & Development (Budget)	103,220	764,000	1,311,070	58%
Planning & Development (Actuals)	64,919	607,181		46%
Miscellaneous (Budget)	2,500	31,460	60,540	52%
Miscellaneous (Actuals)	-	16,446		27%
Total Operating Expenses (Budget)	12,595,990	91,914,020	157,672,700	58%
Total Operating Expenses (Actuals)	12,274,529	86,753,585		55%

Fully Allocated Expenses <i>less third-party Access providers and RTA management</i>	11,224,394	
Revenue Hours	62,365	
Cost per Revenue Hour	\$179.98	\$182.74 FY2026 Goal

Operating Revenue Monthly Comparisons FY 2026 Actuals vs Budget



Operating Expenses Monthly Comparisons FY 2026 Actuals vs Budget



**Statement of Operations Compared to Budget
For the Period Ending January 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	443,581	475,510	(31,929)	4,560,978	4,167,603	3,517,950	649,653	6,045,250
Journey Pass Fare Thru CHYM	409,459	157,480	251,979	-	1,055,332	1,165,350	(110,018)	2,000,000
WeGo Access Revenue	26,252	32,680	(6,428)	320,046	281,098	311,800	(30,702)	542,000
Contract Revenue	235,187	261,165	(25,978)	1,818,340	1,847,450	1,897,855	(50,405)	3,255,950
Community Impact Partnership Revenue	-	-	-	-	21,000	-	21,000	-
Other Non-Transportation Revenue	232,664	213,769	18,895	887,141	1,233,258	1,534,705	(301,447)	2,637,280
Total Operating Revenue	1,347,144	1,140,604	206,540	7,586,505	8,605,740	8,427,660	178,080	14,480,480
Federal/State/Local Income								
Local Operating Assistance - General Fund	8,750,000	5,750,000	3,000,000	62,968,907	64,250,000	60,250,000	4,000,000	77,212,600
Local Operating Assistance - Sales Tax Surcharge	3,117,163	3,395,008	(277,845)	-	21,822,077	23,765,058	(1,942,981)	40,740,100
Contra Acct - Journey Pass Program	(409,459)	(157,480)	(251,979)	-	(1,055,332)	(1,165,350)	110,018	(2,000,000)
State Operating Assistance	6,372,000	3,142,000	3,230,000	6,272,000	6,372,000	3,142,000	3,230,000	6,272,000
Mobility Mgmt / CHSTP Admin Time	-	-	-	13,837	-	-	-	-
CARES Act Operating Reimbursement	-	-	-	3,797,707	-	-	-	-
American Rescue Plan Op Reimbursement	-	-	-	-	-	-	-	-
Total Assistance Income	17,829,704	12,129,528	5,700,176	73,052,452	91,388,745	85,991,708	5,397,037	122,224,700
Capital Income								
Capital Operating Reimbursement	92,433	-	92,433	801,548	424,911	-	424,911	17,467,520
Capital ADA Reimbursement	-	-	-	-	-	-	-	3,500,000
Total Capital Income	92,433	-	92,433	801,548	424,911	-	424,911	20,967,520
Total Revenue	19,269,281	13,270,132	5,999,149	81,440,505	100,419,397	94,419,368	6,000,029	157,672,700
Total Expenses	12,274,529	12,595,990	(321,461)	76,270,923	86,753,585	91,914,020	(5,160,435)	157,672,700
Surplus/(Deficit) before GASB 33	6,994,752	674,142	5,677,688	5,169,582	13,665,812	2,505,348	839,593	-
CARES Act Capital Reimbursement	-	-	-	307,351	11,662	-	11,662	-
Capital Asset Purchases	2,071,251	-	2,071,251	12,575,955	21,034,907	-	21,034,907	-
CHYM Operating Reserve Revenue	10,735,000	-	10,735,000	-	27,200,000	-	27,200,000	-
Amortized Rental Revenue	49,167	-	49,167	344,169	344,169	-	344,169	-
Interest Exp - Cap Lease	(21,060)	-	(21,060)	(145,468)	(147,055)	-	(147,055)	-
(Loss)Gain on Sales	-	-	-	9,866	2,141	-	2,141	-
Amortization Exp	(8,409)	-	(8,409)	(58,865)	(58,865)	-	(58,865)	-
Depreciation net of Sub-Recip	(2,222,446)	-	(2,222,446)	(14,975,077)	(15,562,825)	-	(15,562,825)	-
Surplus /(DEFICIT)	17,598,255	674,142	16,281,191	3,227,513	46,489,947	2,505,348	33,663,729	-

**Metropolitan Transit Authority
Summary Comparative Balance Sheet
For the Period Ending January 2026
Unaudited**

	This Month January	Fiscal YE 2025 June
ASSETS		
CURRENT ASSETS		
Cash and Equivalents	21,548,996	3,759,075
Receivables from Federal, State, and Local Gov't	3,327,115	5,166,928
Accounts Receivable	2,660,345	2,759,682
Material and Supplies	7,994,648	6,518,938
Prepaid Expenses and Other	3,319,677	2,261,728
Pension and OPEB Deferred Outflow	24,618,471	24,618,471
TOTAL CURRENT ASSETS	63,469,252	45,084,822
PROPERTY AND EQUIPMENT		
Land	14,733,025	14,733,025
Buildings, Shelters, and Benches	148,928,447	147,215,778
Revenue Equipment and Parts	234,177,765	221,567,456
Office Furniture and Equipment	8,208,113	7,952,523
Work in Progress	10,733,674	5,936,315
	416,781,024	397,405,097
Less Accum Depreciation and Amortization	(230,234,193)	(214,620,449)
TOTAL PROPERTY AND EQUIPMENT, NET	186,546,831	182,784,648
OTHER ASSETS		
Cash and Restricted Investments for Self Ins	37,160,182	18,350,093
North Nashville Property (Lease)	7,063,765	7,063,765
TOTAL OTHER ASSETS	44,223,947	25,413,858
TOTAL ASSETS	294,240,030	253,283,328
LIABILITIES		
CURRENT LIABILITIES		
Accounts Payable	4,403,986	7,679,465
Accrued Expenses	8,041,420	9,803,379
Deferred Revenue	59,922	226,562
TOTAL CURRENT LIABILITIES	12,505,328	17,709,406
NON-CURRENT LIABILITIES		
Long Term Deferred Rent Revenue	4,083,264	4,427,433
North Nashville Property Lease Liability - LT	7,049,599	7,049,599
Net Pension Liability	13,607,980	13,607,980
Pension and OPEB Deferred Inflows	20,008,584	20,008,584
Metropolis Lease Deferred Inflow of Resources	3,977,589	3,977,589
GASB 45 OPEB Liability	78,511,628	78,511,628
NON-CURRENT LIABILITIES	127,238,644	127,582,813
NET ASSETS		
Invested in Capital Assets	182,463,567	104,273,020
Unrestricted	(77,011,875)	(8,506,225)
Current Year Surplus(Deficit)	49,044,366	12,224,314
TOTAL NET ASSETS	154,496,058	107,991,109
TOTAL LIABILITIES AND NET ASSETS	294,240,030	253,283,328

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivables	\$2,233,350	\$309,586	\$96,612	\$20,797	\$2,660,345
	83.9%	11.6%	3.6%	0.8%	100%
Accounts Payable	\$3,999,316	\$69,676	\$16,893	\$318,101	\$4,403,986
	90.8%	1.6%	0.4%	7.2%	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-26-010	Meeting Date:	3/26/2026
Item Title:	Monthly Operating Statistics		

BACKGROUND:

Attached are monthly operating statistics through January 2026.

Ridership

Despite Winter Storm Fern's impact late in the month, January ridership grew 6.3% year over year. Fixed route bus increased 6.1% to 706,216 passengers and Access increased 10.4% to 36,292. Bus productivity came in at 13.48 passengers per revenue hour, modestly below goal. FY 2026 remained higher at 15.22, a 1.6% improvement over FY2025.

Service Metrics

Bus on-time performance reached 85.6% in January, representing a 5.3% improvement year over year. January was the strongest OTP result in recent reporting periods. Access on-time performance also exceeded goal at 94.2%. These results are notable given winter weather impacts.

Bus trip completion was 92.34%, a significant decline from both prior year (99.26%) and goal (99.75%). Winter Storm Fern was a primary driver, forcing service suspensions and reduced operations during the event.

Safety

Collision rates remain above goal. Total collisions were 8.7 per 100,000 miles against a goal of 4.0, and preventable collisions were 5.0 per 100,000 miles against a goal of 2.2, both more than 10% off target. Ongoing initiatives include post-training ride-alongs, enhanced route familiarization, and the ATU peer mentorship program. This will continue to be an area of focus as our workforce continues to grow.

Workforce and Recruitment

Operator staffing reached 97.5%, well above the 92.0% goal and a 7.1% improvement year-over-year. Maintenance staffing improved slightly to 80.1% but remains below the goal. The January 10 mechanic hiring event results are being evaluated; recruitment for skilled maintenance roles remains a sustained priority.

CURRENT STATUS:

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

APPROVED:



Chief Operating Officer

3/26/2026

Date

Operations Dashboard Report

	January 2026	January 2025	Pct. Change	Goal	Indicator
Ridership					
Bus Ridership	706,216	665,598	6.1%		
Access Ridership	36,292	32,874	10.4%		
Total Ridership	742,508	698,472	6.3%	780,000	▲
Productivity & Efficiency					
Bus Passengers per Revenue Hour	13.48	13.55	-0.5%	15.40	◆
Access Passengers per Revenue Hour	1.43	1.43	0.2%	1.60	◆
Safety					
Total Collisions per 100,000 miles	8.7	7.5	16.0%	4.0	◆
Preventable Collisions per 100,000 miles	5.0	4.4	13.6%	2.2	◆
Service Quality					
Bus Trip Completion	92.34%	99.26%	-6.92%	99.75%	◆
Bus On-Time Performance	85.6%	80.4%	5.3%	85.0%	●
Access On-Time Performance	94.2%	93.8%	0.4%	93.0%	●
Maintenance					
Bus Miles Between Road Calls	37,882	7,422	410.4%	6,500	●
Access Miles Between Road Calls	34,143	23,614	44.6%	20,000	●
Customer Care					
Bus Passengers per Complaint	5,605	3,311	69.3%	3,000	●
Access Passengers per Complaint	864	530	63.0%	350	●
Percent of Calls Answered	90.4%	91.9%	-1.5%	92.0%	▲
Staffing					
% of Operator Positions Filled	97.5%	90.4%	7.1%	92.0%	●
% of Maintenance Positions Filled	80.1%	90.1%	-10.0%	92.0%	◆
Customer Amenities					
% of Stops with Shelters (including Central)	21.5%	21.1%	0.4%	20.0%	●
% of Boardings at Covered Stops (including Central)	76.3%	76.6%	-0.3%	74.0%	●

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

Operations Dashboard Report

	FY2026	FY2025	Pct. Change	Goal	Indicator
	January 2026	January 2025			
Ridership					
Bus Ridership	5,464,268	5,185,592	5.4%		
Access Ridership	283,643	234,838	20.8%		
Total Ridership	5,747,911	5,420,430	6.0%	5,460,000	●
Productivity & Efficiency					
Bus Passengers per Revenue Hour	15.22	14.98	1.6%	15.40	▲
Access Passengers per Revenue Hour	1.51	1.56	-3.1%	1.60	▲
Safety					
Total Collisions per 100,000 miles	9.8	5.9	68.2%	4.0	◆
Preventable Collisions per 100,000 miles	5.4	3.3	64.0%	2.2	◆
Service Quality					
Bus Trip Completion	98.67%	99.61%	-0.94%	99.75%	▲
Bus On-Time Performance	82.5%	81.7%	0.8%	85.0%	▲
Access On-Time Performance	93.9%	91.8%	2.1%	93.0%	●
Maintenance					
Bus Miles Between Road Calls	20,938	5,804	260.7%	6,500	●
Access Miles Between Road Calls	41,106	19,765	108.0%	20,000	●
Customer Care					
Bus Passengers per Complaint	3,254	3,054	6.6%	3,000	●
Access Passengers per Complaint	623	466	33.8%	350	●
Percent of Calls Answered	86.9%	88.8%	-1.9%	92.0%	▲
Staffing					
% of Operator Positions Filled	96.3%	91.1%	5.2%	92.0%	●
% of Maintenance Positions Filled	78.0%	86.3%	-8.3%	92.0%	◆
Customer Amenities					
% of Stops with Shelters (including Central)	21.4%	19.9%	1.6%	20.0%	●
% of Boardings at Covered Stops (including Central)	76.4%	75.2%	1.1%	74.0%	●

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

Operations Dashboard Glossary

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

Operations Dashboard Glossary

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

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

List of Upcoming Procurement Projects

Meeting Date: 3/26/2026

Item #: M-I-26-011

Project Name: Nestor & Myatt Bus Wash Modernizations

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

Project Name: Light Duty Spare Parts

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

Project Name: General Printing Service

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

Project Name: Nestor Maintenance Bays

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

Project Name: Shop Equipment Contract

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

Project Name: Training and Learning Software - DTO

- **Brief Description:** Training software that manages employees' training.
- **Anticipated Publish Date:** June 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:** September 2026
- **Estimated Project Value:** TBD

Project Name: Nestor Fuel Lane Improvements

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

Project Name: Pre & Post Employee Screening -DTO

- **Brief Description:** Employee screening for new hires and select employees for random screening.
- **Anticipated Publish Date:** October 2026
- **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:



3/26/2026

Chief Administrative Officer

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-26-007	Meeting Date:	3/26/2026
Item Title:	State WeGo Ride Contract Renewal		

BACKGROUND:

In 2006, the Nashville Metropolitan Transit Authority (Nashville MTA) and the State of Tennessee began a program for their employees in which the State would pay the work commute transportation cost for all their employees who utilize public transportation. While we have seen some decline in ridership over the last several years in general and specifically due to the pandemic, the Tennessee Department of Transportation (TDOT) would like to renew the contract as the program continues to work well in helping the State with their employee parking issues and supplying WeGo Public Transit (WeGo) and the Regional Transportation Authority of Middle Tennessee (RTA) with additional ridership. The current \$1.75 million contract managed by TDOT is scheduled to expire June 30, 2026.

We have successfully negotiated with the State to continue the contract for FY2027 at the same rate per ride of \$2.50 based upon all regional transportation services including both WeGo and RTA. WeGo Access trips will be billed at \$3.70 per ride. WeGo van pool services through RTA's third-party contractor, The TMA Group, that manages all of RTA's van pooling services is set at \$65 per month per rider that will be a pass through to RTA. The contract will be between the Nashville MTA and TDOT with the RTA receiving its weighted average proportional share for rides provided under the program as defined in a separate sub-agreement between the Nashville MTA and RTA. The total contract amount will remain \$1.75 million. The contract term is for 12 months beginning July 1, 2026 with an expiration of June 30, 2027.

RECOMMENDATION:

We are asking the Board for their approval for the Nashville MTA to enter into a contract with TDOT for the WeGo Ride program at \$2.50 per ride, \$3.70 for WeGo Access per ride and \$65 per month per rider on the van pool services with a contract amount of \$1.75 million and a contract term of July 1, 2026 through June 30, 2027.

APPROVED:

Board Secretary

3/26/2026

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-26-008	Meeting Date:	3/26/2026
Item Title:	Motorola Solutions Voice Communications Hardware and Services Contract		

BACKGROUND:

WeGo utilizes Motorola Solutions voice radio system to support bus operations, dispatch, field supervision, maintenance, security, safety and emergency response communications. The system is mission-critical providing real-time communication between Bus Operators and Operations Control Centers (Bus and Access), Road Supervisors and supporting departments. The system also supports interoperability with public safety.

The Motorola back-office system is managed by Metro Information Technology Services and Motorola Solutions engineering. Equipment includes supporting subscriber radios (mobile vehicle and portable personal units) dispatch consoles which are purchased using Board approved capital State of Good Repair Information Technology funds.

Due to the proprietary nature of the equipment and software, Motorola Solutions is uniquely qualified to provide certified maintenance, software updates and replacements, system configuration, and lifecycle planning upgrades.

WeGo currently has a purchase order with Motorola Solutions for \$275,000 for hardware, communications service, warranty and support. Due to additional operational needs and state of good repair an increase of \$150,000 is required to procure Motorola additional hardware and services.

WeGo is leveraging a Sourcewell cooperative procurement Motorola Solutions contract available to public agencies to leverage a larger network of buyers for national purchasing power.

RECOMMENDATION:

Staff requests the Board to provide the Chief Executive Officer with the authority to increase the Motorola Solutions contract value/purchase order \$150,000 to a total contract value of \$425,000. These expenses are part of State of Good Repair IT Capital Funds approved by Board. Purchases are funded through a combination of Federal, State, and Local sources.

APPROVED:

Board Secretary

3/26/2026

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-26-009	Meeting Date:	3/26/2026
Item Title:	Nestor Sinkhole Repair		

BACKGROUND:

The Nestor Facility at 130 Nestor Street is a critical operational hub for WeGo Public Transit. As WeGo continues to expand its fleet and service operations, parking capacity at the Nestor facility has become increasingly constrained, placing greater demand on all available lot areas for bus storage, employee parking, and visitor access. The full utilization of the site makes it essential that all paved surfaces remain safe, functional, and accessible without interruption.

A sinkhole has been identified on the property, presenting an immediate safety hazard to employees, visitors, and vehicles accessing the site. The sinkhole was caused by a failing 48-inch sewer main running beneath the facility grounds. The subsidence has since been stabilized; however, the void, surrounding pavement failure, and associated drainage deficiencies resulting from the pipe failure require remediation before the affected area can be safely returned to service.

The repair scope includes subsurface investigation and geotechnical assessment, void filling and soil stabilization, full-depth pavement removal and reconstruction in the affected area, drainage corrections, and restoration of impacted site features including curbing, striping, and adjacent walkways. A bid alternate was included in the solicitation to address an adjacent area of deteriorated asphalt pavement, encompassing asphalt removal, scarifying, and replacement with 6-inch Portland cement concrete pavement. These repairs are necessary to eliminate safety risks, restore site operability, and prevent further deterioration of the surrounding pavement and infrastructure. This project aligns with WeGo's commitment to maintaining assets in a state of good repair and ensuring a safe operating environment at the Nestor facility.

PROCUREMENT:

An Invitation to Bid (ITB) was published on WeGo's procurement platforms and advertised through TransitTalent.com and OpenGov on December 4, 2026. The ITB was also distributed directly to qualified contractors and emailed to more than 60 Small-, Minority-, and Women-Owned Business Enterprises (S/M/WBE) and DBE firms through OpenGov.

By the submission deadline of January 13, 2026, the agency received four (4) bids from the following firms:

- Bedrock Construction Company LLC
- BCMason (BCMG, LLC)
- Roy T. Goodwin Contractors, Inc.
- Tugsun, Inc.

A public bid opening occurred on January 13, 2026. Following the compliance review, Bedrock Construction Company LLC was identified as the lowest responsive and responsible bidder, with a base bid of \$496,700.00 and a bid alternate of \$35,630.00, for a combined total of \$532,330.00.

RECOMMENDATION:

Staff recommends that the Board authorize the Chief Executive Officer to enter a contract with Bedrock Construction Company LLC for \$496,700.00 for the base scope of the Nestor Sinkhole Repair project. Staff also recommends acceptance of the bid alternate for the adjacent asphalt pavement reconstruction in the amount of \$35,630.00, bringing the total contract award to \$532,330.00. Due to the nature of this project, which involves significant unknowns related to subsurface conditions and the potential for additional void or pavement damage to be discovered during construction, staff also requests that the Board approve a 30% contingency (\$159,699.00), bringing the total authorized project budget to \$692,029.00. This project is part of the capital plan under the State of Good Repair for Nestor Improvements, utilizing FTA 5307 formula funds with state and local matching contributions.



APPROVED:

Board Secretary

3/26/2026
Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-26-010	Meeting Date:	3/26/2026
Item Title:	Agency Safety Plan Update		

BACKGROUND:

Under the Federal Transit Administration’s (FTA) Public Transportation Agency Safety Plan (PTASP) Final Rule, this agency is required to update its Agency Safety Plan that implements our Safety Management System yearly. The plan must include safety performance targets that will be voluntarily shared with the Metropolitan Planning Organization (MPO) and the local Department of Transportation. This years projected performance targets are:

Safety Performance Targets as Reported to the National Transit Database (NTD)							
The targets listed below are based on reviews of the previous five years of MTA dba WeGo Public Transit’s safety performance data.							
Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injuries (total)	Injuries (per 100 thousand VRM)	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM / failures)
Fixed Route Bus	0	0	38	.52	34	.47	6,800
Demand Response Bus	0	0	10	.58	10	.58	22,000
Demand Response Taxi	0	0	0	0	0	0	0

These targets were formulated and agreed upon by Union members and management members who are a part of the joint labor-management Safety Committee after viewing last years data, normalizing the data, and making data-driven projections as to how the agency will perform against the previous year’s actual performance.

The joint labor-management Safety Committee has approved this updated safety plan that includes the updated Bipartisan Infrastructure Law requirements. The Agency Safety Plan sets a framework to support and complement the existing approach to public transportation safety, identifies deficiencies and promotes improvements in transit safety performance. The plan sets a proactive approach to safety risk management that is outcome-focused and emphasizes an overall improved safety culture and copies can be made available upon request. Once Board approval is given, the entire plan will be posted on the Agency website for public inspection.

RECOMMENDATION:

Staff requests the Board give the Chief Executive Officer the authority to execute the Agency Safety Plan to comply with FTA's Public Transportation Agency Safety Plan Final Rule and the updated Bipartisan Infrastructure Law requirements.

APPROVED:

Board Secretary

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Information Item Committee Discussion Item Committee Action Item Board Discussion Item

Item Number:	M-I-26-012	Meeting Date:	3/26/2026
Item Title:	Murfreesboro Pike Headway Management SMART Project Update		

BACKGROUND:

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

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

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

Together, the above tools will enable WeGo to be much more proactive in how we operate high-frequency (less than 15 minute) transit services. With these types of bus operations, maintaining consistent vehicle spacing (headway) is more important to the overall rider experience than strictly adhering to a schedule.

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

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

CURRENT STATUS:

Since project kick-off in August of 2025, significant progress has been made, with initial pilot operations beginning on January 5, 2026. Dan Freudberg, Deputy COO of Operations Systems and SMART Project Manager, will present project accomplishments to date, preliminary observations, and upcoming activities.

APPROVED:

Dan Freudberg

Deputy Chief Operating Officer – Op Systems

3/26/2026

Date