

Tennessee Bankers Association

211 Athens Way | Nashville, TN 37203

June 26, 2025 | 2:30 p.m.

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

1. Call to Order
2. Roll Call
3. Approval of the May 22, 2025 MTA Board Minutes
4. Resolution Recognizing the WeGo Public Transit 2025 International Bus Rodeo Team – Gail Carr-Williams, Chair **M-A-25-022** **P. 6**
5. Public Comment
6. **Information Only Items** – The following information is contained in the board packet distributed for member review. These items are not scheduled for discussion, but staff are available to address any questions members may have.
 - Monthly Financial Report Compared to Budget – Stephen G. Bland, CEO **M-I-25-015** **P. 7**
 - Monthly Operating Statistics – Andy Burke, COO **M-I-25-016** **P. 13**
 - Upcoming Procurement Projects List – Vince Malone, COSA **M-I-25-017** **P. 18**
7. **Consent Agenda Items** – Pursuant to recent discussions, these action items are routine, tend to be repetitive year over year, and are described in the written agenda materials. As such, they would be voted on as a group to permit more time for discussion of more unusual items. Any Board member can request that any item be removed from the Consent Agenda for further discussion, and the listed staff will be available for questions.
 - StriDe Memorandum of Understanding - Program Year 2025-2026 – Stephen G. Bland, CEO **M-A-25-023** **P. 20**
 - MTA/RTA WeGo Ride Program Revenue Sharing Agreement – Stephen G. Bland, CEO **M-A-25-024** **P. 21**
 - MTA/RTA Contract Renewal for Regional Transit Service – Stephen G. Bland, CEO **M-A-25-025** **P. 22**
 - MTA/RTA Management Contract Renewal – Stephen G. Bland, CEO **M-A-25-026** **P. 23**
8. **Operations & Finance Committee – Jessica Dauphin, Committee Chair**
 - Contract Award for Project Management Services – Debbie Frank, Deputy CEO of Growth & Development **M-A-25-027** **P. 26**
 - Oracle Unifier Project Controls Software Modification Change Order 2 - Lydia Benda, Director of Engineering, Construction & Project Management **M-A-25-028** **P. 28**
 - Marine Tiger Security Plan Award – Nick Oldham, Chief Safety & Security Officer **M-A-25-029** **P. 30**
 - Auto Damage/Catastrophic Insurance Renewal – Vince Malone, Chief of Staff and Administration **M-A-25-030** **P. 32**
9. **New Initiatives & Community Engagement Committee – Aron Thompson, Committee Chair**
 - FY2025-26 Proposed Operating Budget – Stephen G. Bland, CEO **M-A-25-031** **P. 33**

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

Nashville Metropolitan Transit Authority

Board of Directors Meeting

May 22, 2025

- I. **Call to Order:** The regular meeting of the Nashville Metropolitan Transit Authority (Nashville MTA) Board of Directors was held at the Tennessee Bankers Association located at 211 Athens Way, Nashville, TN 37228, on Thursday, April 24, 2025.

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

Gail Carr Williams, Chair

Jessica Dauphin, Member

Aron Thompson, Member

Kathryn Hays, Member

Jeff Haynes, Member

Margaret Behm, Board Secretary

Stephen Bland CEO

Monica Howse, Sr. Exec. Asst. & Bd. Liaison

Debbie Frank, DCEO of Growth & Dev

Nick Oldham, Chief Safety & Security Officer

Patrick Hester, Deputy COO-Asset & Infrastructure

Katie Freudberg, Scheduling & Svc. Manager

Zeda Riggs, Dir. Of Customer Care & Comm.

A quorum was established, and Board Chair Carr Williams called the meeting to order at 2:31 p.m.

Chair Carr Williams took a moment to welcome and introduce MTA's newest board member, Mr. Jeff Haynes. Appointed in 2025, Mr. Haynes brings over four decades of experience in commercial real estate. He is a partner at Boyle Investment Company in Nashville, where he has overseen the development of more than 2 million square feet of office and retail space, including landmark projects such as Capitol View and Meridian Cool Springs.

Mr. Haynes has also contributed to academia as an adjunct professor at Vanderbilt's Owen Graduate School of Management and holds degrees from both Vanderbilt University and the University of Michigan. His record of public service includes time on the Nashville Planning Commission and the Parks Board. He currently serves as chair of the Salvation Army Property Committee. His appointment was unanimously recommended by the Rules Committee and confirmed by the Council.

- III. **Approval of Minutes:** Mr. Thompson made a motion to approve the April 24, 2025, minutes of the Nashville MTA Board meeting. Ms. Hays seconded the motion, and the Board unanimously approved the minutes.

- IV. **New Initiative & Community Engagement Committee Report:** Chair Carr Williams exercised her discretion to revise the agenda, inviting New Initiative & Community Engagement Committee Chair Aron Thompson to begin with his committee report. This adjustment was made to accommodate the WeGo Youth Action Team, allowing them to deliver their annual presentation at the beginning of the session rather than at the conclusion of the meeting.

Committee Chair Aron Thompson presented the following items for discussion:

- a. **WeGo Youth Action Team Year-End Report (NICE-D-25-006):** Director of Customer Care & Communications Zeda Riggs formally introduced the WeGo Youth Action Team, a dynamic group of high school students dedicated to representing youth perspectives in public transit. The Youth Action Team is coordinated through a partnership between WeGo Public Transit and the Oasis Center.

As part of their ongoing commitment to leadership and civic engagement, representatives from the Youth Action Team presented their 2023–2024 School Year Progress Report to the

Nashville Metropolitan Transit Authority (MTA) New Initiatives and Community Engagement Committee.

This presentation highlighted the team's accomplishments over the past year, including:

- Partnering with WeGo staff and touring facilities to learn about transit operations.
- Creating youth-focused travel training programs.
- Experiencing and evaluating WeGo services during monthly ride-alongs.
- Advocating for increased ridership and sustainable transit funding.
- Supporting community outreach to raise awareness about transit benefits.
- Collaborating with community stakeholders to identify and solve transit challenges.

Student representatives came from a diverse group of schools, including Early College High School, Ensworth, Hume-Fogg Academic, Kehilla, KIPP Nashville Collegiate, and Martin Luther King Jr. Magnet.

Through their leadership, advocacy, and community engagement, the Youth Action Team continues to play a key role in shaping a more inclusive, responsive, and youth-focused public transit system. As part of the program year, the Youth Action Team had the opportunity to visit New York City and experience its comprehensive public transportation system.

Following the presentation, board members engaged in a general discussion and expressed their sincere appreciation to the Youth Action Team for their insightful report and meaningful contributions.

- V. **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:

- Ahemed Raji

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

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

- VII. **Consent Agenda Items:**

- **M-A-25-020** – Trapeze Group and Vontas Enterprise Software and Hardware Products

Ms. Dauphin requested that the Trapeze Group item be removed from the Consent Agenda for further discussion. CEO Bland provided clarification, explaining that two elements of the authorization had been inadvertently omitted, although the total ceiling amounts remained accurate. The following items should be added under “Items Requiring Additional Funds”:

- Automatic Passenger Counter Project for 13 New Flyer Buses – budgeted at \$185,000
- On-Board Bus Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL) Hardware Equipment Training – \$13,526

Following the discussion, Ms. Dauphin moved to approve the Trapeze Group and Vontas Enterprise Software and Hardware Products action item. The motion was seconded by Ms. Hays and unanimously approved by the board.

VIII. **Operations & Finance Committee Report:** Committee Chair Dauphin presented the following items for discussion and action:

- a. **Nestor Underground Storage Tank Closure (MA-25-021):** Deputy COO of Asset Management & Infrastructure Patrick Hester presented the following item for action:

The Nestor facility, central to the agency's operations and maintenance, is facing service expansion limitations due to parking constraints. To address this, the Nestor Storage Tank Closure Project will remove outdated fuel tanks, making way for critical site improvements such as pavement repairs, expanded parking, enhanced lighting, and safety upgrades. These efforts align with CHYM planning goals and aim to restore the site's infrastructure and increase vehicle capacity, though some parking issues will remain.

An Invitation to Bid (ITB) for the tank closure project was issued on December 5, 2024, with an 8.30% Disadvantaged Business Enterprise (DBE) participation goal. Of the two bids received by the January 7, 2025, deadline, only one—submitted by SPATCO Energy Solutions—was deemed responsive. SPATCO revised their initial \$470,290.74 bid to a Best and Final Offer of \$368,878.53, which was evaluated as fair, reasonable, and compliant with solicitation requirements.

Staff recommended the Board authorize the Chief Executive Officer to execute a contract with SPATCO Energy Solutions for \$368,878.53 for the closure of decommissioned fuel storage tanks at the Nestor facility. Given the potential for unforeseen subsurface conditions, staff also requests approval of a 30% contingency of \$110,663.47, establishing a total project budget of \$479,542.00. This project is a component of the State of Good Repair capital plan for Nestor Improvements and will be funded through FTA 5307 funds, with accompanying state and local matching contributions.

There was a general discussion.

Ms. Dauphin motioned to approve the Nestor Underground Storage Tank Closure action item. The motion was seconded by Mr. Thompson and unanimously approved by the board.

- b. **Quarterly Route Performance Report Closure (OF-D-25-004):** Scheduling & Service Manager Katie Freudberg presented the Quarterly Route Performance Report for January, February, and March 2025.

Overall ridership on MTA services declined by approximately 2% compared to the third quarter of last year and was nearly 9% lower than the previous quarter. This decrease was partly attributed to winter weather conditions in January and February.

During this quarter, WeGo operated enhanced Saturday service on weekdays for three days—an increase from two days in the same quarter last year. As a result, most routes ran less frequently than on a typical weekday. Despite this, the Operations team maintained a high level of service reliability, even in the face of vehicle and staffing challenges during snow events.

While most frequent and local routes experienced a year-over-year decline in ridership, nearly all connector routes recorded significant increases. Notably, ridership on Route 75 Midtown more than doubled, and Route 77 Thompson–Wedgewood saw a 66% increase, reflecting a positive response to the substantial service enhancements implemented last spring. Route 71 Trinity operated only one day in the third quarter of last year; therefore, next quarter will provide the first opportunity for a meaningful year-over-year comparison.

Ridership patterns continue to evolve in response to last year's major network changes, particularly around the launch of the North Nashville Transit Center. Staff are closely analyzing ridership data to better understand how these changes are being received.

A technical issue affecting on-time performance data from last quarter persisted through most of this quarter. A solution was implemented in late March, and we expect the on-time performance data for the next quarter to be much more accurate. However, this quarter's data is not reliable enough at the route level to support a meaningful analysis of on-time performance or trends.

There was a general discussion.

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

1. On April 25, WeGo participated in the "Ticket to Ride" event in Donelson, celebrating Transit Month with partners like Nashville Connector and The Transit Alliance of Middle Tennessee. Attendees rode the WeGo Star and gathered for a social hour at Party Fowl in Donelson. It was a valuable opportunity to thank transit supporters of the *Choose How You Move* initiative.
2. On May 1, WeGo staff joined Mayor Freddie O'Connell for his State of Metro address, which included highlights of WeGo improvements under *Choose How You Move*, such as expanded service, low-income free fare program, enhanced Access on Demand, and new WeGo Link Zones.
3. The Mayor's Budget was released shortly thereafter, and the proposed FY2025–26 budget supports all WeGo service expansion requests, including those approved last month by the Board under the *Choose How You Move* plan to be implemented in July.
4. Board Chair Gail Carr-Williams and Amanda Vandegrift joined the WeGo team at the May 15 Metro Council Budget and Finance Committee budget hearing. Council members engaged with thoughtful questions on *Choose How You Move*. Mr. Bland expressed his thanks to Chair Carr Williams for her impactful opening remarks.
5. This past month WeGo met with TDOT to review a study related to Governor Lee's "Choice Lanes" initiative. The study is exploring transit integration within future choice lane infrastructure. Thanks to TDOT engaging us so early in the process, and they expect the information developed during this process to be shared with prospective concessionaires as they advance the selection process.
6. Earlier this month, WeGo launched a new program with DA Glenn Funk's Office to provide free WeGo Access rides to court for individuals facing transportation barriers. Special thanks to Access Manager Marilyn Yokely and a special shout-out to former MTA Board Member Mary Griffin, who supported its rollout for the DA's Office.
7. Work is underway to implement the low-income free fare program. In coordination with Mayor O'Connell's Office, we are engaging social service and advocacy groups, with program rollout expected by year-end.
8. This month, special recognition goes to nearly the entire organization for supporting Mark Fleming and WeGo's Human Resources Department in hosting a hiring event at the Myatt Drive facility. The event drew 228 attendees and resulted in 145 job offers—an outstanding outcome. Thank you to HR and all supporting departments for making this event such a success.

9. Several WeGo staff met with Nashville International Airport's leadership to align WeGo's airport service expansion with BNA's growth timeline. The meeting provided clarity on coordination and service phasing. The meeting was highly productive and gave us a much better sense of timing so that we can optimally sequence service improvements.

10. On the RTA side:

- a. WeGo continues to work with developers on the Donelson Station upgrade project. Design work is in progress on major improvements including a 6-bay transit center, road relocation, and quiet zone safety features. We are currently awaiting a review appraisal on a small sliver of land we need to acquire from the Nashville and Eastern Rail Authority.
- b. Andy Burke and other staff in Operations are working with Anchor Bus as they transition into the RTA Regional bus operations contract. Anchor Bus will begin operating regional routes in July, taking over from Gray Line. We thank Gray Line for its many years of service and professionalism during the transition.

X. **Chair's Report:** Chair Carr Williams expressed her gratitude for the opportunity to join CEO Steve Bland and Deputy CEO of Finance and Administration Amanda Vandegrift at the recent budget hearing before the Council. She noted how thoughtful and supportive the questions were, reflecting an encouraging recognition of the work being done. Several questions acknowledged WeGo and MTA's partnership with Metro Council and highlighted the new funding provided through the *Choose How You Move* initiative. Overall, she described the experience as a "win-win" and was honored to deliver the opening remarks. She emphasized that this work is a shared effort, driven by both dedicated volunteers and the committed staff at WeGo.

Chair Williams also thanked the WeGo Youth Action Team for their outstanding presentation. She recognized the students as future riders, leaders, and transit professionals. She shared a personal story about reconnecting with a former MTA intern who now works in transit in Pennsylvania and credits his career to that early experience. She offered special thanks to Zeda Riggs and her team for making it possible for youth to engage with and contribute to WeGo.

In closing, Chair Williams extended her appreciation to the board and staff for their continued dedication and hard work.

XI. **Other Business:** There was no further business brought before this Board.

XII. **Adjournment:** With no further business, the meeting adjourned at 3:45 p.m.

Attested:

Gail Carr Williams
Chair

Margaret L. Behm
Secretary

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-25-022	Meeting Date:	6/26/2025
Item Title:	Resolution Recognizing the WeGo Public Transit 2025 International Bus Rodeo Team		

Whereas the American Public Transportation Association (APTA) annually hosts an International Bus Rodeo Competition that pits the best bus operators and maintenance technicians against each other in a test of skills; and

Whereas WeGo Public Transit sends the best of its best to compete alongside their North American peers based on the winners of our local Rodeo; and

Whereas this year's international competition was held on April 8, 2025, in Austin, Texas as part of the Association's Mobility Conference; and

Whereas WeGo Public Transit's team was composed of Bus Operator Kevin Sentes, Alternate Bus Operator Scott Wallace, Mechanics Troy Willis, Pedro Ochoa, and Jeremy Hensley and Alternate Mechanic Francis Winston; and

Whereas, the WeGo Public Transit team performed extremely well against the best operators and mechanics from transit agencies across North America, including some of the largest transit agencies in the world; with Bus Operator Kevin Sentes placing 22nd out of 75 Bus Operators in his competition and the Maintenance Team of Troy Willis, Pedro Ochoa and Jeremy Hensley placing 15th out of 52 Maintenance Teams in their competition, and WeGo Public Transit placing 13th out of 44 teams participating in both categories based on the combined scores of our Operator and Maintenance Teams; and

Whereas, this followed another successful year at the Tennessee Public Transit Association Rodeo Competition in Franklin last fall, where WeGo Public Transit placed first in most categories of the competition; and

Whereas, the Rodeo Team is supported by several staff from our Operations and Safety Teams.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Metropolitan Transit Authority of Nashville and Davidson County that the WeGo Public Transit 2025 Rodeo Team and their support staff are formally recognized, not only for their outstanding performance against incredibly tough competition from across North America, but for the professionalism and excellence that they demonstrate every day in service to our customers and the residents of Davidson County.

APPROVED:

Board Secretary

6/26/2025

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-25-015	Meeting Date:	6/26/2025
Item Title:	Monthly Financial Report Compared to Budget		

BACKGROUND:

Attached is a summary of the statement of operations for the month of April 2025 compared to the approved fiscal year (FY) 2025 budget. During the first ten months of the fiscal year, revenues were 2.3% higher than budgeted and expenses were 2.7% higher than budgeted. Passenger revenues continued to trend higher than budgeted, with total fiscal year revenues to-date being approximately \$594,850 (or 10%) higher than budgeted. The Other Operating Revenue category is 3.7% below budgeted levels, which is primarily due to no advertising revenue being collected to-date with WeGo's recent shift to the Community Impact Partnership (CIP) model. Other revenues in that category have exceeded budgeted levels, including interest income and rental revenue. All anticipated State operating subsidies were received in December and all remaining Local Funds have been drawn as of April. The first draw of Choose How You Move (CHYM) funds is anticipated to be made in early May, with a total of \$6 million drawn by the end of the fiscal year for eligible expenses. Approximately \$5.7 million in federal COVID-19 funds have been drawn to-date and we anticipate drawing the remaining \$0.9 million in federal COVID-19 relief funds by the end of the fiscal year. Federal 5307 funds used to-date are exceeding budget expectations by 8.1%, which is primarily due to several operating project activities covered using capital grant funds. As we begin to draw CHYM funds during the final months of this fiscal year, actual federal 5307 fund usage for eligible Preventative Maintenance and ADA costs are anticipated to be lower than budgeted levels. This would allow MTA to preserve more of these critical funds for capital state of good repair needs. In addition to reducing our reliance on federal funds for operating, CHYM funds will be used to support the acceleration of priority security initiatives, Access on Demand expansion, and WeGo Link expansion in the final months of FY 2025.

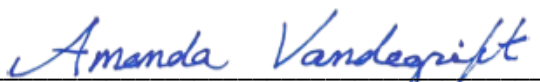
Overtime costs in the Fixed-Route Bus Operations category continue to be significantly higher than budgeted, with total fiscal year spending to-date in the category being nearly \$2.7 million (or 14%) higher than anticipated in the FY 2025 budget. Labor shortages have also impacted the Paratransit Operations category, with the category spending to-date being nearly \$2.15 million (or 21%) higher than budgeted, primarily related to the use of third-party providers to cover needed services. The Customer Communications category is currently 7% higher than budgeted due to additional monthly expenditures related to Choose How You Move implementation. The Asset Maintenance category is 4% lower than budgeted due to open positions, lower than anticipated fuel expenses, and lower than anticipated parts, materials, and supplies expenses. The Administration category is 6% lower than budgeted due to open positions and lower than anticipated interest costs (we have not used MTA's \$20 million Line of Credit).

As of April 30, 2025, RTA owed Nashville MTA approximately \$265,052 for services provided. In turn, MTA owes RTA approximately \$64,340 for fares collected.

CURRENT STATUS:

CEO Steve Bland will be available to answer questions.

APPROVED:



Deputy CEO of Finance and Administration

6/26/2025

Date

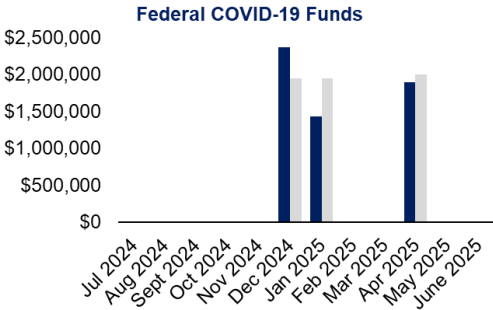
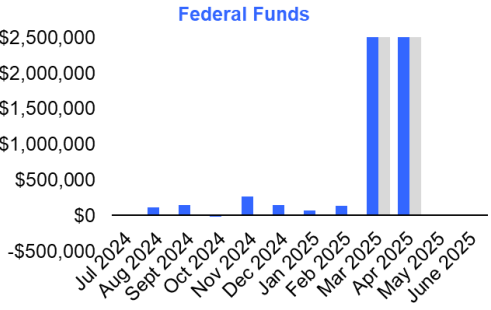
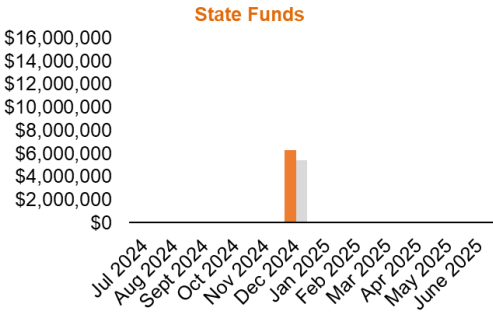
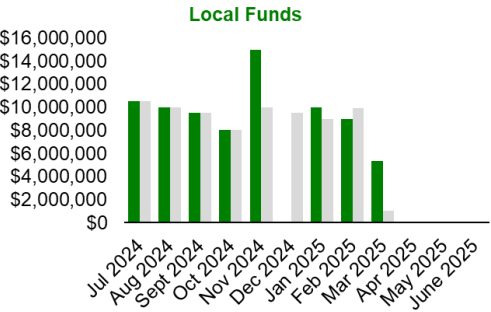
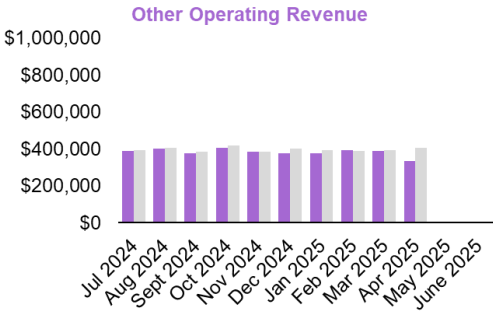
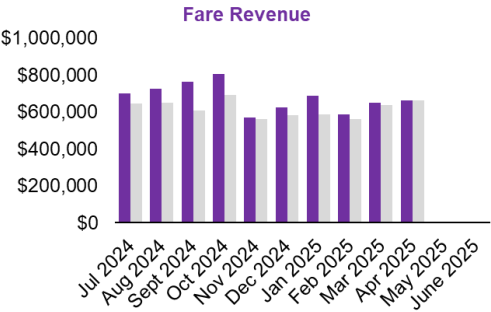
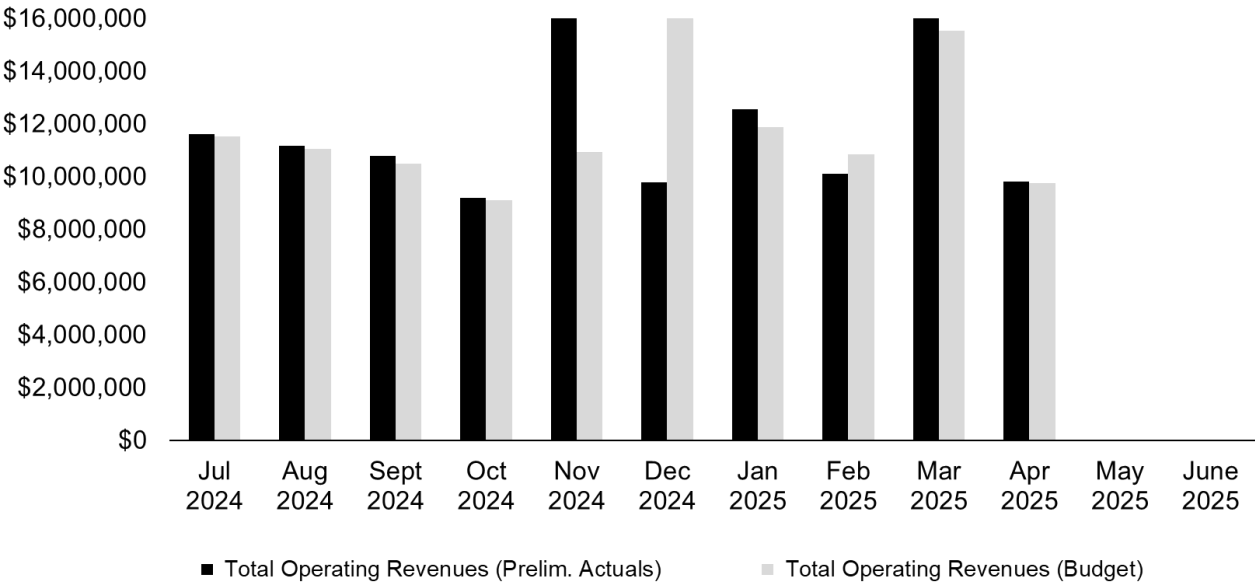
April 2025 Operating Revenue by Category:

	April 2025	Fiscal Year To Date	Approved FY 2025 Budget	% Budget To Date
Passenger Revenues (Budget)	664,120	6,185,720	7,419,325	83%
Passenger Revenues (Actuals)	662,892	6,780,570		91%
Other Operating Revenues (Budget)	406,610	3,968,800	4,762,955	83%
Other Operating Revenues (Actuals)	333,896	3,822,062		80%
Local Funds (Budget)	-	77,365,900	77,365,900	100%
Local Funds (Actuals)	31,093	77,365,900		100%
State Funds (Budget)	-	5,394,000	5,394,000	100%
State Funds (Actuals)	-	6,272,000		116%
Federal Funds (Budget)	6,700,000	20,200,000	26,457,279	76%
Federal Funds (Actuals)	6,894,219	21,837,271		83%
Federal COVID-19 Funds (Budget)	2,000,091	5,897,591	6,597,591	89%
Federal COVID-19 Funds (Actuals)	1,898,633	5,696,340		86%
Total Operating Revenues (Budget)	9,770,821	119,012,011	127,997,050	93%
Total Operating Revenues (Actuals)	9,820,732	121,749,071		95%

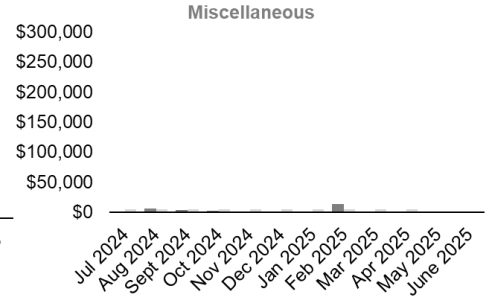
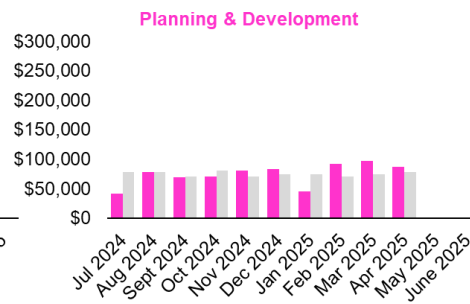
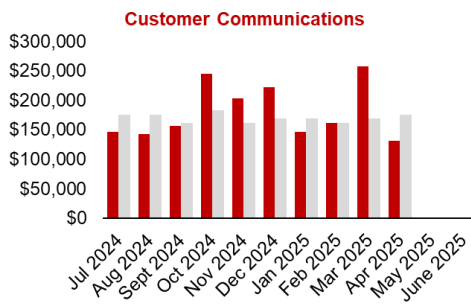
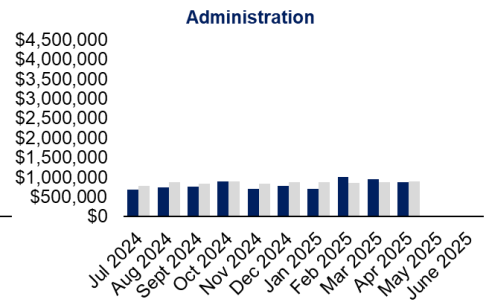
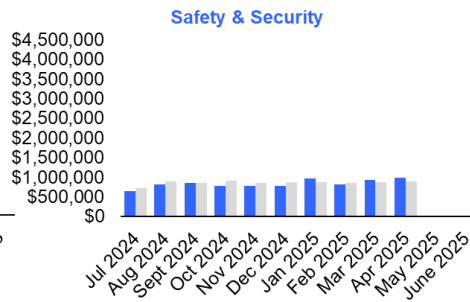
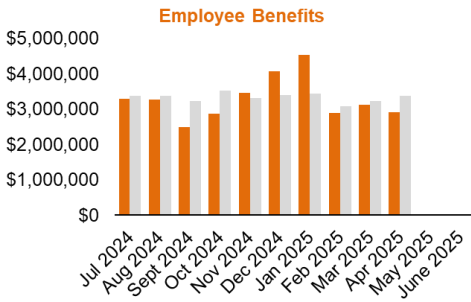
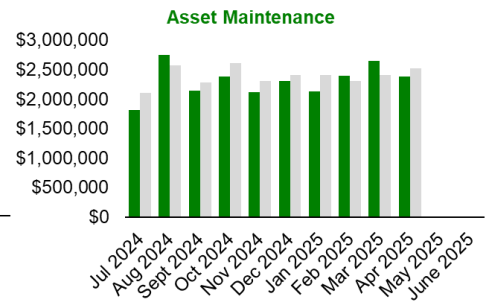
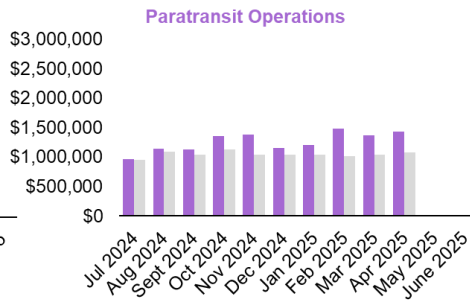
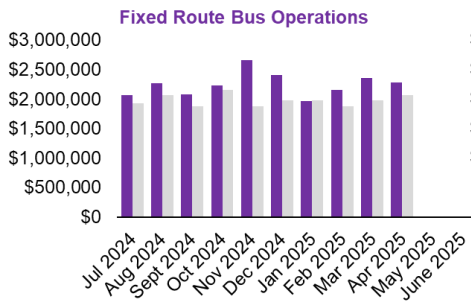
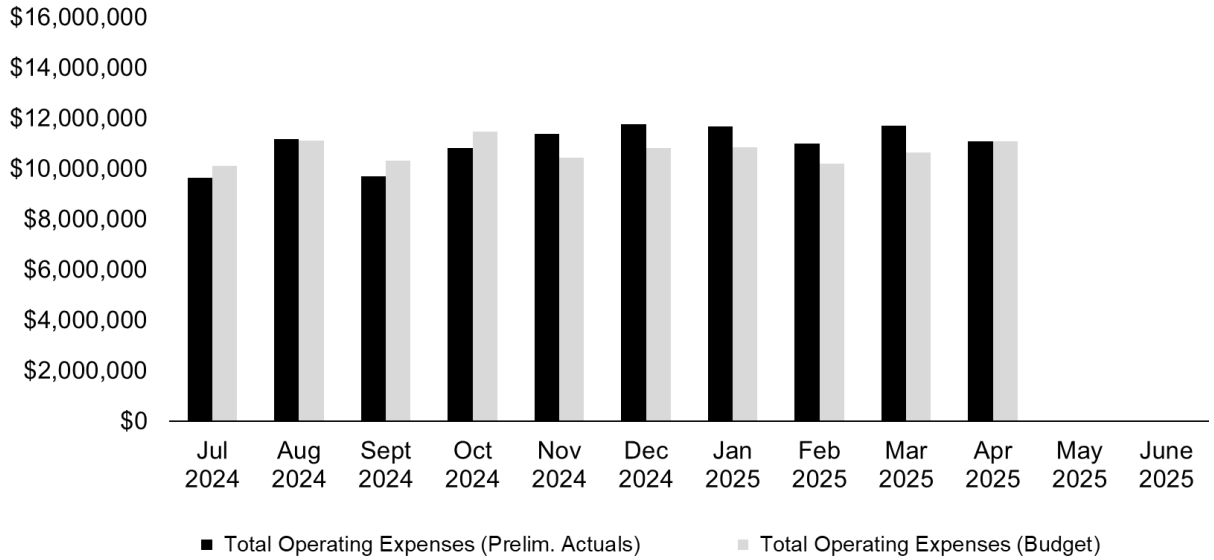
April 2025 Operating Expenses by Category:

	April 2025	Fiscal Year To Date	Approved FY 2025 Budget	% Budget To Date
Fixed Route Bus Operations (Budget)	2,065,768	19,772,860	23,625,790	84%
Fixed Route Bus Operations (Actuals)	2,287,077	22,462,915		95%
Paratransit Operations (Budget)	1,071,883	10,463,060	12,671,810	84%
Paratransit Operations (Actuals)	1,425,127	12,609,255		101%
Asset Maintenance (Budget)	2,517,317	23,946,120	28,608,930	84%
Asset Maintenance (Actuals)	2,377,392	23,054,367		81%
Employee Benefits (Budget)	3,380,730	33,304,360	39,786,760	84%
Employee Benefits (Actuals)	2,919,037	32,888,511		83%
Safety & Security (Budget)	892,811	8,555,000	10,161,070	84%
Safety & Security (Actuals)	980,657	8,328,853		82%
Administration (Budget)	892,731	8,581,700	10,160,810	83%
Administration (Actuals)	876,401	8,070,335		78%
Customer Communications (Budget)	175,676	1,700,160	2,030,120	84%
Customer Communications (Actuals)	130,873	1,811,727		89%
Planning & Development (Budget)	77,845	751,770	897,350	84%
Planning & Development (Actuals)	86,549	744,840		83%
Miscellaneous (Budget)	4,534	45,340	54,410	83%
Miscellaneous (Actuals)	-	26,012		48%
Total Operating Expenses (Budget)	11,079,295	107,120,370	127,997,050	84%
Total Operating Expenses (Actuals)	11,083,114	109,996,815		86%

Operating Revenue Monthly Comparisons FY 2025 Actuals vs Budget



Operating Expenditures Monthly Comparisons FY 2025 Actuals vs Budget



Nashville MTA

Statement of Operations Compared to Budget
For the Period Ending April 2025

UNAUDITED

	Month Actual	Month Budget	Month Var. [F/(U)]	Prior Y-T-D	Current Y-T-D	Budget Y-T-D	Y-T-D Var. [F/(U)]	Annual Budget
Revenue From Operations								
Passenger Fares	624,928	613,840	11,088	5,204,886	6,340,922	5,745,720	595,202	6,885,000
WeGo Access Revenue	37,964	59,230	(21,266)	453,107	439,648	526,220	(86,572)	637,640
Contract Revenue	249,310	263,535	(14,225)	2,385,413	2,602,497	2,560,020	42,477	3,070,940
Community Impact Partnership Revenue	-	15,590	(15,590)	244,695	-	150,220	(150,220)	180,000
Other Non-Transportation Revenue	84,586	118,535	(33,949)	1,274,933	1,219,565	1,172,350	47,215	1,408,700
Total Operating Revenue	996,788	1,070,730	(73,942)	9,563,034	10,602,632	10,154,530	448,102	12,182,280
Federal/State/Local Income								
Local Operating Assistance	31,093	-	31,093	74,690,900	77,365,900	77,365,900	-	77,365,900
State Operating Assistance	-	-	-	5,340,300	6,272,000	5,394,000	878,000	5,394,000
CMAQ Operating Revenues	-	-	-	-	-	-	-	-
Mobility Mgmt / CHSTP Admin Time	-	-	-	15,593	26,504	-	26,504	-
CARES Act Operating Reimbursement	1,898,633	2,000,091	(101,458)	5,077,775	5,696,340	5,897,591	(201,251)	6,597,591
American Rescue Plan Op Reimbursement	-	-	-	593,470	-	-	-	-
Total Assistance Income	1,929,726	2,000,091	(70,365)	85,718,038	89,360,744	88,657,491	703,253	89,357,491
Capital Income								
Capital Operating Reimbursement	6,701,346	6,700,000	1,346	71,625	18,310,766	16,700,000	1,610,766	22,957,279
Capital ADA Reimbursement	192,873	-	192,873	2,750,000	3,500,000	3,500,000	(0)	3,500,000
Total Capital Income	6,894,219	6,700,000	194,219	2,821,625	21,810,766	20,200,000	1,610,766	26,457,279
Total Revenue	9,820,732	9,770,821	49,911	98,102,698	121,774,143	119,012,021	2,762,122	127,997,050
Labor & Fringes	7,407,294	7,879,040	471,746	69,375,955	75,908,137	76,180,950	272,813	91,052,070
Services	2,139,278	1,445,920	(693,358)	12,647,384	18,279,350	14,098,500	(4,180,850)	16,832,390
Fuel & Lubricants	518,516	590,890	72,374	5,163,356	5,202,406	5,694,250	491,844	6,795,660
Parts, Materials & Supplies	558,812	663,540	104,728	5,790,853	5,567,002	6,316,890	749,888	7,568,890
Utilities	120,220	149,110	28,890	1,095,181	1,198,625	1,321,830	123,205	1,538,660
Casualty & Liabilities	301,898	281,860	(20,038)	3,128,898	3,110,499	2,818,600	(291,899)	3,382,340
Other Miscellaneous Expenses	37,097	68,935	31,838	534,382	730,796	689,350	(41,446)	827,040
Total Expenses	11,083,114	11,079,295	(3,819)	97,736,009	109,996,815	107,120,370	(2,876,445)	127,997,050
Surplus/(Deficit) before GASB 33	(1,262,381)	(1,308,474)	46,093	366,689	11,777,328	11,891,651	(114,323)	-
CARES Act Capital Reimbursement	-	-	-	1,346,863	307,351	-	307,351	-
Capital Asset Purchases	1,030,114	-	1,030,114	14,265,244	14,700,257	-	14,700,257	-
Amortized Rental Revenue	49,167	-	49,167	491,670	491,670	-	491,670	-
GASB 75 OPEB	-	-	-	-	-	-	-	-
Interest Exp - Cap Lease	(20,894)	-	(20,894)	(205,877)	(208,094)	-	(208,094)	-
(Loss)Gain on Sales	-	-	-	90,266	10,819	-	10,819	-
Amortization Exp	(8,409)	-	(8,409)	(84,092)	(84,092)	-	(84,092)	-
Depreciation net of Sub-Recip	(2,062,290)	-	(2,062,290)	(18,341,790)	(21,207,410)	-	(21,207,410)	-
Surplus /(DEFICIT)	(2,274,695)	(1,308,474)	(966,221)	(2,071,027)	5,787,829	11,891,651	(6,103,822)	-

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

	This Month April	Fiscal YE 2024 June
ASSETS		
CURRENT ASSETS		
Cash and Equivalents	7,936,545	6,459,272
Receivables from Federal, State, and Local Gov't	8,435,493	4,984,588
Accounts Receivable	2,109,750	2,173,701
Material and Supplies	6,357,977	4,814,116
Prepaid Expenses and Other	2,412,685	1,538,215
Pension and OPEB Deferred Outflow	32,868,326	32,868,326
TOTAL CURRENT ASSETS	60,120,776	52,838,218
PROPERTY AND EQUIPMENT		
Land	14,733,025	14,733,025
Buildings, Shelters, and Benches	140,545,425	138,578,250
Revenue Equipment and Parts	227,967,482	222,852,650
Office Furniture and Equipment	7,330,582	7,055,969
Work in Progress	12,000,531	5,364,715
	402,577,045	388,584,609
Less Accum Depreciation and Amortization	(223,598,530)	(203,317,072)
TOTAL PROPERTY AND EQUIPMENT, NET	178,978,515	185,267,537
OTHER ASSETS		
Cash and Restricted Investments for Self Ins	350,000	350,003
Metropolis Lease Receivable LT	-	-
North Nashville Property (Lease)	7,063,765	7,063,765
TOTAL OTHER ASSETS	7,413,765	7,413,768
TOTAL ASSETS	246,513,056	245,519,523
LIABILITIES		
CURRENT LIABILITIES		
Accounts Payable	4,308,926	4,894,741
Accrued Expenses	7,895,833	8,939,025
Deferred Revenue	289,357	581,952
Notes Payable	-	2,400,000
TOTAL CURRENT LIABILITIES	12,494,116	16,815,718
NON-CURRENT LIABILITIES		
Long Term Deferred Rent Revenue	4,525,767	5,017,437
North Nashville Property Lease Liability - LT	7,049,599	7,049,599
Net Pension Liability	19,723,621	19,723,621
Pension and OPEB Deferred Inflows	14,909,897	14,909,897
Metropolis Lease Deferred Inflow of Resources	5,114,043	5,114,043
GASB 45 OPEB Liability	82,185,503	82,185,503
NON-CURRENT LIABILITIES	133,508,430	134,000,100
NET ASSETS		
Invested in Capital Assets	174,452,748	100,682,034
Unrestricted	(79,730,067)	(20,295,870)
Current Year Surplus(Deficit)	5,787,829	14,317,541
TOTAL NET ASSETS	100,510,510	94,703,705
TOTAL LIABILITIES AND NET ASSETS	246,513,056	245,519,523

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivables	\$2,029,568 96.2%	\$39,788 1.9%	\$32,732 1.6%	\$7,662 0.4%	\$2,109,750 100%
Accounts Payable	\$4,037,614 93.7%	\$243,803 5.7%	\$5,627 0.1%	\$21,882 0.5%	\$4,308,926 100%

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

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

Item Number:	M-I-25-016	Meeting Date:	6/26/2025
Item Title:	Monthly Operating Statistics		

BACKGROUND:

Attached are monthly operating statistics through April 2025.

Fixed-route ridership in April was 757,960, up 1.4% year-over-year compared to April 2024, and up 2.76% from March.

Staffing levels of Operators and Maintenance personnel continued to create headwinds for operations. On time performance was 81.1%, a 2.2% drop year over year compared to April 2024. Routes 42, 9, 22, and 28 had the highest/best on time performance in April 2025. Routes 86, 84, 79 & 55 finished at the bottom of the list with the lowest on time performance. The 55, 84 and 86 all operate in the highly congested I24/Murfreesboro Pike corridor. Trip completion performance in April was 99.4%, essentially flat compared to March of this year and April 2024. Operator staffing shortages were the most significant contributor to our falling below goal in this category. The supplemental appropriation approved by the Metro Council last month has allowed us to add recruitment and training staff, which has significantly increased the size of our current classes of new Operators. These new operators are expected to graduate in June and July. The increased headcount will be essential to support increased service beginning in July. We anticipate ongoing challenges in this category until these classes enter revenue service.

Safety results were a challenge in April, with preventable collisions per 100,000 miles increasing 27.3% compared to April 2024 (2.8 vs 2.2). The increase was driven by 15 preventable collisions occurring on fixed route operations. 9 of the 15 collisions were by operators with less than 3 years of experience. We continue to focus on initiatives to support and develop new operators as the percentage of the workforce with less than 3 years of experience continues to increase. Despite the uptick of collisions, YTD 2025 results are still improved compared to YTD 2024, with 2 fewer preventable collisions.

The St. Jude Rock n' Roll Marathon took place on April 26th and necessitated significant adjustments to operations. As a result of thorough planning and cross-departmental collaboration, the team was able to successfully adjust operations and significantly reduce the routes operating through the Elizabeth Duff Transit Center. Safety and service metrics such as OTP were impacted.

CURRENT STATUS:

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

APPROVED:





















Chief Operating Officer

6/26/2025

Date

Operations Dashboard Report

	April 2025	April 2024	Pct. Change	Goal	Indicator
Ridership					
Bus Ridership	757,960	747,683	1.4%	780,000	
Access Ridership	37,699	34,071	10.6%		
Total Ridership	795,659	781,754	1.8%		
Productivity & Efficiency					
Bus Passengers per Revenue Hour	15.36	15.16	1.3%	15.40	
Access Passengers per Revenue Hour	1.52	1.72	-11.9%	1.60	
Cost Per Scheduled Revenue Hour	\$170.29	\$166.59	2.2%	\$155.47	
Safety					
Total Collisions per 100,000 miles	5.3	5.0	6.0%	4.0	
Preventable Collisions per 100,000 miles	2.8	2.2	27.3%	2.2	
Service Quality					
Bus Trip Completion	99.40%	99.25%	0.15%	99.75%	
Bus On-Time Performance	81.1%	83.2%	-2.2%	85.0%	
Access On-Time Performance	94.4%	96.6%	-2.2%	93.0%	
Maintenance					
Bus Miles Between Road Calls	10,241	4,415	131.9%	6,500	
Access Miles Between Road Calls	137,932	80,854	70.6%	20,000	
Customer Care					
Bus Passengers per Complaint	3,044	2,661	14.4%	3,000	
Access Passengers per Complaint	554	302	83.9%	350	
Percent of Calls Answered	88.4%	90.2%	-1.8%	92.0%	
Staffing					
% of Operator Positions Filled	89.9%	93.2%	-3.3%	92.0%	
% of Maintenance Positions Filled	90.2%	81.9%	8.3%	92.0%	
Customer Amenities					
% of Stops with Shelters (including Central)	21.1%	18.9%	2.2%	20.0%	
% of Boardings at Covered Stops (including Central)	76.6%	74.2%	2.4%	74.0%	



Exceeding Goal



Within 10% of Goal



More than 10% off Goal

Operations Dashboard Report

	FY2025	FY2024			
	April 2025	April 2024	Pct. Change	Goal	Indicator
Ridership					
Bus Ridership	7,322,264	7,058,359	3.7%		
Access Ridership	341,468	316,992	7.7%		
Total Ridership	7,663,732	7,375,351	3.9%	7,800,000	▲
Productivity & Efficiency					
Bus Passengers per Revenue Hour	14.95	15.85	-5.6%	15.40	▲
Access Passengers per Revenue Hour	1.54	1.66	-6.8%	1.60	▲
Cost Per Scheduled Revenue Hour	\$173.02	\$160.13	8.1%	\$155.47	◆
Safety					
Total Collisions per 100,000 miles	5.7	5.4	5.3%	4.0	◆
Preventable Collisions per 100,000 miles	3.1	2.8	9.3%	2.2	◆
Service Quality					
Bus Trip Completion	99.41%	99.44%	-0.03%	99.75%	▲
Bus On-Time Performance	81.6%	83.6%	-2.0%	85.0%	▲
Access On-Time Performance	92.5%	93.4%	-1.0%	93.0%	▲
Maintenance					
Bus Miles Between Road Calls	5,735	5,576	2.8%	6,500	◆
Access Miles Between Road Calls	23,128	25,023	-7.6%	20,000	●
Customer Care					
Bus Passengers per Complaint	2,987	2,985	0.1%	3,000	▲
Access Passengers per Complaint	486	308	57.9%	350	●
Percent of Calls Answered	89.0%	86.7%	2.3%	92.0%	▲
Staffing					
% of Operator Positions Filled	90.9%	96.2%	-5.3%	92.0%	▲
% of Maintenance Positions Filled	87.2%	85.6%	1.6%	92.0%	▲
Customer Amenities					
% of Stops with Shelters (including Central)	20.2%	19.2%	1.0%	20.0%	●
% of Boardings at Covered Stops (including Central)	75.6%	73.1%	2.5%	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
Total Cost Per Scheduled Revenue Hour of Service	Total fully allocated cost to deliver service divided by the total scheduled revenue hours. Revenue vehicle hours is the time (in hours) when the bus is providing service to the general public
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: 6/26/2025

Item #: M-I-25-017

Project Name: Nestor Roof Repairs

- **Brief Description:** Repairs covered under FEMA
- **Anticipated Publish Date:** June 2025
- **Estimated Project Value:** TBD

Project Name: Central Horseshoe Safety Improvement Project

- **Brief Description:** WeGo is seeking qualified contractors to make improvements to operator and pedestrian safety at Central, where we are seeing large numbers of minor collisions at the horseshoes on both levels.
- **Anticipated Publish Date:** June 2025
- **Estimated Project Value:** TBD

Project Name: Executive Recruiting Services (DTO)

- **Brief Description:** Contract to provide recruitment services for Management and Executive Level positions on an as-needed basis.
- **Anticipated Publish Date:** June 2025
- **Estimated Individual Contract Value:** TBD

Project Name: Myatt Employee Parking Lot Rehabilitation

- **Brief Description:** Reconfiguring existing lot to maximize space, landscaping and repaving.
- **Anticipated Publish Date:** June 2025
- **Estimated Project Value:** TBD

Project Name: Nestor Maintenance Bays

- **Brief Description:** Expansion of maintenance bays to increase maintenance capacity.
- **Anticipated Publish Date:** June 2025
- **Estimated Project Value:** TBD

Project Name: On-Demand Software Consultant

- **Brief Description:** Consultant for Demand Response Software Replacement (WeGo Access Scheduling System)
- **Anticipated Publish Date:** June 2025
- **Estimated Project Value:** TBD

Project Name: Murfreesboro Pike All Access Corridor

- **Brief Description:** A Request for Qualifications (RFQ) is being issued to solicit consulting firms to provide MTA and RTA with the Murfreesboro Pike All-Access Corridor implementation strategy as a Choose How You Move project.
- **Anticipated Publish Date:** July 2025
- **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 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 of Staff & Administration

6/26/2025

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-25-023	Meeting Date:	6/26/2025
Item Title:	StrlDe Memorandum of Understanding Program Year 2025-2026		

BACKGROUND:

The StrlDe program has been a successful partnership since it was formed in the fall 2014 between Metropolitan Nashville Public Schools (MNPS) and the Nashville MTA with the support of the Nashville Mayor's Office, Metropolitan Council, and the Mayor's Youth Council. It was created to improve student access to education, jobs, and the community. Under this program, students in Metro Nashville Public Schools (including community, magnet and charter high schools) are eligible for free bus service on WeGo Public Transit. All high school students are automatically eligible with an MNPS ID cards, and certain Middle School students are eligible based on school location and parental permission. Card usage is not restricted to school-related activities, and many students utilize the passes for after-school, weekend and summer jobs and activities. In 2023, the program added MNPS faculty and staff to the list of eligible users.

The StrlDe program accounts for approximately 8% of WeGo's system ridership. MNPS students took over 700,000 trips on WeGo services in 2024, and MNPS staff took an additional 14,600 trips. Approximately 3,400 students ride on a typical school day, with ridership concentrated primarily around school bell times. WeGo operates extra buses (or "trippers") on several routes to accommodate passenger loads at school bell times. These trippers must comply with Federal Transit Administration regulations restricting public transit agencies from providing traditional school bus service. Because of the number of students, WeGo also deploys extra supervision and security around school transfer times. Student ridership has been slower to rebound to pre-pandemic levels than other MTA ridership, but use of the StrlDe program grew by 15% from 2023 to 2024.

MNPS has typically funded the StrlDe program at \$750,000 through the MNPS budget, with the cost per tap being \$0.70 per ride for students, \$1.25 for faculty and staff, and \$3.70 for any eligible WeGo Access students/faculty/staff. MNPS has expressed that they would like to renew this program for the coming school year for a contract value of \$750,000.

RECOMMENDATION:

Staff is requesting that the Board approve the renewal of the Memorandum of Understanding between the Nashville MTA and the Metropolitan Board of Public Education for a contract value of \$750,000 for transportation services for registered MNPS high school students in grades nine through 12, and MNPS middle school students in grades five through eight who qualify as well as all school faculty and staff. The contract will remain in effect through June 30, 2026, at a reimbursement rate of \$0.70 for students and \$1.25 for faculty/staff per bus trip with a rate of \$3.70 per trip for WeGo Access to Nashville MTA.

APPROVED:

Board Secretary

6/26/2025

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-25-024	Meeting Date:	6/26/2025
Item Title:	MTA/RTA WeGo Ride Program Revenue Sharing Agreement		

BACKGROUND:

In June 2020, the Board approved the first WeGo Ride Program Revenue Sharing Agreement with the Regional Transportation Authority of Middle Tennessee (RTA) for the new WeGo Ride Program. The WeGo Ride Program is an employer-paid transit pass program to provide employee commuter benefits on Nashville MTA and RTA services in Middle Tennessee under the name WeGo Public Transit. FY2021 was the first year for the new pilot WeGo Ride program to reach out to new companies to promote employer-paid transportation for their employees. The program had the following objectives:

- All: Simplify program transportation benefits
- All: Simplify program administration
- All: Simplify program fee structure to better predict costs and revenues for annual budgeting
- MTA/RTA: Protect existing program revenue
- MTA/RTA: Grow program participation to increase overall ridership and operating revenue
- MTA/RTA: Increase transparency between the two agencies on program revenue and ridership
- Partners: Manage and reduce both direct and indirect transportation costs
- Partners: Provide sustainable and competitive employee benefits

Under the Revenue Sharing Agreement, Nashville MTA is the master contractor under the program, with revenue splits between the Nashville MTA and RTA that fairly compensate both agencies relative to the overall use of the program. Revenues collected from WeGo Ride partners are assigned to each agency based on a formula that weighs average fare and ridership equally. This is tested annually as part of the Conflict-of-Interest Review, which was most recently reviewed with the MTA Board in January 2025.

The program continues to grow with 53 partners now participating as we enter the sixth year since inception. The revenue split calculation for the program will be done at the end of July once all ridership for the fiscal year for both agencies has occurred. The staff intends to continue to promote WeGo Ride, which will require a renewal of this agreement since it is due to expire on June 30, 2025.

RECOMMENDATION:

Staff is requesting that the Board approve the renewal of the WeGo Ride Program Revenue Sharing Agreement with RTA for the period of July 1, 2025, through June 30, 2026. Nashville MTA will continue to be the Master Contractor for the WeGo Ride Program and will share revenues with RTA based upon the calculated formula. Each Board will review the agreement on an annual basis to assess if any changes should be made to the Agreement going forward.

APPROVED:

Board Secretary

6/26/2025

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-25-025	Meeting Date:	6/26/2025
Item Title:	MTA/RTA Contract Renewal for Regional Transit Services		

BACKGROUND:

A positive working relationship has been established for many years between the Regional Transportation Authority of Middle Tennessee (RTA) and the Nashville Metropolitan Transit Authority (MTA) on regional transit programs. Each year, the RTA contracts with MTA for regional bus services for Davidson County and Rutherford County, including the 84X – Murfreesboro Express and the 86X – LaVergne/Smyrna Express. In addition, the MTA provides connector bus service to Riverfront Station for the WeGo Star, including the 64–Star Downtown Shuttle and the 93–Star West End Shuttle. The RTA is seeking to renew these contracts with MTA from July 1, 2025, through June 30, 2026. Since there are different funding sources for the regional bus services and the connecting bus services to rail, two separate contracts are required.

Contract 1 – Under the new contract for the regional bus service between Davidson and Rutherford counties (Routes 84X and 86X), the RTA will pay MTA for up to 57.17 hours of daily service at a rate of \$130.81 per hour, or an amount not to exceed \$1,899,515, covering 254 days of weekday transit service contained in the contract. This represents a 3.4% increase in the contract price compared to the prior year.

Contract 2 – Under the new contract for connecting bus services for Davidson County (Routes 64 and 93), the RTA will pay MTA up to 9.59 hours of daily service at a rate of \$130.81 per hour, or \$318,640, covering the 254 days of weekday transit service contained in the contract. This represents a 1.5% increase in the contract price compared to the prior year.

A fuel escalator clause will again be included in all the new contracts to protect MTA should the average fuel prices escalate above \$3.00 per gallon. The clause stipulates that for every 25-cent increase in the monthly average per gallon cost of fuel, the hourly rate will increase \$1.50 per hour for that month and going forward. This will cover MTA's increase in operating costs due to increased fuel costs. This escalator is above and beyond the contracted amounts mentioned above.

The RTA Board approved these agreements at their regular meeting on June 18, 2025.

RECOMMENDATION:

Staff requests that the Board approve the renewal of contracts with RTA, consisting of Contract 1 for regional bus services and Contract 2 for connecting bus services supporting commuter rail. Both of these contracts are for a period of one year beginning July 1, 2025, through June 30, 2026, for the following base amounts: Contract #1 for a not-to-exceed amount of \$1,899,515 for regional bus service; and Contract #2 for a not-to-exceed amount of \$318,640 for connecting buses supporting commuter rail.

APPROVED:

Board Secretary

6/26/2025

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-25-026	Meeting Date:	6/26/2025
Item Title:	MTA/RTA Management Contract Renewal		

BACKGROUND:

Nashville MTA is currently operating under a management contract with the Regional Transportation Authority of Middle Tennessee (RTA), where MTA provides management services to oversee all operations of the RTA. The current contract was approved by the MTA Board in 2021 for five years with an expiration of June 30, 2026. The contract terms include a provision that allows the compensation to be adjusted beginning July 1, 2022, and each year thereafter for the life of the contract by mutual agreement of both parties. The current annual contract value is \$904,200, which became effective July 1, 2024. MTA has proposed no increase for a total annual contract value of \$904,200, which has been included in the proposed FY2026 budget. The contract states that “MTA Staff will provide executive leadership and administrative support for the RTA to carry out Financial Duties and Administrative Duties as provided herein, which shall include but not be limited to, operations, maintenance and acquisition of properties, finances, facilities and equipment, and the employment of personnel, or contracting for services, and the execution and implementation of RTA powers and duties outlined in Tennessee Code Annotated §§64-8-101 et. Seq and 64-8-201, et. Seq. all of which MTA is authorized to undertake and accomplish.”

The contract value has historically been adjusted 2% to 3% every two years to account for wage and inflationary increases absorbed by MTA since MTA does not charge RTA for any separate overhead expenses such as office space, utilities, materials, and supplies etc. The extraordinarily high inflation we have experienced over the last few years required a 5% increase last year. Based on historical practice, this final year of the 5-year contract proposes no growth. The agreement is beneficial to both parties in that the RTA gains access to technical expertise it could not otherwise afford, and the additional financial resources provided under the agreement allows for staff augmentation that the MTA could not otherwise afford. This goes beyond the “natural” coordination of service design, delivery and presentation that simplifies regional transit for Middle Tennesseans.

The following list, while not exhaustive, gives a good representation of what functions and tasks are being performed for RTA and demonstrates the value RTA receives for the management services provided by MTA staff. The RTA Board of Directors approved this agreement at their regular meeting on June 18, 2025.

Customer Relations

- Call center for customer inquiries
- Customer Service counter ticket sales
- Bulk ticket sales online and phone orders
- Manage Emergency Ride Home Program
- Management of Community Impact Partners
- Printing and distribution of route schedules
- Management of the WeGo Ride program
- Maintain phone systems for the call center

Facilities and Development/Engineering

- Use of WeGo Central bus bays downtown for regional buses
- Provide office space, office equipment, and computer network support
- Maintenance of train stations
- Maintain Park & Ride lots
- Leasing of stations for special events
- Acquire property for stations and park & ride lots
- Mt Juliet Station parking lot expansion
- Purchase of new buses and train cars

Financial

- Annual Financial Audit Report
- Monthly financial statements compared to the budget
- Develop annual operating budgets

- Management of Regional partner reserves
- Accounts payable
- Cash management
- Negotiations for a banking line of credit
- Regular banking relationships
- Maintain accounting general ledgers
- Collect and account for fare collection
- Invoicing and collection of ticket sales

- Required annual reporting to various government agencies
- Manage and complete audit finding action plans to avoid repeat findings, if applicable
- Monitor and spot check train parts inventory
- Management of the QuickTicket back office
- State Comptroller Audits

Planning, Grants, and Scheduling

- Monitor and manage the Transportation Improvement Plan (TIP)
- Grant Applications
- Grant revisions and amendments
- Grant compliance
- Quarterly grant reporting to FTA
- Quarterly meetings with FTA for rail oversight
- Public Hearings on schedule or fare changes
- Service planning for regional bus service
- Management and monitoring all routes for schedule adherence
- Route adjustments due to a change in Park & Ride lot locations
- Title VI plan, compliance, and monitoring

- Develop FTA FTA-required Transit Asset Management Plan
- Searching for new park & ride locations
- Represent RTA in MPO Technical Coordinating Committee meetings
- Coordinate and work with MPO and regional partners on annual federal funding allocations
- National Transit Database (NTD) monthly and annual reporting to FTA
- Meet with businesses, municipalities, and stakeholders regarding service requests
- Conduct regional studies – Star Future Vision Plan, Regional Park & Ride, New Regional Multimodal Mobility Plan Study

Operations and Safety

- Manage and monitor Gray Line buses
- Manage and monitor commuter rail services
- Manage third-party quality control contractor
- Maintain fare box and ticket vending machines
- Have supervisors at Riverfront for schedule adherence of the train and to address customer questions
- Have Supervisors at the downtown intermodal for schedule adherence and answer customer questions
- Provide all radio communications
- Federal Rail audits
- State track inspection audits

- Procure annual insurance policies for liability, property damage, and directors' and officers'
- Coordinate with third-party administrator for any accidents or injuries
- Reconcile monthly regional bus invoices to the scheduled service and charge liquidated damages for schedule adherence failures
- Manage security at Riverfront Station and our downtown transfer facility
- Inspect 3rd party vehicles and rail equipment and vehicles and review maintenance records
- Manage the QuickTicket Fare Collection System

Marketing

- Website development and management
- Create Route schedules
- Manage and promote special events
- Promote Community Impact Partner initiatives
- Production of brochures and system maps

- Social media
- Public information
- Media relations
- Public records requests
- Marketing promotions

Executive

- Interaction with regional mayors
- Budget presentations to the Nashville Mayor and Metro Council
- Public hearings
- Develop and manage capital budgets
- Capital project oversight

- Short-term and long-term planning
- Quarterly Nashville & Eastern Rail Authority Board meetings
- Cheatham County Rail Authority Planning
- Donelson Station Transit Oriented Development joint venture planning
- Murfreesboro Park and Ride project

RECOMMENDATION:

Staff recommends that the Board approve the new amount for the contract for MTA to manage and oversee all operations of the RTA at an annual cost of \$904,200, or \$75,350 per month. The contract price shall become effective July 1, 2025, and terminate June 30, 2026.

APPROVED:

Board Secretary

6/26/2025

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-25-027	Meeting Date:	6/26/2025
Item Title:	Capital Project Management Services Contract Award		

BACKGROUND:

To advance the delivery of capital projects, WeGo Public Transit issued Request for Proposals (RFP #2024183) seeking qualified firms to provide comprehensive capital project management consulting services. These services will support both defined initiatives under the Choose How You Move program and future capital improvements aligned with WeGo Public Transit's normal capital investment program, which includes various state-of-good-repair projects that cross various departments within the organization.

The selected Capital Project Management (CPM) consultant will serve as the lead advisor and project manager across WeGo's capital portfolio and will serve as a "force multiplier" for various internal project management staff in our Engineering, Operations, and Facilities divisions. This includes strategic oversight and execution support for a range of transit infrastructure projects such as All-Access Corridors, regional and neighborhood transit centers, park-and-ride facilities, bus operations and maintenance facilities, fleet acquisition, major renovation, environmental, resiliency, and transit-oriented development (TOD) opportunities.

The CPM consultant will be responsible for supporting the full capital project lifecycle, from planning and design through procurement, budgeting, construction management, stakeholder coordination, risk management, regulatory compliance, and community engagement. These services are critical to ensuring WeGo can efficiently deliver the projects outlined in the Authority's Capital Improvement Program as adopted by the MTA Board of Directors. With the approval of the Choose How You Move referendum by the voters, this program will expand significantly, requiring additional support to ensure that projects remain on scope, on time, and on budget. These services are also intended to provide overall program oversight and guidance and are differentiated from actual design and project delivery activities that we would engage in either through our existing (and future) on-call contracts and/or specific public procurements of such services for major projects. As such, (and because the selected consultant will assist WeGo staff in the development of future project solicitation documents), firms included in the project team are precluded from proposing on future work connected to this project.

RFP #2024183 was publicly advertised on the WeGo and Transit Talent websites on December 18, 2024. Outreach efforts targeted over 80 potential proposers, including numerous small businesses and certified Disadvantaged Business Enterprises (DBEs). An in-person pre-proposal conference was held on January 15, 2025, with 30 participants in attendance. The original proposal deadline of February 7, 2025, was extended to February 28, 2025, via Addendum 3 in response to proposer requests. WeGo received four proposals: Fairpointe Planning, Gresham Smith, CDM Smith, and Cumming Group (which was deemed non-responsive). Following interviews and a comprehensive evaluation, Fairpointe Planning, a certified DBE was selected for contract award. Fairpointe Planning's team includes the following sub-consultants: Hatch, Jacobs, MP&F Strategic Communications, Wilmot, and Tyler Construction Engineers, P.C.

Fairpointe Planning committed to a 50% DBE participation rate, exceeding the established 8% DBE goal. The evaluation committee included four voting members and one non-voting advisor.

While Fairpointe initially proposed certain contractual exceptions, all issues were successfully resolved during negotiations.

RECOMMENDATION:

Staff recommends Board approval to authorize the Chief Executive Officer to execute a contract with Fairpointe Planning for Capital Project Management services. The agreement will include an initial term of three (3) years, with the option to extend for up to two (2) additional one-year periods, for a total contract amount not to exceed \$20,000,000. Funding for this contract will be assigned through the Authority's Capital Investment Planning process, utilizing a combination of project management funding and funding for individual projects contained within the Capital Plan.

APPROVED:

Board Secretary

6/26/2025

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-25-028	Meeting Date:	6/26/2025
Item Title:	Oracle Unifier Project Controls Software Modification – Change Order 2		

BACKGROUND:

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

Authorization for the Chief Executive Officer to enter purchase agreements for a total project expense not to exceed \$1,550,000, as follows (including 15% contingency) as follows:

- a. Oracle - \$550,000 for modification and implementation of the Oracle Unifier Project Controls Project Management Software.
- b. eVision - \$256,000 to provide project management, testing, change management, and training services to support this implementation.
- c. Kemper - \$144,000 to develop, test, and successfully implement systems integration tools between the Oracle Unifier Project Controls Project Management System and our Sage Accounting/Financial Management Software.
- d. WeGo Project Management - \$300,000 for staff to manage the project, and work with the consultants and staff to modify and implement the software.
- e. Oracle licenses - \$300,000 for three years of Oracle licenses.

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

In February 2025, WeGo used \$92,792 of \$93,000 of Oracle's 15% contingency allocation to cover Change Order 1, which addressed the extra work needed for integration between Oracle Unifier Project Controls and the Sage/Normaling financial software. The original scope of work did not include the four interfaces needed for integration.

As WeGo is working with Oracle, eVision, and Kemper for Unifier Project Controls software design and implementation, this is the appropriate time to modify the software to address the anticipated changes in project management workflow with consultant project managers.

At the June 2025 WeGo Board meeting, staff will be presenting a request for an on-call Architectural and Engineering Project Management firm to help WeGo staff to manage the increasing number and complexity of projects. This Change Order 2 relates to the new Project Management firm.

Change Order 2 includes:

1. Unifier Project Controls workflow modifications needed to provide a better level of oversight of the Consultant Project Managers.
2. Additional training to provide WeGo staff the knowledge to be able to make appropriate modifications to the system.
3. Additional hours and funds for Oracle to develop custom reports needed for the Agency.
4. Oracle post “go-live” support to address any other issues that may arise.

We anticipate that the work associated with Change Order 2 will take approximately 6 to 8 weeks, pushing the schedule for the Unifier Project Controls software readiness to the end of September 2025.

Budget as of 6/3/2025:

Entity	Original Budget	Contract Value Remaining as of 6/3/25	% Budget Expended	Additional funding request CO2
Oracle	\$550,000	\$24,108	96%	\$110,000
eVision	\$256,000	\$104,012.30	46%	
Kemper	\$144,000	\$133,053.00	15%	
Total:	\$950,000	\$512,453.11		\$110,000

RECOMMENDATION:

Staff recommends action by the Board to add additional funds for the Change Order 2 for \$110,000 to modify and implement the Oracle Unifier Project Controls Project Management System as the backbone software for our capital project delivery systems. Staff recommends the board provide authorization for the Chief Executive Officer to approve Change Order 2, for an amount not to exceed \$110,000 (including 25% contingency).

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

APPROVED:**6/26/2025**

Board Secretary

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-25-029	Meeting Date:	6/26/2025
Item Title:	Marine Tiger Security Plan Buildout		

BACKGROUND:

In December 2023, WeGo Public Transit contracted with Marine Tiger Technologies (MTT) to perform a comprehensive security assessment of the entire transit system. This engagement aimed to evaluate system vulnerabilities, analyze current safety protocols, review technology deployments, and deliver recommendations that would inform the design of a future-ready, robust security framework for WeGo.

As of this writing, MTT has completed its assessment. The findings to date have already proven invaluable, highlighting both critical needs and significant opportunities for immediate improvement. The MTA Board of Directors was provided a detailed educational briefing on Marine Tigers' assessment, as well as periodic staff updates through the course of the project.

Given MTT's deep understanding of WeGo's unique operating environment and security infrastructure, the project team believes they are the ideal partner to seamlessly transition into the next phase of this initiative: the full buildout of the agency's Security Program, starting with the creation of a Concept of Operations Plan (ConOps).

The proposed continuation of MTT's engagement includes two major deliverables:

1. Comprehensive Security Program Buildout – \$750,000

- Develop WeGo's Safety and Security Concept of Operations Plan (ConOps)
- Design and implement updated security protocols, SOPs, and response procedures
- Create an integrated framework for technology, personnel, and public engagement
- Coordinate with internal departments and law enforcement partners (MNPd)
- Establish measurable performance indicators and reporting mechanisms

2. Transit-Focused Policing Unit Deployment Plan – \$400,000

- Design the strategy and operational framework for WeGo's first-ever dedicated Transit Policing Unit, under the umbrella of the Metro Nashville Police Department
- Define command structure, personnel requirements, and patrol deployment models
- Identify and propose operational tools, training needs, and integration strategies with existing transit security
- Ensure alignment with community-oriented policing principles and best practices
- Support the development of a detailed Memorandum of Understanding (MOU) between the MTA and MNPd regarding the deployment of the Transit Policing Unit.

The proposed project completion timeframe is as follows:

1. Project Start

- After board approval, the project will start on June 27, 2025

2. Proposed Project Completion

- The fully integrated, agency-wide security plan will be completed by June 2026

WeGo staff recommends a sole-source procurement for this engagement based on the following key factors:

1. Continuity of Expertise and Operational Knowledge

Marine Tiger Technologies has developed a comprehensive understanding of WeGo's security landscape during its ongoing assessment. Transitioning to a new vendor at this stage would require duplicative effort, additional cost, and extended timelines, as a new team would need to become familiar with the system. As a reminder, Marine Tiger was initially selected following a thorough competitive procurement process, and the specified services under this agreement do not materially differ from the original scope.

2. Integrated Vision for Implementation

MTT's assessment has already outlined a high-level strategy that naturally leads into the next phase of implementation. Their seamless progression from analysis to action enables consistency and preserves the integrity of the long-term vision.

3. Specialized Transit Security Expertise

MTT brings a unique focus on transit-specific security solutions, including advanced experience in developing ConOps and transit-policing strategies tailored for multi-modal transportation environments. This niche expertise is essential for the success of WeGo's security modernization.

4. Operational Efficiency and Cost Avoidance

A competitive procurement process at this stage would delay execution and potentially increase costs. By leveraging MTT's current engagement, WeGo can avoid redundancy, maintain momentum, and ensure timely delivery of critical safety initiatives. In addition, there is a twelve-month extension option in the current contract with MTT to assist with program implementation.

5. Expediency in Taking Full Advantage of MNPDP's Emerging Transit Policing Unit

Thanks to the support of Nashville Mayor Freddie O'Connell and MNPDP Chief John Drake, the City has committed to fund (and MNPDP has committed to staff) the new Transit Policing Unit within MNPDP. With Metro Council's adoption of the FY2025-26 operating budget on June 17, initial funding to fill out the ranks of this unit has been allocated, and the Department's "Transit Liaison" (Captain Brian Williams) has been assigned. Ultimately, as this unit matures, it will replace the MTA's longstanding agreement with the Secondary Employment Unit of MNPDP. A lengthy procurement process would unnecessarily delay this process.

6. Conformance with Regulatory Requirements

The MTA Procurement Department has reviewed this approach and found that it fully meets the criteria for a sole-source procurement.

RECOMMENDATION:

Staff recommends that the Board provide the Chief Executive Officer authority to sign an agreement with Marine Tiger Technologies in the amount not to exceed \$1,150,000 to complete the buildout of WeGo's Security Program and to develop a comprehensive plan for deploying the agency's first dedicated transit policing unit. This project would utilize the Choose How You Move Program (100% local) funding for security upgrades, which have already been appropriated by the Metropolitan Council.

APPROVED:

Board Secretary

6/26/2025

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-25-030	Meeting Date:	6/26/2025
Item Title:	Auto Damage/Catastrophic Insurance Renewal		

BACKGROUND:

Every year, WeGo Public Transit's insurance broker shops the insurance market for renewal of MTA's auto damage/catastrophic policy, which has a \$100,000 deductible per occurrence. Two years ago, MTA shifted to a new layered coverage structure where several carriers participate in covering the value of MTA's fleet, which currently is valued at approximately \$97,647,879. This new layered approach was required because no single carrier in the industry was willing to bear all the risk due to the catastrophic events that the insurance industry has experienced over the last decade. MTA's broker assembled a \$50,000,000 policy for catastrophic coverage with a \$100,000 deductible for auto damage. The policy includes nine different carriers for an annual policy premium of \$1,174,832. This is a decrease of \$1,390 over last year's premium of \$1,176,222.

Like last year, the maximum limit that the combination of carriers will accept is \$50,000,000. This increases MTA's risk for the \$47,647,879 in additional value in the fleet that is not covered in a catastrophic event such as a tornado, hailstorm, or flood impacting our Nestor location. The risk is somewhat mitigated in that to sustain a total loss, the weather event would have to occur between 1 am to 4 am, which is when the majority of the fleet is stored at Nestor. For flood events, WeGo has an evacuation plan that has been tested twice since 2019, where the fleet at the Nestor property was completely evacuated in under 4 hours. Also, in the major loss we experienced in 2010 due to the flood, Federal agencies funded fleet replacement without having to use our traditional insurance coverage.

RECOMMENDATION:

Staff requests that the Board approve MTA's auto damage and catastrophic insurance coverage as presented here for a premium cost of \$1,174,832 for the period of July 1, 2025, through June 30, 2026.

APPROVED:

Board Secretary

6/26/2025

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-25-031	Meeting Date:	6/26/2025
Item Title:	FY2026 Proposed Operating Budget		

BACKGROUND:

Attached is MTA's proposed operating budget for fiscal year (FY) 2026. This budget includes a substantial increase in operating support from the new 0.5% sales tax surcharge that was approved by Davidson County voters in November 2024 to fund Mayor Freddie O'Connell's Choose How You Move (CHYM) program. The proposed FY2026 operating budget of \$157,672,700 represents an increase of \$29,275,650 (or 23%) compared to the final FY2025 operating budget and includes funding for both baseline cost increases and the first full year of CHYM implementation. Additional details on the proposed revenues and expenses are provided below.

REVENUES:

The following summary highlights the changes in revenues for this proposed budget compared to FY2025:

	FY2025	FY2026	Variance
Passenger Fares	\$7,419,325	\$6,587,250	(\$832,075)
LIFT Fares	-	\$2,000,000	\$2,000,000
Passenger Revenues	\$7,419,325	\$8,587,250	\$1,167,925
Other Operating Revenues	\$4,762,955	\$5,893,230	\$1,130,275
Local Assistance – General Fund	\$77,365,900	\$77,212,600	(\$153,300)
Local Assistance – Sales Tax Surcharge	\$6,000,000	\$38,740,100	\$32,740,100
Local Funds	\$83,365,900	\$115,952,700	\$32,586,800
State Funds	\$5,394,000	\$6,272,000	\$878,000
Federal 5307 Capital for PM and ADA	\$20,857,279	\$20,967,520	\$110,241
Federal COVID-19 Relief Funds	\$6,597,591	-	(\$6,597,591)
Federal Funds	\$27,454,870	\$20,967,520	(\$6,487,350)
Total Operating Revenues	\$128,397,050	\$157,672,700	\$29,275,650

Passenger Revenues and the LIFT Program: Based on recent ridership trends and the anticipated implementation of the CHYM Low-Income Fare Ticket (LIFT) program, passenger revenues are anticipated to increase by a total of \$1,167,925 (or 16%). This assumes a total of \$2,000,000 in LIFT fares, which is a placeholder estimate based on recent Connector and Cold Weather card usage, assumed LIFT program adoption rates, and a reimbursement cost of \$2.00 per ride. WeGo currently provides the existing Connector and Cold Weather card programs with no accompanying income. The LIFT program is currently in the program definition and stakeholder engagement stage in partnership with the Mayor's office and dozens of potential community partners. As we advance to implementation later this calendar year, program definition and potential usage will become clearer, and we will begin to have a better understanding of what portion of passenger revenues may be funded through the new LIFT program rather than through traditional fares.

New Reserve Fund Investment Income: The FY2026 operating budget includes a new operating revenue source, which is anticipated to generate an estimated \$1,215,060 in new operating revenues for MTA. These funds would be generated by placing the newly created MTA Reserve Fund in a separate interest-bearing account. The Reserve Fund is currently at \$20,000,000, which will increase to \$36,465,000 by July 2025.

General Funds and the New Sales Tax Surcharge: The table below summarizes Metro's recent funding assistance to MTA for both the General Fund and the³new sales tax surcharge provided through CHYM. The

new dedicated CHYM funding allowed for a shift of \$11,600,000 in required General Fund support for baseline costs to CHYM, resulting in a \$153,300 reduction in FY2026 general funding compared to FY2025 levels. Notably, Metro's FY2026 budget also did not provide full funding for one of MTA's baseline budget requests, which would have offset operating revenue impacts related to the provision of free fares for the chronically unhoused to support their transition into permanent housing (Connector Cards) and for when the temperature drops below 40 degrees (Cold Weather Cards). A total of \$1,400,000 in baseline general funding was not included, with the assumption that this revenue loss would be absorbed into the new CHYM LIFT program that will be established by the end of this calendar year. In total, the recommended FY2026 CHYM operating funding of \$40,740,100 represents a \$34,740,100 increase compared to the operating support provided in the FY2025 CHYM Supplemental. This reflects the general fund relief noted above and operating funding for the first full year of CHYM expansion.

	FY2025	FY2026	Variance
Local Assistance – General Fund	\$77,365,900	\$77,212,600	(\$153,300)
LIFT Fares	-	\$2,000,000	\$2,000,000
Operating	\$400,000	\$23,010,070	\$22,610,070
Federal 5307 Reduction	\$5,600,000	\$12,189,930	\$6,589,930
MNPD Transit Police Unit	-	\$3,540,100	\$3,540,100
Local Assistance – Sales Tax Surcharge	\$6,000,000	\$40,740,100	\$34,740,100
Reserves – Sales Tax Surcharge	\$36,465,000	\$10,735,000	(\$25,730,000)
<i>Estimated MTA Reserve Fund Total at FYE</i>	<i>\$36,465,000</i>	<i>\$47,200,000</i>	<i>\$10,735,000</i>

Increased State Operating Assistance: A total of \$6,272,000 in state operating assistance is assumed in FY2026, which reflects the 17% increase in state funding received in FY2025.

Reduced Operating Budget Reliance on Federal Formula Funds: The FY2026 budget is MTA's first post-pandemic operating budget that does not include federal COVID-19 relief funds. Over the past few years, these one-time relief funds have allowed MTA to temporarily reduce our use of federal §5307 funds for operating expenses. Metro's FY2026 operating budget allows MTA to continue this practice, shifting an assumed \$12,189,930 from the FY2026 operating budget to support critical state of good repair capital investments that are needed for our core system. These capital funds will be used to offset future funding requests to Metro for system state of good repair needs.

EXPENSES:

The following summary highlights the increases in expenses for this proposed budget compared to FY 2025:

	FY2025	FY2026	Variance
Labor & Fringes	\$91,052,070	\$105,872,150	\$14,820,080
Promotional Services	\$383,660	\$415,170	\$31,510
Ambassador Program		\$950,000	\$950,000
WeGo Link	\$80,000	\$405,000	\$325,000
Security Services	\$2,425,466	\$4,385,020	\$1,959,554
Access on Demand	\$1,529,870	\$2,394,100	\$864,230
Paratransit Contracts	\$3,993,420	\$8,000,000	\$4,006,580
MNPD Transit Police Unit	\$1,374,464	\$5,555,800	\$4,181,336
Other Services	\$7,445,510	\$8,707,030	\$1,261,520
Services	\$17,232,390	\$30,812,120	\$13,579,730
Fuel	\$6,795,660	\$6,731,870	(\$63,790)
Parts, Materials, & Supplies	\$7,568,890	\$7,850,550	\$281,660
Utilities	\$1,538,660	\$1,596,810	\$58,150
Casualty & Liability	\$3,382,340	\$3,796,680	\$414,340
Other	\$827,040	\$1,012,520	\$185,480
Total Operating Expenses	\$128,397,050	\$157,672,700	\$29,275,650

CHYM Implementation: The FY2026 budget supports several CHYM service expansion initiatives that will take effect this summer, including frequency improvements to routes 6, 55, 56, 23, and 50, new school year services to McGavock and Glenclyff high schools, two new WeGo Link zones, and an expansion to weekends and holidays of our popular Access on Demand service. It also funds a second round of CHYM service improvements in January 2026, including midday, evening, and weekend bus service improvements, earlier morning bus and Access service, and more WeGo Link zones. Estimated cost per service hour increased from \$155 to \$178 (or 15%), reflecting anticipated front-loaded cost increases to support expansion that will level out over time.

The FY2026 budget proposes a 15% increase in salaries and wages, reflecting the new 3-year Collective Bargaining Agreement (CBA) with the Amalgamated Transit Union Local 1235, proposed annual administrative wage increases, and new positions required to support service and system expansion. The budget also includes a 51% increase in overtime pay to better align with historical usage, reflect ongoing labor shortage challenges, and provide the funds needed to deliver service expansion. The increased FICA, Pension, Workers' Comp, Hosp, Medical & Surgical Plan, and other fringe benefit costs directly relate to the corresponding labor increases. This also assumes an increase in the employer contribution rate for our pension plan from 8% to 9%, which will lower long-term pension fund costs. The FY2026 budget assumes increased paratransit contract costs and other third-party services to reflect recent growth, labor shortages, and service expansion needs. Fuel costs decreased due to more favorable fuel hedging contracts. Casualty and liability insurance increased based on a 30% increase in MTA's overall dollar value of fleet. We are also expecting larger-than-normal increases in general liability premiums due to some larger loss claims experienced in August 2024.

Service Quality & Reliability: As we begin service expansion, WeGo continues to experience difficulties attracting and retaining operators, mechanics, and other technical positions. With the need to fill existing positions and net an additional 30 operators per year to meet the CHYM service plan, FY2026 includes several proposed recruiting, training, and retention expenses. This includes hiring dedicated recruiters with direct performance standards, hiring additional training staff to accommodate larger training classes, procuring a third-party recruiting company to perform parallel hiring for key operator and maintenance positions, implementing additional recruiting pushes, implementing reward programs, employee engagement activities, and an employee mentoring program, and continuing WeGo's successful mechanic apprentice program. WeGo hosted a large hiring event at our Myatt facility on May 3rd, where a total of 546 candidates registered to be considered for WeGo's various unfilled positions in operations, maintenance, and other service roles. WeGo plans to hold several similar hiring events in FY2026 to help fill the additional positions required for service expansion.

Safety & Security Enhancements: The FY2026 budget provides significant investments in system safety and security that align with anticipated population and system growth. This includes the expanded presence of our contracted security staff (including mobile security patrols to cover bus stops and on-board activity), funding to support Marine Tiger's completion of our System Security Plan and standard operating procedures, the creation of a Transit Ambassador Program to support individuals in distress using the system, and an expansion of our partnership with the Metro Nashville Police Department (MNPd) to continue coverage under their Secondary Employment Unit and create a transit-specific policing unit. In total, security services expenses increased 80% and MNPd coverage expenses increased over 300%.

MTA Reserve Fund: The proposed FY2026 budget no longer assumes the use of a Line of Credit to address MTA's short-term cash flow needs related to federal and state grant timing issues. Instead, the budget now assumes that the newly created MTA Reserve Fund could be used to manage short-term cash flow needs related to federal and state grant timing issues that are less than or equal to 180 days, as outlined in the Board approved Reserve Fund Policy dated April 24, 2025.

Chief Executive Officer Steve Bland will discuss the information presented above with the Board and respond to any questions.

RECOMMENDATION:

Staff is requesting that the Board adopt the proposed FY2026 operating budget as presented.

APPROVED:

Board Secretary

6/26/2025

Date

WeGo Public Transit (Metropolitan Transit Authority)

FY2026 Proposed Operating Budget

6/18/2025

Account Number	Account Description	FY2026 PROPOSED	FY2025 FINAL BUDGET	FY2026 vs FY2025 Budget Variance	% Var
401010	FULL ADULT FARES	5,000,000	5,500,000	(500,000)	-9.1%
401012	LIFT FARES	2,000,000		2,000,000	
401020	SENIOR CITIZEN FARE	510,000	683,385	(173,385)	-25.4%
401030	STUDENT FARE	535,250	598,300	(63,050)	-10.5%
401050	ACCESS FARES	542,000	637,640	(95,640)	-15.0%
Passenger Revenues		8,587,250	7,419,325	1,167,925	15.7%
402040	CONTRACT SERVICES - TRANSPORTATION	2,215,000	2,150,645	64,355	3.0%
405010	CONTRACT SERVICES - MANAGEMENT RTA	1,040,950	1,023,610	17,340	1.7%
406030	COMMUNITY IMPACT PARTNERSHIP REVENUE	0	180,000	(180,000)	-100.0%
407010	INVESTMENT INCOME	1,216,850	1,790	1,215,060	67880.4%
407030	RENTAL OF BUILDING & PROPERTY	1,375,430	1,286,260	89,170	6.9%
40799-408	OTHER RECEIPTS	45,000	120,650	(75,650)	-62.7%
Other Operating Revenues		5,893,230	4,762,955	1,130,275	23.7%
409010-10	LOCAL ASSISTANCE - GENERAL FUND	77,212,600	77,365,900	(153,300)	-0.2%
409010-20	LOCAL ASSISTANCE - SALES TAX SURCHARGE	38,740,100	6,000,000	32,740,100	545.7%
Local Funds		115,952,700	83,365,900	32,586,800	39.1%
411010	STATE ASSISTANCE	6,272,000	5,394,000	878,000	16.3%
State Funds		6,272,000	5,394,000	878,000	16.3%
422223	CAPITAL OPERATING REIMBURSEMENT	17,467,520	17,357,279	110,241	0.6%
422224	CAPITAL ADA REIMBURSEMENT	3,500,000	3,500,000	0	0.0%
422225-26	COVID-19 RELIEF FUNDS (RESCUE/CARES)	0	6,597,591	(6,597,591)	-100.0%
Federal Funds		20,967,520	27,454,870	(6,487,350)	-23.6%
TOTAL REVENUE		157,672,700	128,397,050	29,275,650	22.8%

FY2027 FORECAST	FY2028 FORECAST	FY2029 FORECAST
3,500,000	2,450,000	1,715,000
4,200,000	5,499,900	7,202,120
357,000	249,900	174,930
545,980	556,880	568,020
379,400	265,580	185,910
8,982,360	9,022,260	9,845,980
2,281,450	2,349,890	2,420,390
1,072,180	1,104,350	1,137,480
0	0	0
1,517,190	1,892,530	2,361,630
1,402,940	1,431,000	1,459,620
45,900	46,820	47,750
6,319,660	6,824,590	7,426,870
80,301,100	85,922,180	91,936,730
57,221,320	73,724,370	82,062,440
137,522,420	159,646,550	173,999,170
6,397,440	6,525,390	6,655,900
6,397,440	6,525,390	6,655,900
15,720,770	14,148,690	12,733,820
3,500,000	3,500,000	3,675,000
0	0	0
19,220,770	17,648,690	16,408,820
178,442,650	199,667,480	214,336,740

WeGo Public Transit (Metropolitan Transit Authority)

FY2026 Proposed Operating Budget

6/18/2025

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Account Number	Account Description	FY2026 PROPOSED	FY2025 FINAL BUDGET	FY2026 vs FY2025 Budget Variance	% Var
501-ALL	SALARIES & WAGES - BASE PAY	51,398,690	44,772,690	6,626,000	14.8%
501015-16	OVERTIME PAY	9,807,590	6,492,620	3,314,970	51.1%
502-PTO	PTO BENEFITS	8,240,500	7,430,820	809,680	10.9%
502010	EMPLOYER F.I.C.A.	5,292,900	4,465,460	827,440	18.5%
502020	PENSION	6,226,940	4,633,600	1,593,340	34.4%
502030-40	HOSP, MEDICAL & SURGICAL PLAN	21,848,300	20,569,870	1,278,430	6.2%
502080	WORKERS COMP	2,062,630	1,811,600	251,030	13.9%
502-FF	OTHER FRINGE BENEFITS	994,600	875,410	119,190	13.6%
Labor & Fringes		105,872,150	91,052,070	14,820,080	16.3%
503023-27	PROMOTIONAL SERVICES	415,170	383,660	31,510	8.2%
503028	AMBASSADOR PROGRAM	950,000		950,000	
503029	WEGO LINK	405,000	80,000	325,000	406.3%
503035	SECURITY SERVICES	4,385,020	2,425,466	1,959,554	80.8%
503030	ACCESS ON DEMAND	2,394,100	1,529,870	864,230	56.5%
503038	PARATRANSIT CONTRACTS	8,000,000	3,993,420	4,006,580	100.3%
503041	MNPD TRANSIT POLICE UNIT	5,555,800	1,137,464	4,418,336	304.2%
VARIOUS	OTHER SERVICES	8,707,030	7,445,510	1,261,520	16.9%
Services		30,812,120	17,232,390	13,579,730	78.8%
504011	DIESEL FUEL	5,031,770	5,130,100	(98,330)	-1.9%
504012	GASOLINE	1,209,510	1,180,300	29,210	2.5%
504013-14	LUBRICANTS & OTHER FUEL	490,590	485,260	5,330	1.1%
Fuel		6,731,870	6,795,660	(63,790)	-0.9%
504022-990	PARTS	5,847,630	5,641,260	206,370	3.7%
504991	M & S GENERAL	1,163,900	1,122,210	41,690	3.7%
504995,97,99	BUSINESS SUPPLIES	300,530	291,740	8,790	3.0%
504998	JANITORIAL SUPPLIES	538,490	513,680	24,810	4.8%
Parts, Materials & Supplies		7,850,550	7,568,890	281,660	3.7%
505021	ELECTRIC	775,990	741,740	34,250	4.6%
505022	NATURAL GAS	255,630	248,190	7,440	3.0%
505024	WATER & SEWER	118,950	115,490	3,460	3.0%
505025/6	OFFICE TELEPHONES	446,240	433,240	13,000	3.0%
Utilities		1,596,810	1,538,660	58,150	3.8%
506030	LIABILITY & PHYSICAL DAMAGE	3,796,680	3,382,340	414,340	12.3%
Casualty and Liability		3,796,680	3,382,340	414,340	12.3%
509011	DUES & SUBSCRIPTIONS	146,970	162,120	(15,150)	-9.3%
509021-3	TRAVEL & TRAINING	397,660	332,130	65,530	19.7%
509994-95	POSTAGE & FREIGHT	92,040	98,360	2,680	3.0%
VARIOUS	OTHER MISCELLANEOUS EXPENSES	375,850	243,430	132,420	54.4%
Other		1,012,520	827,040	185,480	22.4%
TOTAL EXPENSES		157,672,700	128,397,050	29,275,650	22.8%
SURPLUS/(DEFICIT)		0	0	0	0
FY2027 FORECAST		FY2028 FORECAST		FY2029 FORECAST	
501-ALL	SALARIES & WAGES - BASE PAY	61,841,810	72,973,310	80,802,930	
501015-16	OVERTIME PAY	11,671,050	13,771,840	15,286,740	
502-PTO	PTO BENEFITS	9,806,240	11,571,400	12,844,210	
502010	EMPLOYER F.I.C.A.	6,343,230	7,485,010	8,293,260	
502020	PENSION	7,408,380	8,741,890	9,685,730	
502030-40	HOSP, MEDICAL & SURGICAL PLAN	24,427,540	26,119,810	27,407,180	
502080	WORKERS COMP	2,135,730	2,212,870	2,247,180	
502-FF	OTHER FRINGE BENEFITS	1,029,850	1,067,040	1,083,540	
Labor & Fringes		124,663,830	143,943,170	157,650,770	
503023-27	PROMOTIONAL SERVICES	429,880	445,400	452,310	
503028	AMBASSADOR PROGRAM	983,670	1,019,200	1,035,000	
503029	WEGO LINK	419,350	434,500	441,240	
503035	SECURITY SERVICES	4,540,420	4,704,420	4,777,360	
503030	ACCESS ON DEMAND	2,478,950	2,568,490	2,608,310	
503038	PARATRANSIT CONTRACTS	8,283,520	8,582,720	8,715,780	
503041	MNPD TRANSIT POLICE UNIT	5,722,470	5,894,140	6,070,960	
VARIOUS	OTHER SERVICES	9,078,480	9,406,390	9,564,580	
Services		31,936,740	33,055,260	33,665,540	
504011	DIESEL FUEL	5,210,090	5,398,280	5,481,970	
504012	GASOLINE	1,252,370	1,297,610	1,317,730	
504013-14	LUBRICANTS & OTHER FUEL	507,970	526,320	534,470	
Fuel		6,970,430	7,222,210	7,334,170	
504022-990	PARTS	6,054,870	6,273,580	6,370,840	
504991	M & S GENERAL	1,205,100	1,248,630	1,267,970	
504995,97,99	BUSINESS SUPPLIES	311,140	322,400	327,380	
504998	JANITORIAL SUPPLIES	557,560	577,700	586,660	
Parts, Materials & Supplies		8,128,670	8,422,310	8,552,850	
505021	ELECTRIC	803,480	832,500	845,400	
505022	NATURAL GAS	264,690	274,250	278,500	
505024	WATER & SEWER	123,170	127,610	129,590	
505025/6	OFFICE TELEPHONES	462,050	478,730	486,150	
Utilities		1,653,390	1,713,090	1,739,640	
506030	LIABILITY & PHYSICAL DAMAGE	4,041,180	4,225,130	4,290,640	
Casualty and Liability		4,041,180	4,225,130	4,290,640	
509011	DUES & SUBSCRIPTIONS	152,180	157,670	160,100	
509021-3	TRAVEL & TRAINING	411,770	426,660	433,290	
509994-95	POSTAGE & FREIGHT	95,300	98,740	100,260	
VARIOUS	OTHER MISCELLANEOUS EXPENSES	389,160	403,240	409,480	
Other		1,048,410	1,086,310	1,103,130	
TOTAL EXPENSES		178,442,650	199,667,480	214,336,740	
SURPLUS/(DEFICIT)		0	0	0	