



Nashville MTA Board Meeting

Greater Nashville Regional Council

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

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

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

1. **Call to Order**
2. **Roll Call**
3. **Approval of January 22, 2026, MTA Board Minutes**
4. **Public Comment**
5. **Information Only Items** – The following information is contained in the board packet distributed for member review. These items are not planned for discussion, but the staff is available to discuss them should members have questions.
 - Monthly Financial Report Compared to Budget – Amanda Vandegrift, DCEO of Finance & Administration **M-I-26-006** **P. 6**
 - Monthly Operating Statistics – Andy Burke, COO **M-I-26-007** **P. 13**
 - Upcoming Procurement Projects List – Vince Malone, CAO **M-I-26-008** **P. 19**
6. **Consent Agenda Items**
 - Bulk Fluids Maintenance – Carl Rokos, Director of Maintenance **M-A-26-003** **P. 21**
 - NovaTech Printer, Copier & Related Maintenance Contract Increase - Rob McElhaney, Director of IT **M-A-26-004** **P. 22**
7. **Operations & Finance Committee – Jessica Dauphin, Committee Chair**
 - Annual Audit Report – Amanda Vandegrift, DCEO of Finance & Administration **M-A-26-005** **P. 23**
 - Quarterly Route Performance – Katie Freudberg, Director of Service Development **OF-D-26-002** **P. 24**
8. **New Initiatives & Community Engagement Committee – Aron Thompson, Committee Chair**
 - FY2026-FY2030 Capital Investment Plan – Billy Higgins, Director of Grants Management & Compliance **M-A-26-006** **P. 27**
9. **CEO’s Report – Stephen G. Bland, CEO**
10. **Chair’s Report – Gail Carr Williams, Chair**
11. **Other Business**
12. **Adjournment**

Appeal of Decisions

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

Public Comment

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

Nashville Metropolitan Transit Authority

Board of Directors Meeting

January 22, 2026

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

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

Gail Carr Williams, Chair	Debbie Frank, DCEO of Growth & Development
Aron Thompson, Vice Chair	Vince Malone, COSA
Kathryn Hays, Member	Andy Burke, COO
Jessica Dauphin, Member	Lindsey Ganson, COS
Jeffery Haynes, Member	Felix Castrodad, Director of Planning
Margaret Behm, Board Secretary	DeAntwaine Moye, Bus. Div. Mgr., & DBE Liaison Officer
Steve Bland, CEO	Monica Howse, Sr. EA & Bd. Liaison

A quorum was established, and Chair Carr Williams called the meeting to order at 2:33 p.m.

III. **Approval of Minutes:** Ms. Dauphin made a motion to approve the minutes of the Nashville MTA Board meeting held on December 18, 2025. The motion was seconded by Mr. Thompson, and the Board unanimously approved the minutes.

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

- Peter Robinson
- Darius Knight

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

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

VI. **Consent Agenda Items:** There were no consent agenda items this month.

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

a. **Disadvantaged Business Enterprise Program Update (M-A-25-055):** DeAntwaine Moye, Business Diversity Manager & DBE Liaison Officer, provided an update on the ongoing compliance efforts with the 2025 Interim Final Rule of the Disadvantaged Business Enterprise program.

The U.S. Department of Transportation issued a Disadvantaged Business Enterprise (DBE) Interim Final Rule (IFR) in October 2025 that significantly revises DBE regulations under 49 C.F.R. Part 26 to align the program with constitutional requirements. The rule took effect immediately and eliminates race- and sex-based presumptions of disadvantage, replacing them with individualized determinations for all DBE applicants and firms.

For agencies such as WeGo, the IFR requires reevaluation of all existing DBE certifications, a temporary pause on new certifications and recertifications until Unified Certification Program (UCP) processes are updated, enhanced Good Faith Effort documentation standards, and the inclusion of IFR compliance language in new solicitations and contracts. Until the UCP completes required reevaluations, DBE participation may not be counted toward DBE goals.

WeGo is actively updating contract templates, issuing internal procurement guidance, coordinating with USDOT, outside counsel, and TDOT, and developing a communication plan for contractors. The agency will continue monitoring federal guidance to support full implementation and the reopening of certification processes.

There was no further discussion.

b. Nolensville Pike All Access Corridor Memorandum of Understanding: (M-A-26-001): Vince Malone, Chief Administrative Officer, presented the following item for action:

As part of Mayor Freddie O’Connell’s *Choose How You Move* Transit Improvement Program, 54 miles of high-traffic corridors have been identified for major upgrades, known as “All Access Corridors.” These improvements may include high-level Bus Rapid Transit (BRT) and potential applications for federal funding through the FTA’s Capital Investment Grant (CIG) Program.

To qualify for federal funding, extensive planning is required. The planning process will be led by the Choose How You Move (CHYM) Program Office in partnership with MTA, NDOT, and the Metropolitan Planning Department. The Nolensville Pike Corridor has been selected as the first corridor to begin this process, with plans expected to start in 2026.

Given MTA’s role as the designated FTA funding recipient and prior success in multi-agency collaboration, the partners propose entering a Memorandum of Understanding (MOU) to clarify roles and responsibilities. Under the MOU, MTA would also serve as Administrative Lead, overseeing procurement and contract management in coordination with partners and under CHYM’s management.

MTA staff requested that the Board authorize the Chief Executive Officer (CEO) to execute the attached MOU with the project partners, outlining MTA’s responsibilities related to planning activities for the Nolensville Pike All Access Corridor project.

The Operations & Finance Committee made a motion to approve the Nolensville Pike All Access Corridor Memorandum of Understanding action item. The motion was seconded by Ms. Hays and unanimously approved by the Board.

There was no further discussion.

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

a. WeGo Forward Update (NICE-D-26-001): Felix Castrodad, Director of Planning, and Geoff Slater, Principal with Nelson Nygaard Consulting Associates, presented an item for discussion regarding WeGo Forward, the update to Nashville’s long-range transit strategic plan.

The nMotion transit strategic plan (2016) established a long-term framework for improving transit in Nashville and was shaped by more than 20,000 community engagements. It focused on making transit more accessible, reliable, and user-friendly, laying the foundation for service enhancements over the past decade and ultimately supporting the successful passage of the Choose How You Move (CHYM) program in November 2024.

Choose How You Move marks a new phase of transit expansion, proposing an 80% increase in service hours, 24-hour service on major routes, expanded frequent service, new routes, high-capacity transit on All Access Corridors, new transit centers, park-and-ride facilities, and a new operations and maintenance facility.

WeGo Forward builds on this progress by providing a long-term growth strategy and practical service plan for a more integrated and dependable regional network. The effort is being coordinated with NDOT's Multimodal Mobility Master Plan and Metro Planning updates.

Over the past year, consultants Kimley-Horn and Nelson Nygaard have analyzed system performance, conducted workshops with staff and stakeholders, and developed a draft service scenario aligned with CHYM improvements. The plan focuses on making service faster, more frequent, more direct, safer, more comfortable, and more accessible, especially for high-need users.

Public outreach on the draft service scenario is planned for late winter/early spring 2026 and will include community engagement and operator input. Consultants will present an update to the Board and gather feedback on next steps.

There was a general discussion.

- b. FY2027 Operating Budget Discussion Kick-off (NICE-D-26-002):** In the absence of Deputy CEO for Finance and Administration, Amanda Vandegrift, CEO Stephen Bland presented information as an overview of the FY2026-27 Operating Budget Process. The purpose of the presentation was to present key financial trends and initiatives to guide Board feedback ahead of the FY2026–27 budget submission, with further discussion planned before final budget adoption in June.

For FY2026–27, Mr. Bland reviewed the following key assumptions embedded in the MTA's planned submission to Metro Finance:

Baseline Budget Request

The budget submission is divided into two primary parts: The baseline budget request, and the investment request. The baseline request is to support ongoing activities of the Authority, and specifically current service and fare levels. For baseline service, MTA will be requesting a 4% increase to the FY2025-26 operating assistance level supporting general inflation, as well as compensation increases dictated by the collective bargaining agreement with ATU Local 1235. If approved, this would increase Metro's General Fund allocation from \$77.2 million to \$80.3 million.

Investment Request

Investment requests support planned service expansion and the operating expenses associated with the commissioning of new projects and facilities in the upcoming fiscal year. With passage of Mayor Freddie O'Connell's Choose How You Move initiative in 2024, it is anticipated that any funding for investments requests will be funded through this dedicated funding source.

In total, MTA plans to submit a request for \$59.1 million in investment funding to support the following activities:

- Continuation of prior service expansion investments initiated during FY2024-25 for a full fiscal year (with 4% inflation adjustment)
- \$8.4 million in new operating investments, including:

- Service expansion (6–7% increase in revenue hours, 19 new operators, expanded Access, new WeGo Link zones, and Journey Pass expansion)
- Service reliability improvements including continuation of the transit signal priority pilot/headway management initiative
- \$3.3 million for the MTA Reserve Fund (second annual contribution)
- \$5M to reduce reliance on federal capital funds in allowable operating budget categories, preserving federal dollars for capital/state-of-good-repair needs and reducing the reliance on Metro General Funds in the Capital Spending Plan for routine state of good repair.

There was a general discussion among the members with respect to the budget process. Mr. Bland indicated that the Board would have additional looks at the budget in the spring, following the release of Mayor O’Connell’s budget recommendation to the Metropolitan Council on or around May 1. A final recommendation for the FY2026-27 operating budget is expected to come before the MTA Board at their June meeting.

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

1. Like most of this part of the country, we are expecting treacherous weather over the coming weekend, so please stay safe. Since it is top of mind, I would like to invite our Chief Operating Officer, Andy Burke, to step up to the podium and provide the Board with a brief overview of our storm preparedness planning process.
2. Mr. Burke introduced himself and provided a general overview of WeGo Public Transit’s emergency preparedness plan in the context of the forecasted winter weather event for the upcoming weekend. In his report, Mr. Burke highlighted the following:
 - a. The forecast for this particular storm is relatively severe, with the primary impacts expected to be ice. Ice poses particularly difficult challenges with respect to the maintenance of service and operation of fleet and facilities.
 - b. Mr. Burke highlighted that all service and operating decisions are made by the Operations leadership team with the safety of customers and employees as the number one priority.
 - c. A cornerstone of WeGo’s winter preparedness planning is the identification of “snow detours” for various routes impacted by winter weather, and their publication to customer well in advance of any actual implementation of the winter weather plan. In some events, impacts are fairly localized, and snow route detours restricted to affected routes. In larger scale events, the entire system may be impacted. Generally, winter event plans are deployed in 3 phases. A first phase is a relatively minor event, where there are localized impacts on certain routes, but most of the system operates normally. A second phase has broader impacts, and would likely entail placing all or most routes on snow detour. A third phase would be a major event where both environmental conditions and lack of available operations staffing (due to inaccessibility of home locations) require that we reduce service to operate only on our frequent service network (highest ridership routes that generally run on arterials) and possibly at a lower level of frequency of service, such as a Weekend service schedule. The last phase would be storm conditions so significant that a complete suspension of service is necessary.
 - d. From prior experience, we try to notify customers as early as possible as to the implementation of various levels so they don’t become stranded. From experience, we have found that it’s easier to have riders prepare for the worst and be pleasantly surprised than to hope for the best, and leave people stranded.

- e. Apart from the service deployment strategies, Operations will deploy supplemental staff on an on-call basis both to operate buses and to maintain equipment and facilities in a “service-ready” state. Advance preparations such as preparing service equipment with plows and salt spreaders, testing emergency backup generators, etc. are also conducted as fall transitions into winter.
- f. With this storm, fairly severe storm impacts are anticipated to begin late Friday evening and into early Saturday morning. Operations staff plans to determine a level course of action by mid-morning Friday based on the most current weather forecasts in order to provide advance notice to customers of preparations they should make.

There was general discussion among the Members regarding the planned activities. Chair Gail Carr-Williams asked what would happen if the major storm impacts predicted did not take place. CEO Bland reiterated Mr. Burke’s point that it is always much easier to “pre-announce” a major impact on service and then pull back than it is to announce that we plan a full service deployment and then be forced to curtail service unexpectedly.

Several Members commended Mr. Burke for his comments, and for the staff’s commitment to preparing for the upcoming storm. Mr. Bland then returned to the remainder of his CEO’s report.

- 3. Our staff have participated in several meetings with the East Bank Development Team to discuss the future configuration of East Bank Boulevard and James Robertson Parkway to better accommodate transit. The Tennessee Department of Transportation (TDOT) is accelerating the James Robertson Parkway project, which has added urgency to this coordination work.
- 4. We also participated in several meetings with staff from the Mayor’s Office and Nashville International Airport to discuss both near- and long-term service improvements at the Airport. We anticipate that several enhancements will begin in 2026.
- 5. Billy Higgins has been leading the development of our updated Capital Improvement Plan, which we anticipate bringing to the Board in February for discussion and consideration.
- 6. On January 7, we joined Mayor Freddie O’Connell at our Myatt facility for a media event celebrating the first new buses purchased with funds generated through the Choose How You Move program. The 12 new Gillig expansion buses have now been placed into service and will support the next round of service expansion planned for July.
- 7. On the RTA side:
 - a. Work continues on the City of Murfreesboro Park and Ride facility. We have received the necessary regulatory approvals and are preparing to issue bid documents for construction. We are also working toward a long-term agreement with the City regarding operations and maintenance.
 - b. We are also nearing construction on improvements to the Donelson Station Transit Center. We anticipate conducting several public engagement activities through February and finalizing the necessary property transaction to move the project forward.
- 8. In bittersweet news, our Director of Legislative Relations, Eric Beyer, has announced that he will be retiring this month. Eric began his Middle Tennessee transit career in 1994 as Executive Director of the Regional Transportation Authority of Middle Tennessee, where he oversaw, among other initiatives, development of what we now call the WeGo Star. In 2005, he transitioned to the Metropolitan Transit Authority, assuming various roles in communications

and special projects, including leadership of the Easy Ride program. Since 2008, he has led our legislative relations efforts, along with numerous special initiatives.

- a. Eric is tremendously well respected by legislators at both the state and local levels. He has done an exceptional job addressing their concerns and keeping us informed of developments at the Metro Council and General Assembly. We will miss him greatly, but we are grateful that he has agreed to assist in transitioning a new person into the role.

9. In happier news, Lindsey Ganson has joined WeGo Public Transit as our new Chief of Staff. Lindsey most recently served at Vanderbilt University, and during her time in Nashville has also worked with Walk Bike Nashville and McNeely Pigott & Fox, where she helped lead the public engagement components of the nMotion planning process approximately ten years ago.

- a. In her new role, Lindsey will support me, Monica, and the Executive Team in coordination activities and a broad array of strategic and operational efforts. I also anticipate that she will have extensive engagement with members of both the MTA and RTA Boards.

X. **Chair's Report:** Gail Carr Williams expressed appreciation for the productive visit and discussions about WeGo's budget, future planning, and transition forward as an organization. She highlighted the importance of preparation, proactive leadership, and celebrating staff for their readiness rather than reacting to challenges at the last minute.

She shared excitement about organizational growth, including the addition of new bus prototypes and the opportunity to connect with drivers and mechanics, emphasizing the strong sense of legacy and family within WeGo. She noted how multiple generations are connected to the organization, reinforcing that WeGo is a place where people want to work and build careers.

In conclusion, she also expressed gratitude for the team's collective effort to provide the best transit service possible and encouraged everyone to stay safe while continuing to move WeGo forward together.

XI. **Other Business:**

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

Attested:

Gail Carr Williams
Chair

Margaret L. Behm
Board Secretary

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Information Item Committee Discussion Item Committee Action Item Board Discussion Item

Item Number:	M-I-26-006	Meeting Date:	2/26/2026
Item Title:	Monthly Financial Report Compared to Budget		

BACKGROUND:

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

- The pilot phase of the Journey Pass Program was initiated in September 2025 and is anticipated to grow steadily as additional Journey Passes are registered and additional Metro departments are added as program partners. The Journey Pass program was not yet active in July and August, resulting in zero fare revenues related to the Journey Pass Program. These July and August revenues were instead classified as part of MTA's local sales tax surcharge (or Choose How You Move) operating allocation. More than 7,000 Journey Passes were registered between September and December 2025, resulting in a total of 319,290 free rides. This usage resulted in the reclassification of a total of \$645,873 in Choose How You Move funds from Local Funds to Journey Pass to-date, including \$393,607 in December. Program usage is anticipated to continue ramping up significantly over the next few months of program piloting and Journey Pass registration events.
- Investment income in the first four months of the fiscal year was lower than budgeted due to the timing of the renewal of MTA's banking contract and the establishment of an investment account under that new contract for the new MTA Reserve Fund. On September 29, 2025, a total of \$34,250,000 in FY2025 MTA reserve funds were invested. On January 23, 2026, an additional \$10,735,000 in FY2026 MTA reserve funds were invested. The first full month of investment income was recorded in November. In total, this new fund is anticipated to generate over \$1 million in additional operating revenues for the MTA in FY2026. This follows MTA's investment and reserve fund policies, respectively.

Total expenses during the first half of the fiscal year were 6.0% lower than budgeted. We expect this variance to decrease as initiatives are advanced and open positions are filled. We will continue to monitor the following key expense trends:

- Fixed-Route Bus Operations category expenses were 6.0% lower than budgeted in the first half of the fiscal year. This reflects full staffing for bus operators, several waves of new operators in training, and lower overtime expenses.
- Paratransit operating expenses were 3.2% higher than budgeted during first half of the fiscal year due to a combination of higher overtime expenses, higher use of Access on Demand, and higher use of third-party paratransit providers. We will continue to monitor this category as the fiscal year advances.
- Asset Maintenance category expenses were 6.9% lower than budgeted, which was due to labor shortages and lower-than-anticipated fuel and utility costs.
- Employee Benefits category expenses were 3.0% lower than budgeted due to open positions.
- Safety & Security category expenses were 10.7% lower than budgeted first half of the fiscal year, primarily due to the timing of implementation for the Transit Police Unit and Ambassador Program, which are anticipated later in the fiscal year.
- Expenses in the Administration (17.6%), Customer Communications (15.2%), and Planning & Development (17.9%) categories were each lower than budgeted for the first half of the fiscal year due to open position and lower-than-anticipated network contract maintenance expenses and marketing/advertising costs.

As of December 31, 2025, RTA owed Nashville MTA approximately \$537,441 for services provided. In turn, MTA owes RTA approximately \$61,559 for fares collected.

CURRENT STATUS:

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

APPROVED:

Amanda Vandegrift

Deputy CEO of Finance and Administration

1/13/2026

Date

December 2025 Operating Revenue by Category:

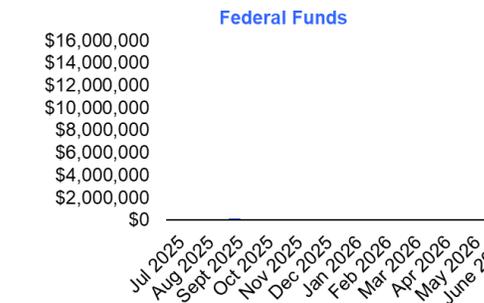
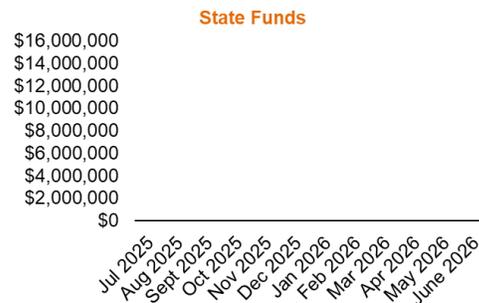
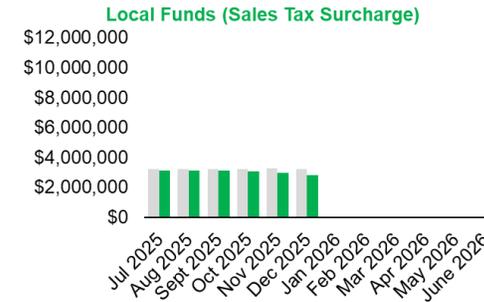
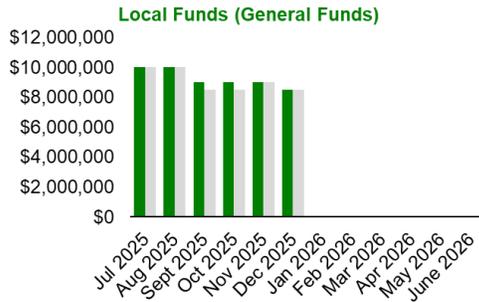
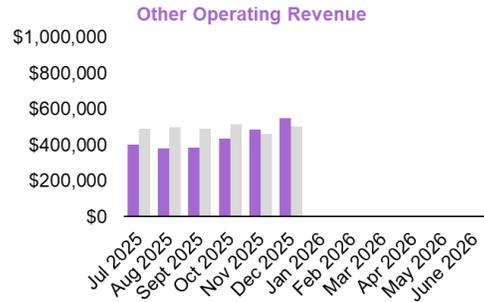
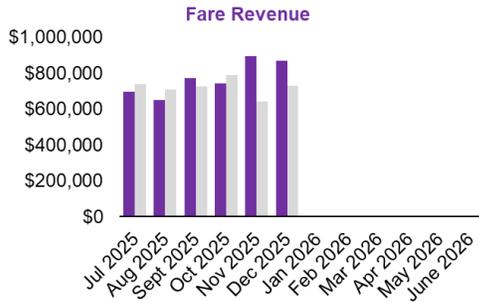
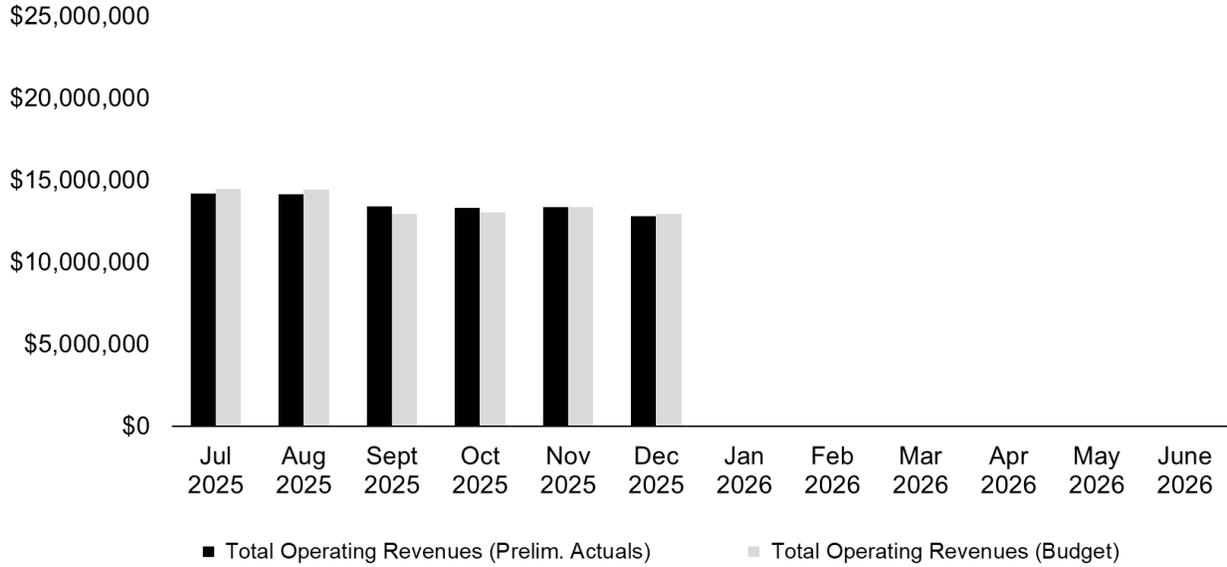
	Dec 2025	Fiscal Year To Date	Approved FY 2026 Budget	% Budget To Date
Passenger Revenues (Budget)	730,770	4,329,430	8,587,250	50%
Passenger Revenues (Actuals)	870,754	4,623,701		54%
Other Operating Revenues (Budget)	501,944	2,957,626	5,893,230	50%
Other Operating Revenues (Actuals)	550,729	2,633,855		45%
Local Funds (General Funds) (Budget)	8,500,000	54,500,000	77,212,600	71%
Local Funds (General Funds) (Actuals)	8,500,000	55,500,000		72%
Local Funds (Sales Tax Surcharge) (Budget)	3,221,780	19,362,180	38,740,100	50%
Local Funds (Sales Tax Surcharge) (Actuals)	2,811,308	18,145,939		47%
State Funds (Budget)	-	-	6,272,000	-
State Funds (Actuals)	-	-		-
Federal Funds (Budget)	-	-	20,967,520	-
Federal Funds (Actuals)	56,072	332,478		2%
Total Operating Revenues (Budget)	12,954,494	81,149,236	157,672,700	51%
Total Operating Revenues (Actuals)	12,788,863	81,235,973		52%

December 2025 Operating Expenses by Category:

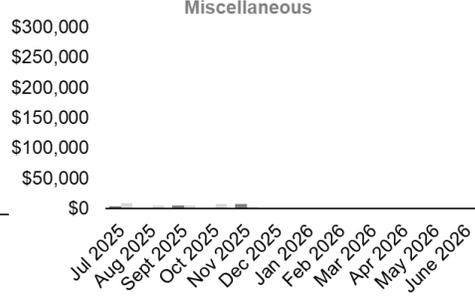
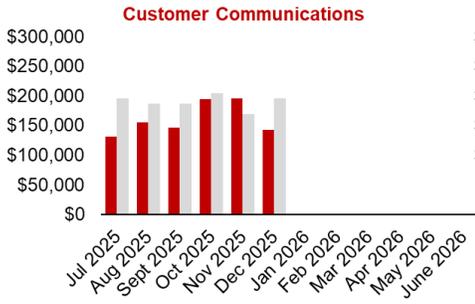
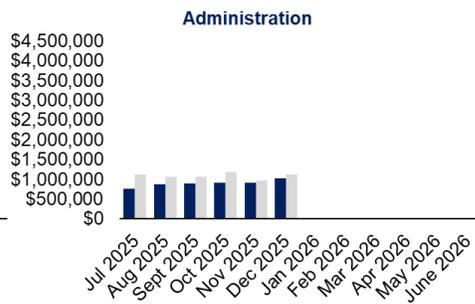
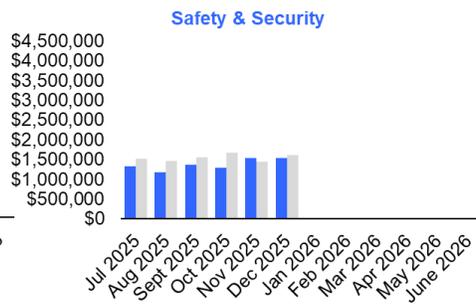
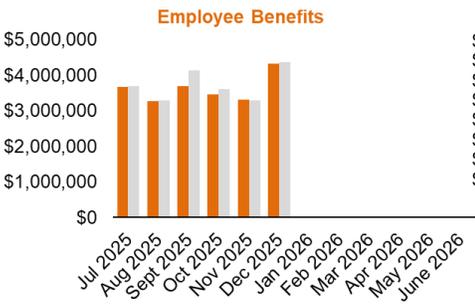
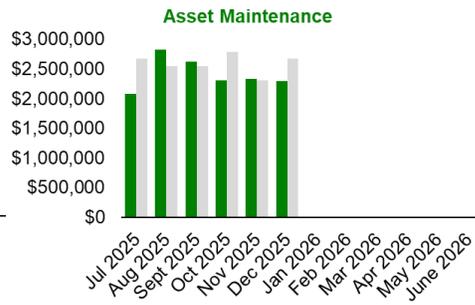
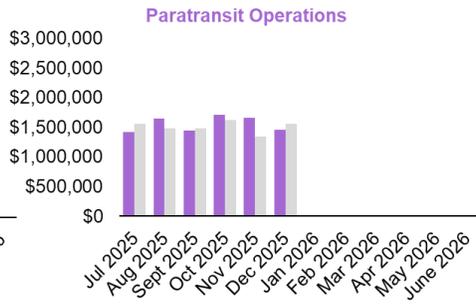
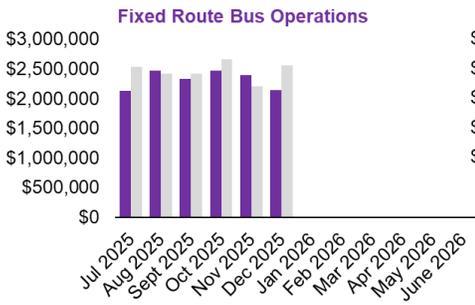
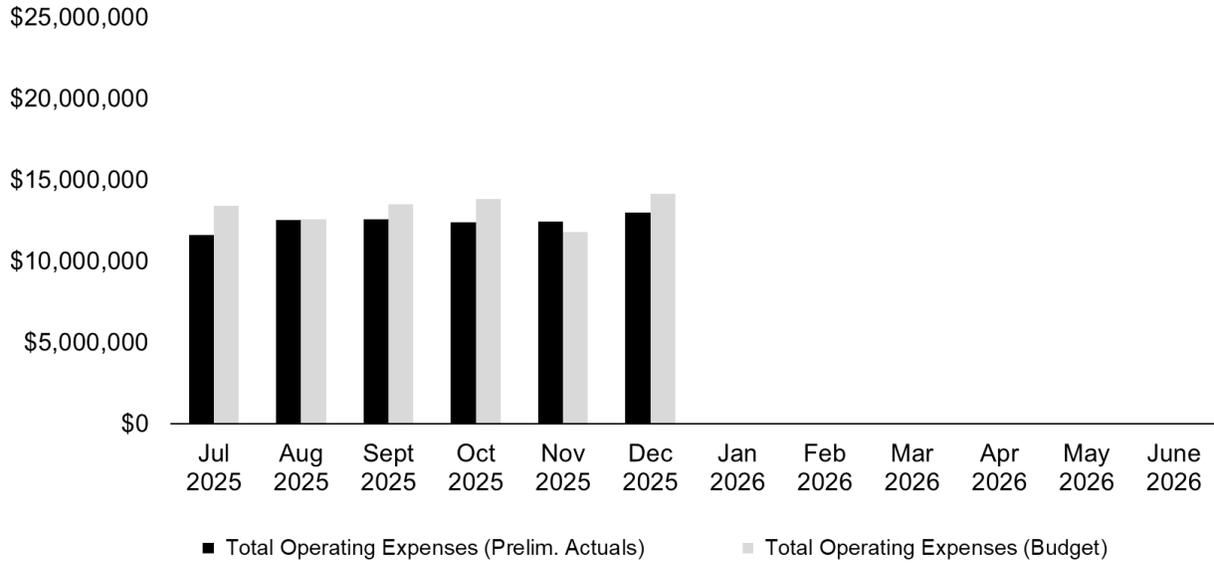
	Dec 2025	Fiscal Year To Date	Approved FY 2026 Budget	% Budget To Date
Fixed Route Bus Operations (Budget)	2,557,230	14,805,920	29,496,690	50%
Fixed Route Bus Operations (Actuals)	2,138,280	13,921,394		47%
Paratransit Operations (Budget)	1,555,790	9,051,960	17,962,510	50%
Paratransit Operations (Actuals)	1,451,197	9,339,916		52%
Asset Maintenance (Budget)	2,670,110	15,535,380	30,827,860	50%
Asset Maintenance (Actuals)	2,294,896	14,460,287		47%
Employee Benefits (Budget)	4,356,420	22,380,590	44,345,980	50%
Employee Benefits (Actuals)	4,327,745	21,716,836		49%
Safety & Security (Budget)	1,604,380	9,215,230	18,509,950	50%
Safety & Security (Actuals)	1,529,801	8,229,194		44%
Administration (Budget)	1,117,030	6,503,110	12,883,870	50%
Administration (Actuals)	1,029,020	5,358,747		42%
Customer Communications (Budget)	195,280	1,136,100	2,274,230	50%
Customer Communications (Actuals)	142,020	963,542		43%
Planning & Development (Budget)	113,590	660,780	1,311,070	50%
Planning & Development (Actuals)	74,204	542,262		41%
Miscellaneous (Budget)	1,000	28,960	60,540	48%
Miscellaneous (Actuals)	-	16,446		27%
Total Operating Expenses (Budget)	14,170,830	79,318,030	157,672,700	50%
Total Operating Expenses (Actuals)	12,987,162	74,548,623		47%

Fully Allocated Expenses <i>less third-party Access providers and RTA management</i>	11,647,775	
Revenue Hours	63,322	
Cost per Revenue Hour	\$183.95	\$182.74 FY2026 Goal

Operating Revenue Monthly Comparisons FY 2026 Actuals vs Budget



Operating Expenses Monthly Comparisons FY 2026 Actuals vs Budget



**Statement of Operations Compared to Budget
For the Period Ending December 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	451,295	520,600	(69,305)	3,920,436	3,722,982	3,042,440	680,542	6,045,250
Journey Pass Fare Thru CHYM	393,607	173,230	220,377	-	645,873	1,007,870	(361,997)	2,000,000
WeGo Access Revenue	25,852	36,940	(11,088)	273,427	254,846	279,120	(24,274)	542,000
Contract Revenue	274,141	278,595	(4,454)	1,565,980	1,612,262	1,636,690	(24,428)	3,255,950
Community Impact Partnership Revenue	21,000	-	21,000	-	21,000	-	21,000	-
Other Non-Transportation Revenue	255,588	223,349	32,239	763,231	1,000,593	1,320,936	(320,343)	2,637,280
Total Operating Revenue	1,421,483	1,232,714	188,769	6,523,073	7,257,556	7,287,056	(29,500)	14,480,480
Federal/State/Local Income								
Local Operating Assistance - General Fund	8,500,000	8,500,000	-	52,968,907	55,500,000	54,500,000	1,000,000	77,212,600
Local Operating Assistance - Sales Tax Surcharge	3,204,915	3,395,010	(190,095)	-	18,791,812	20,370,050	(1,578,238)	40,740,100
Contra Acct - Journey Pass Program	(393,607)	(173,230)	(220,377)	-	(645,873)	(1,007,870)	361,997	(2,000,000)
State Operating Assistance	-	-	-	6,272,000	-	-	-	6,272,000
Mobility Mgmt / CHSTP Admin Time	-	-	-	13,837	-	-	-	-
CARES Act Operating Reimbursement	-	-	-	2,364,466	-	-	-	-
Total Assistance Income	11,311,308	11,721,780	(410,472)	61,619,211	73,645,939	73,862,180	(216,241)	122,224,700
Capital Income								
Capital Operating Reimbursement	56,072	-	56,072	729,379	332,478	-	332,478	17,467,520
Capital ADA Reimbursement	-	-	-	-	-	-	-	3,500,000
Total Capital Income	56,072	-	56,072	729,379	332,478	-	332,478	20,967,520
Total Revenue	12,788,863	12,954,494	(165,631)	68,871,664	81,235,973	81,149,236	86,737	157,672,700
Labor & Fringes	8,823,909	9,688,240	(864,331)	45,548,569	50,494,658	53,402,270	(2,907,612)	105,901,650
Services	2,592,059	2,679,380	(87,321)	10,013,116	14,170,933	15,343,620	(1,172,687)	30,759,620
Fuel & Lubricants	438,662	583,060	(144,398)	3,071,904	2,917,304	3,392,440	(475,136)	6,731,870
Parts, Materials & Supplies	592,844	680,020	(87,176)	3,047,198	3,753,793	3,956,240	(202,447)	7,850,550
Utilities	162,567	140,300	22,267	652,394	742,748	816,350	(73,602)	1,619,810
Casualty & Liabilities	307,374	316,390	(9,016)	1,823,093	2,038,089	1,898,340	139,749	3,796,680
Other Miscellaneous Expenses	69,746	83,440	(13,694)	436,037	431,099	508,770	(77,671)	1,012,520
Total Expenses	12,987,162	14,170,830	(1,183,668)	64,592,312	74,548,623	79,318,030	(4,769,407)	157,672,700
Surplus/(Deficit) before GASB 33	(198,299)	(1,216,336)	(1,349,299)	4,279,352	6,687,350	1,831,206	(4,682,670)	-
CARES Act Capital Reimbursement	1,282	-	1,282	150,731	11,662	-	11,662	-
Capital Asset Purchases	8,960,415	-	8,960,415	11,229,917	18,963,657	-	18,963,657	-
CHYM Operating Reserve Revenue	-	-	-	-	16,465,000	-	16,465,000	-
Amortized Rental Revenue	49,167	-	49,167	295,002	295,002	-	295,002	-
Interest Exp - Cap Lease	(21,044)	-	(21,044)	(124,631)	(125,995)	-	(125,995)	-
(Loss)Gain on Sales	2,141	-	2,141	9,866	2,141	-	2,141	-
Amortization Exp	(8,409)	-	(8,409)	(50,455)	(50,455)	-	(50,455)	-
Depreciation net of Sub-Recip	(2,232,134)	-	(2,232,134)	(12,880,431)	(13,340,379)	-	(13,340,379)	-
Surplus /(DEFICIT)	6,553,118	(1,216,336)	5,402,118	2,909,351	28,907,982	1,831,206	17,537,963	-

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

	This Month December	Fiscal YE 2025 June
ASSETS		
CURRENT ASSETS		
Cash and Equivalents	3,495,422	3,759,075
Receivables from Federal, State, and Local Gov't	5,023,273	5,166,928
Accounts Receivable	2,627,373	2,759,682
Material and Supplies	7,947,412	6,518,938
Prepaid Expenses and Other	3,308,988	2,261,728
Pension and OPEB Deferred Outflow	24,618,471	24,618,471
TOTAL CURRENT ASSETS	47,020,939	45,084,822
PROPERTY AND EQUIPMENT		
Land	14,733,025	14,733,025
Buildings, Shelters, and Benches	148,928,447	147,215,778
Revenue Equipment and Parts	233,860,047	221,567,456
Office Furniture and Equipment	8,203,641	7,952,523
Work in Progress	9,495,815	5,936,315
	415,220,975	397,405,097
Less Accum Depreciation and Amortization	(228,029,845)	(214,620,449)
TOTAL PROPERTY AND EQUIPMENT, NET	187,191,130	182,784,648
OTHER ASSETS		
Cash and Restricted Investments for Self Ins	37,051,204	18,350,093
North Nashville Property (Lease)	7,063,765	7,063,765
TOTAL OTHER ASSETS	44,114,969	25,413,858
TOTAL ASSETS	278,327,038	253,283,328
LIABILITIES		
CURRENT LIABILITIES		
Accounts Payable	6,881,045	7,679,465
Accrued Expenses	7,159,883	9,803,379
Deferred Revenue	84,206	226,562
TOTAL CURRENT LIABILITIES	14,125,134	17,709,406
NON-CURRENT LIABILITIES		
Long Term Deferred Rent Revenue	4,132,431	4,427,433
North Nashville Property Lease Liability - LT	7,049,599	7,049,599
Net Pension Liability	13,607,980	13,607,980
Pension and OPEB Deferred Inflows	20,008,584	20,008,584
Metropolis Lease Deferred Inflow of Resources	3,977,589	3,977,589
GASB 45 OPEB Liability	78,511,628	78,511,628
NON-CURRENT LIABILITIES	127,287,811	127,582,813
NET ASSETS		
Invested in Capital Assets	183,058,699	104,273,020
Unrestricted	(77,209,493)	(8,506,225)
Current Year Surplus(Deficit)	31,064,887	12,224,314
TOTAL NET ASSETS	136,914,093	107,991,109
TOTAL LIABILITIES AND NET ASSETS	278,327,038	253,283,328

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivables	\$2,473,706 94.2%	\$36,826 1.4%	\$25,355 1.0%	\$91,486 3.5%	\$2,627,373 100%
Accounts Payable	\$5,327,288 77.4%	\$122,627 1.8%	\$914,561 13.3%	\$516,569 7.5%	\$6,881,045 100%

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Information Item Committee Discussion Item Committee Action Item Board Discussion Item

Item Number:	M-I-26-007	Meeting Date:	2/26/2026
Item Title:	Monthly Operating Statistics		

BACKGROUND:

Attached are monthly operating statistics through December 2025.

Ridership and Productivity

December ridership remained strong, with total system ridership reaching just over 814,000, a 14.7% increase year over year and exceeding monthly targets. Fixed-route bus ridership increased by 14.1%, while Access ridership increased by 27.0%, reflecting continued growth across all paratransit modes.

Average weekday ridership for the period was up 9.8% year over year. Weekend ridership continued to perform well, with Saturday ridership up 27.4% and Sunday ridership up 16.3% compared to December 2024.

Service Metrics

Fixed route bus on-time performance averaged 83.6% in December, a modest 0.3% improvement year over year, despite continued impacts from congestion, construction, and traffic delays.

- Routes 28, 42, and 22 showed the strongest performance
- Routes 52, 76, and 55 remained the most challenged
- 16 of 31 routes experienced improvement year over year, with only two routes declining by more than 5%

Trip completion performance remained strong at 99.74%. Missed service was primarily driven by manpower (38.4%), mechanical issues (37.8%), and accidents (10.1%). Maintenance and operations staff continue to focus on vehicle readiness and staffing stability to protect reliability.

Safety

In December, fixed route service recorded 53 accidents, 26 of which were preventable, while Access experienced 12 accidents, including 6 preventable. The majority of incidents were minor in nature. Newer operators with less than 2 years of experience accounted for 19 preventable fixed route accidents, reinforcing the need for continued post-training support. In response, Operations has implemented enhanced follow-up training after initial release, increased route familiarization with seasoned operators, and expanded access to peer mentors through a mentorship program developed in collaboration with the ATU.

Workforce and Recruitment

Bus operator staffing remained strong in December, with 97.4% of operator positions filled. The recruiting team hired 36 bus operators during the month, bringing total operator headcount to 444, or 98% of the budgeted staffing. This stability continues to support reliable service delivery and reduced overtime pressure.

Maintenance staffing remains a challenge, with positions approximately 77% filled. Recruitment efforts for skilled maintenance roles remain a priority.

Special Events

WeGo closed out 2025 with the successful delivery of enhanced transit service for Jack Daniel's New Year's Eve Live: Nashville's Big Bash, in coordination with the Nashville Convention and Visitors Corp and Metro partner agencies. Service enhancements built in prior years and included free fares after 6:00 p.m., WeGo Star service transporting 481 riders, and continuous shuttle bus operations between Bicentennial Capitol Mall and Broadway at 7th and 8th Avenues.

Operational improvements implemented this year included a dedicated bus lane on 4th Avenue, fenced loading zones outside Bicentennial Mall to improve safety and loading efficiency, and additional wayfinding signage to support passengers navigating the services. Overall ridership was strong, and services were delivered without major accidents or incidents, demonstrating effective cross-agency coordination and disciplined event operations.

CURRENT STATUS:

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

APPROVED:



Chief Operating Officer

2/26/2026

Date

Operations Dashboard Report

	December 2025	December 2024	Pct. Change	Goal	Indicator
Ridership					
Bus Ridership	773,009	677,417	14.1%		
Access Ridership	41,032	32,308	27.0%		
Total Ridership	814,041	709,725	14.7%	780,000	●
Productivity & Efficiency					
Bus Passengers per Revenue Hour	14.46	13.66	5.8%	15.40	▲
Access Passengers per Revenue Hour	1.48	1.49	-0.2%	1.60	▲
Safety					
Total Collisions per 100,000 miles	8.3	5.6	48.2%	4.0	◆
Preventable Collisions per 100,000 miles	4.1	3.4	20.6%	2.2	◆
Service Quality					
Bus Trip Completion	99.74%	99.80%	-0.05%	99.75%	▲
Bus On-Time Performance	83.6%	83.3%	0.3%	85.0%	▲
Access On-Time Performance	93.1%	91.9%	1.2%	93.0%	●
Maintenance					
Bus Miles Between Road Calls	33,659	6,262	437.5%	6,500	●
Access Miles Between Road Calls	47,291	31,461	50.3%	20,000	●
Customer Care					
Bus Passengers per Complaint	4,201	3,404	23.4%	3,000	●
Access Passengers per Complaint	695	751	-7.4%	350	●
Percent of Calls Answered	84.7%	88.6%	-3.9%	92.0%	▲
Staffing					
% of Operator Positions Filled	97.4%	91.0%	6.4%	92.0%	●
% of Maintenance Positions Filled	76.7%	85.0%	-8.3%	92.0%	◆
Customer Amenities					
% of Stops with Shelters (including Central)	21.5%	21.1%	0.4%	20.0%	●
% of Boardings at Covered Stops (including Central)	76.3%	76.6%	-0.3%	74.0%	●

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

Operations Dashboard Report

	FY2026 December 2025	FY2025 December 2024	Pct. Change	Goal	Indicator
Ridership					
Bus Ridership	4,758,040	4,519,994	5.3%		
Access Ridership	247,351	201,964	22.5%		
Total Ridership	5,005,391	4,721,958	6.0%	4,680,000	●
Productivity & Efficiency					
Bus Passengers per Revenue Hour	8.57	15.21	-43.7%	15.40	◆
Access Passengers per Revenue Hour	1.52	1.58	-3.6%	1.60	▲
Safety					
Total Collisions per 100,000 miles	10.0	5.6	78.7%	4.0	◆
Preventable Collisions per 100,000 miles	5.3	3.1	74.1%	2.2	◆
Service Quality					
Bus Trip Completion	99.75%	99.67%	0.08%	99.75%	▲
Bus On-Time Performance	82.0%	81.9%	0.1%	85.0%	▲
Access On-Time Performance	93.9%	91.5%	2.4%	93.0%	●
Maintenance					
Bus Miles Between Road Calls	19,453	5,603	247.2%	6,500	●
Access Miles Between Road Calls	42,151	19,328	118.1%	20,000	●
Customer Care					
Bus Passengers per Complaint	3,064	3,019	1.5%	3,000	●
Access Passengers per Complaint	599	457	31.1%	350	●
Percent of Calls Answered	86.3%	88.3%	-2.0%	92.0%	▲
Staffing					
% of Operator Positions Filled	96.1%	91.2%	4.9%	92.0%	●
% of Maintenance Positions Filled	77.6%	85.7%	-8.1%	92.0%	◆
Customer Amenities					
% of Stops with Shelters (including Central)	21.4%	19.7%	1.7%	20.0%	●
% of Boardings at Covered Stops (including Central)	76.4%	75.0%	1.4%	74.0%	●

● Exceeding Goal

▲ Within 10% of Goal

◆ More than 10% off Goal

Operations Dashboard Glossary

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

Operations Dashboard Glossary

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

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

List of Upcoming Procurement Projects

Meeting Date: 2/26/2026

Item #: M-I-26-008

Project Name: Donelson Station Transit Center Building Design

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

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

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

Project Name: On-Demand Software Services

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

Project Name: Pre & Post Employee Screening - DTO

- **Brief Description:** Employee screening for new hires and employee selection for random screening
- **Anticipated Publish Date:** February 2026
- **Estimated Project Value:** TBD

Project Name: WeGo Central Canopy Replacement

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

Project Name: General Printing Service

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

Project Name: Medical/ Dental/ Vision Insurance - DTO

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

Project Name: Shop Equipment Contract

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

Project Name: Training and Learning Software - DTO

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

Project Name: Central Horseshoe Safety Improvement Project

- **Brief Description:** WeGo is seeking qualified contractors to make improvements to operator and pedestrian safety at Central
- **Anticipated Publish Date:** April 2026
- **Estimated Project Value:** TBD

Project Name: Nestor & Myatt Bus Wash Modernizations

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

Project Name: Light Duty Spare Parts

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

Project Name: Nestor Fuel Lane Improvements

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

Project Name: Nestor Maintenance Bays

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

Project Name: Nestor East Side Lot Improvements

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

Project Name: Ground Maintenance

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

CURRENT STATUS:

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

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

APPROVED:



Chief Administrative Officer

2/26/2026

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-26-003	Meeting Date:	2/26/2026
Item Title:	Bulk Fluids Contract Award		

BACKGROUND:

The purchase of bulk fluids and lubrication products is to be used for required bus maintenance to revenue and support vehicles in the WeGo Public Transit fleet. All approved fluids and lubrication products meet or exceed manufacturers' published requirements. This is to ensure warranty requirements are met for fleet vehicles that are under base warranty and to ensure fluids and lubricants that are being used meet or exceed manufacturers' requirements.

The Procurement Department issued an Invitation to Bid for the purchase of bulk fluids and vehicle lubricants on Thursday, November 20, 2025. This solicitation was to encompass an initial three (3) year contract with two (2) one (1) year options, with the option to award to the successful bidder for the full five (5) years. The contract term would begin on March 1, 2026. The RFQ solicitation was sent to over 1600 vendors via OpenGov and posted on NashvilleMTA.gov and in Transit Talent. Six companies submitted bids by the Monday, December 22, 2025, deadline: the companies that provided bids were Beach Oil Company, Jamison Professional Services, Key Oil Company (Authorized Mobil Distributor), Kimbro Oil Co., Parman Energy Group, Safety-Kleen Systems, Inc.

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

RECOMMENDATION:

The staff recommends that the Board authorize the CEO to execute a contract with Parman Energy, to provide bulk fluids and vehicle lubricants. This contract shall be for five (5) years, commencing on March 1, 2026 and expiring on February 28, 2031, with a not to exceed value of \$2,200,000.00 for the maximum contract period of five years.

APPROVED:

Board Secretary

2/26/2026

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-26-004	Meeting Date:	2/26/2026
Item Title:	NovaTech Printer, Copier & Related Maintenance Contract Increase		

BACKGROUND:

In 2017, following a competitive request for proposals solicitation, the agency awarded a \$295,000, five-year base term, with one five-year extension, contract to NovaCopy, Inc. to provide copiers, printers, and scanners at the Myatt, Nestor, and Elizabeth Duff Transit Center facilities, and to provide related printing, maintenance, and repair services. The base term of the contract expired on July 31, 2022.

In June 2022, the Board authorized a five-year extension option for \$315,000 for a new contract end date of July 31, 2027, increasing the total printing, service, maintenance cost, and copier printer equipment replacements up to \$610,000.

In April 2018, NovaCopy rebranded to NovaTech to better reflect the company's strategic plan of being a Managed IT and Print Service provider.

The current value remaining on the contract is \$53,017.26

Current copier/printing expenses are trending at \$68,000 per year, plus the cost of replacement of aging high-volume copiers and printers. Copiers and Printers are replaced based on reliability and print counts.

RECOMMENDATION:

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

APPROVED:

Board Secretary

2/26/2026

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-25-005	Meeting Date:	2/26/2026
Item Title:	FY2025 Annual Audit Report		

BACKGROUND:

The enclosed report is the Comprehensive Annual Financial Report for the fiscal year ended June 30, 2025. We are pleased to report that the Nashville Metropolitan Transit Authority received a “clean” opinion on the report from our auditors and had no findings.

RECOMMENDATION:

Erica Saeger, on behalf of our outside accountants from Crosslin, will review the Annual Report and their required communications at the board meeting. We are requesting that the Board accept the Comprehensive Annual Financial Report for the fiscal year ended June 30, 2025.

APPROVED:

Board Secretary

2/26/2026

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Information Item Committee Discussion Item Committee Action Item Board Discussion

Item Number:	OF-D-26-002	Meeting Date:	2/26/2026
Item Title:	Quarterly Performance Report		

BACKGROUND:

The Quarterly Route Performance Report for October, November, and December 2025 is provided on the following pages. Ridership on MTA services was up 7.1% compared to last year's second quarter ridership and was a little under 2% higher than the preceding quarter.

We continued to see ridership increases in response to the more frequent service added in July 2025, including on Route 6 Lebanon Pike, Route 23 Dickerson Pike, Route 50 Charlotte Pike, Route 55 Murfreesboro Pike, and Route 56 Gallatin Pike. While productivity has dropped slightly on most of these routes, we expect to see it return to previous levels over time.

We saw a significant increase in the number of riders using the Journey Pass in early to mid-November, when registration opened up to SNAP recipients. By December, passengers were taking about 7,000 rides per day using the Journey Pass program. December ridership was 14% higher than ridership in December 2024, and we are monitoring changes in ridership carefully to ensure that we can respond appropriately as the program expands.

Overall, on-time performance remained fairly steady. Some of the proposed summer service changes will be focused on improving service reliability on routes where on-time performance is poor or has declined.

CURRENT STATUS:

Director of Service Development Katie Freudberg will review this report at the committee meeting.

APPROVED:

Katie Freudberg

Director of Service Development

2/26/2026

Date

QUARTERLY ROUTE PERFORMANCE INDICATOR REPORT - OCTOBER THROUGH DECEMBER 2025

Route	Ridership		Revenue Hours		Productivity				On-Time Performance	
	Ridership	Ridership Change	Revenue Hrs	Rev Hrs Change	Pax/Hr	Pax/Hr Change	Pax/Trip	Pax/Trip Change	OTP	OTP Change
Frequent Service										
3 - West End	158,950	4.5%	11,104	0.2%	14.3	4.3%	12.0	4.2%	78.42%	-1.59%
4 - Shelby	65,889	0.5%	4,208	0.0%	15.7	0.5%	8.4	0.4%	84.30%	-1.93%
7 - Hillsboro	116,719	0.9%	7,073	0.0%	16.5	0.9%	11.2	0.8%	83.81%	-0.04%
22 - Bordeaux	101,990	9.7%	5,738	0.0%	17.8	9.7%	6.7	9.8%	91.99%	1.45%
23 - Dickerson	178,322	4.0%	9,946	7.6%	17.9	-3.4%	12.4	-4.4%	84.93%	-1.66%
50 - Charlotte Pike	174,601	4.2%	9,074	7.1%	19.2	-2.7%	14.2	-3.9%	81.47%	-0.11%
52 - Nolensville Pike	232,799	8.6%	13,277	0.3%	17.5	8.3%	16.9	8.1%	77.07%	-1.05%
55 - Murfreesboro Pike	382,112	6.9%	17,430	8.6%	21.9	-1.5%	22.3	0.1%	75.50%	3.04%
56 - Gallatin Pike	336,911	10.2%	15,313	8.9%	22.0	1.2%	20.0	0.8%	80.63%	1.53%
Total	1,748,293	6.4%	93,164	4.5%	18.8	1.9%	14.4	2.3%	80.86%	0.20%
Local Service										
6 - Lebanon Plke	64,569	16.5%	5,724	19.0%	11.3	-2.1%	11.4	-2.7%	78.81%	-1.30%
8 - 8th Avenue South	73,795	8.7%	3,780	0.0%	19.5	8.7%	12.1	8.5%	77.40%	-1.97%
9 - Metrocenter	22,640	2.0%	2,221	0.0%	10.2	2.0%	5.0	1.7%	89.59%	-3.20%
14 - Whites Creek	42,777	4.8%	5,021	0.0%	8.5	4.8%	7.1	5.0%	86.67%	2.03%
17 - 12th Avenue South	45,698	8.8%	3,635	0.0%	12.6	8.8%	7.4	8.8%	82.42%	2.46%
18 - Airport/Elm Hill	44,261	-1.7%	2,900	0.1%	15.3	-1.8%	10.5	-1.9%	77.65%	0.31%
19 - Herman	59,989	-1.5%	4,364	0.1%	13.7	-1.6%	9.1	-1.7%	86.53%	-0.56%
28 - Meridian	10,721	-4.7%	1,980	0.0%	5.4	-4.7%	2.7	-4.4%	92.47%	2.12%
29 - Jefferson	41,795	2.5%	3,359	0.0%	12.4	2.5%	5.7	2.9%	87.19%	5.12%
34 - Opry Mills - Music Valley	31,633	10.1%	1,536	0.0%	20.6	10.1%	10.1	10.1%	80.57%	9.58%
41 - Golden Valley	9,903	5.9%	860	0.0%	11.5	5.9%	5.5	5.8%	85.40%	3.50%
42 - St.Cecilia - Cumberland	34,333	3.9%	2,467	0.0%	13.9	3.9%	6.9	3.7%	91.90%	2.07%
Total	482,114	5.4%	37,846	2.5%	12.7	2.8%	8.0	3.8%	84.21%	0.83%
Connector Service										
70 - Bellevue	4,799	21.3%	788	0.0%	6.1	21.3%	3.1	20.7%	84.94%	5.45%
71 - Trinity	19,681	21.2%	2,581	0.0%	7.6	21.2%	3.5	21.1%	83.96%	-0.88%
75 - Midtown	33,778	44.4%	5,519	0.0%	6.1	44.4%	4.7	45.1%	86.60%	1.80%
76 - Madison	26,012	8.1%	1,666	0.0%	15.6	8.1%	9.8	8.1%	76.86%	-7.50%
77 - Thompson – Wedgewood	41,756	17.4%	6,950	-0.3%	6.0	17.7%	8.3	17.2%	81.67%	1.17%
79 - Skyline	15,027	8.0%	1,812	0.0%	8.3	8.0%	3.6	8.0%	77.10%	-6.19%
WeGo Link	7,969	123.2%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	149,022	23.5%	19,316	-0.1%	7.7	23.6%	5.7	23.5%	82.51%	-0.27%

QUARTERLY ROUTE PERFORMANCE INDICATOR REPORT - OCTOBER THROUGH DECEMBER 2025

Route	Ridership		Revenue Hours		Productivity				On-Time Performance	
	Ridership	Ridership Change	Revenue Hrs	Rev Hrs Change	Pax/Hr	Pax/Hr Change	Pax/Trip	Pax/Trip Change	OTP	OTP Change
Regional Bus Service										
64 - Star Downtown Shuttle	2,230	-18.1%	158	0.0%	14.1	-18.1%	4.3	-18.4%	87.86%	6.16%
84 - Murfreesboro Express	7,520	7.4%	2,232	0.2%	3.4	7.2%	5.0	5.0%	73.22%	-0.34%
86 - Smyrna - LaVergne	1,975	4.7%	551	0.4%	3.6	4.2%	4.2	0.4%	63.21%	-0.03%
87 - Gallatin - Hendersonville	5,469	-2.6%	640	8.4%	8.5	-10.2%	9.8	-11.7%	83.79%	3.43%
88 - Dickson	1,462	-11.0%	300	1.6%	4.9	-12.4%	5.7	-12.4%	91.80%	-2.25%
89 - Springfield - Joelton	1,324	-8.4%	355	1.6%	3.7	-9.8%	5.2	-9.8%	92.19%	-0.27%
93 - Star West End Shuttle	7,465	-5.5%	251	-0.1%	29.8	-5.4%	19.4	-5.0%	77.78%	-3.25%
94 - Clarksville	5,553	-5.5%	698	1.6%	8.0	-7.0%	8.7	-7.0%	87.34%	0.84%
95 - Spring Hill - Franklin	5,996	24.0%	723	1.6%	8.3	22.0%	11.7	22.0%	97.07%	-0.75%
Total	38,994	0.2%	5,908	1.5%	6.6	-1.3%	7.6	-2.4%	76.79%	0.08%
Regional Rail Service										
90 - WeGo Star Commuter Rail	34,631	11.9%	731	1.6%	47.4	10.1%	45.1	10.1%	97.88%	-1.08%
Total	34,631	11.9%	731	1.6%	47.4	10.1%	45.1	10.1%	97.88%	-1.08%
System Total	2,453,054	7.1%	156,965	3.3%	15.6	3.7%	11.5	4.2%	81.92%	0.27%

Totals by Service Family (Agency)

Service Family (Agency)	Ridership		Revenue Hours		Productivity				On-Time Performance	
	Ridership	Ridership Change	Revenue Hrs	Rev Hrs Change	Pax/Hr	Pax/Hr Change	Pax/Trip	Pax/Trip Change	OTP	OTP Change
Local (MTA)	2,379,429	7.1%	150,327	3.4%	15.8	3.7%	11.4	4.2%	81.97%	0.28%
Regional (RTA)	73,625	5.4%	6,638	1.5%	11.1	3.8%	12.5	2.8%	77.96%	-0.07%
System Total	2,453,054	7.1%	156,965	3.3%	15.6	3.7%	11.5	4.2%	81.92%	0.27%

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-26-006	Meeting Date:	2/26/2026
Item Title:	Adoption of the FY2026-2030 Capital Investment Plan		

BACKGROUND:

The Nashville Metropolitan Transit Authority's (MTA) Capital Investment Plan prioritizes needs, identifies funding sources, and sets timelines for MTA's capital projects over five years. The plan outlines regulatory, state-of-good-repair, and expansion needs that guide MTA's future project development activities. Generally, projects identified in the first year of the plan are relatively firm in scope and budget, while projects in out-years are more conceptual.

Staff present a recommended Capital Investment Plan for the period of FY2026-2030. Investments totaling approximately \$116.0 million are recommended in Year One (FY2026) of the plan, with a total project investment recommendation of nearly \$1 billion over the life of the plan. Projects identified in Year One have access to full funding. Staff projects a balanced capital budget over the full 5 years, while being relatively conservative in estimating future resources.

RECOMMENDATION:

Staff requests the Board to formally adopt the attached FY2026-2030 MTA Capital Investment Plan.

APPROVED:

Board Secretary

2/26/2026

Date

FY 2026-2030 MTA Capital Investment Plan

February 26, 2026

The Nashville Metropolitan Transit Authority (MTA) Board of Directors recognizes the need to develop a broad multi-year funding policy for the capital investment plan to:

1. Maintain current MTA assets in a state of good repair
2. Enhance existing service as outlined in the MTA's 2016 nMotion Strategic Service Plan and the 2024 Choose How You Move Transportation Improvement Program

This capital plan generally identifies revenue sources and anticipated annual capital funding available to MTA as well as a framework for categorizing and prioritizing projects for funding decisions between FY2026 and FY2030. It also describes proposed capital projects and estimates available resources for those projects. Projects listed for FY2026 generally have been scoped and have identified funding sources associated with them. Once approved in the capital plan, MTA board members would then expect to see them reported out in a "project delivery" phase, such as design or procurement. Projects listed for FY2027 and beyond are more conceptual in nature, may require more detailed scoping, and may still need the identification of specific funding sources.

State of good repair projects are taken from MTA's Transit Asset Management (TAM) Plan and fleet plan as well as recent experience with facility capital maintenance projects and ongoing regulatory requirements. System and service improvements are listed based on initiatives identified in the 2016 nMotion Strategic Service Plan and the 2024 Choose How You Move Transportation Improvement Program. Once adopted into the capital plan, staff will work with funding partners, including the Federal Transit Administration (FTA), Tennessee Department of Transportation (TDOT), Greater Nashville Regional Council (GNRC), and Metro Nashville to identify the best matches for outside discretionary funding. Funds described in later sections of this document that might be applied include federal formula funds, discretionary grant funds, State Improve Act funds, and funding from the Metro Nashville Capital Spending Plan and Choose How You Move.

This plan is broadly broken down into the following sections:

- A. Capital Funding Sources and Amounts** – Describes the typical funding sources used for MTA capital projects.
- B. Capital Funding Strategy** – Describes ranking process used to advance capital project recommendations to the MTA Board, which is consistent with Federal Transit Administration Asset Management Requirements.
- C. Capital Funding Look Ahead** – Summarizes projection of available funds compared to capital projects.
- D. Project Plan Budget** – A listing of proposed projects, scheduled years, and budgets.
- E. Project Descriptions** – A brief description of each project in the project plan budget.

A. Capital Funding Sources and Amounts

MTA receives capital funding from the federal, state, and local sources that are summarized below.

1. Federal 5307 – Urbanized Area Formula Funds

The Federal Transit Administration (FTA) provides federal 5307 formula funding to public transit systems in Urbanized Areas (UZA) for public transportation capital projects, planning, job access and reverse commute projects, and in certain circumstances operating expenses. Federal 5307 formula funding is provided to the Nashville-Davidson UZA based on reported ridership data and other demographic data relative to the nation as a whole. Through annual agreements with regional partners at the Metropolitan Planning Organization (MPO) level, funding is split between MTA, the Regional Transportation Authority of Middle Tennessee (RTA), Franklin Transit Authority, and Williamson County Vanpool. Federal 5307 formula funds can be “flexed” over to MTA’s operations budget to be used for capital cost of contracting for service as allowed by FTA regulation. These are typically “80%” funds, meaning that 80% of the funding shown is federal while 10% of the money comes from the state and 10% comes from local sources.

MTA generally receives approximately \$25 million annually in 5307 funds for capital needs; however, recent allocations have been closer to \$20 million due to other regional needs that were identified in conversation with MTA’s regional partners. The capital plan assumes that 5307 funds increase back to the prior \$25 million level by the end of the capital plan period. In the past, MTA has typically transferred up to \$20 million in 5307 funds to the operations budget for preventative maintenance and Americans with Disabilities Act (ADA) service costs, though the specific transfer amounts are included as part of the annual operating budget process.

2. Federal 5339 – Bus and Bus Facilities Formula Funds

FTA provides federal 5339 formula funding to states and transit agencies through a statutory formula for capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. Federal 5339 formula funding is provided to the Nashville-Davidson UZA based on reported bus ridership data. 5339 funds are typically “80%” funds, meaning that 80% of the funding shown is federal while 10% of the money comes from the state and 10% comes from local sources. The region typically receives approximately \$1.5 million in 5339 formula funds. As MTA provides the greatest share of bus service in Middle Tennessee, the portion of these funds that would be fairly shared with RTA and the Franklin Transit Authority requires significant paperwork for limited revenue to those agencies. By mutual agreement, MTA receives the full allocation of regional 5339 funding.

3. Federal Discretionary Grant Programs

MTA staff regularly monitor potential federal grant opportunities available through the FTA, FHWA, and USDOT. This capital plan conservatively assumes no additional discretionary grant funds beyond the \$34.3 million in grants that have already been awarded, including:

- \$0.5 million in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA) funds for North Nashville Pedestrian Safety Improvements
- \$5.0 million Bus and Bus Facilities Grant Award for Antioch Transit Center

- \$10.0 million Bus and Bus Facilities Grant Award for Replacement Buses
- \$3.2 million for Congestion Mitigation Air Quality Award Antioch Park and Ride
- \$3.6 million Congestion Mitigation Air Quality Award for Park and Rides
- \$2.0 million Congestion Mitigation Air Quality Award for Transit Signal Priority
- \$6.2 million Surface Transportation Block Grant Award for Preventative Maintenance
- \$0.8 million Transportation Alternatives Program for Sidewalks Near Bus Stops
- \$2.0 million SMART Grant Award for Murfreesboro Pike Technology Pilots
- \$1.0 million Innovative Finance and Asset Concession Grant Award for Real Estate

As the Board approves each subsequent capital plan, staff will work with our federal, state, regional, and local partners to identify and submit candidate projects for discretionary grant opportunities.

4. State IMPROVE Act Transit Investment Grant Program

TDOT allocates state funds for a broad range of transit capital projects through an annual competitive grant process. MTA annually identifies and submits candidate projects for IMPROVE Act funding. Recent successful awards included funding for the Antioch Transit Center, elevator modernization at three facilities, bus stop improvements, outdoor amenities at the Elizabeth R. Duff Transit Center at WeGo Central, and Dickerson Transit Center.

5. State Grant Match

MTA relies on state funds to match federal funds, which typically account for 10% of total award.

6. Local Capital Funding & Grant Match

Metro Nashville Capital Spending Plan

MTA makes annual requests for capital funding for specific capital needs, including funding for annual bus and paratransit fleet replacements. Additionally, MTA relies on annual local matching funds to access federal and state grant funds. Notably, MTA serves as a conduit for RTA capital budget requests. MTA's local capital and match funding is determined each year through Metro's Capital Spending Plan (CSP). For MTA to obligate funds to projects, funding for the project must be authorized in the Council-adopted CSP. Metro's FY2026 CSP included a total of \$11.7 million in funding for MTA, including \$8.0 million for federal and state grant matches and \$3.0 million for bus and paratransit fleet replacements. In addition, \$8.0 million in funding was approved by Metro Council to further support MTA's capital needs. While MTA generally needs \$20 to \$25 million in CSP funding per year for MTA's baseline system, the lower FY2026 funding amount is anticipated to be adequate when combined with Choose How You Move and other federal and state grants that are available for use in FY2026.

Choose How You Move Transportation Improvement Program

On November 5, 2024, Nashville voters overwhelmingly approved the Choose How You Move (CHYM) Transportation Improvement Program, which significantly increased Nashville's Transportation Improvement Program capital budget spending as well as MTA's operations through an additional half-cent sales tax surcharge. CHYM's mission is to deliver affordable, accessible, and reliable multimodal mobility through sidewalk expansion, traffic signal upgrades, transit improvements, and safety enhancements. In partnership with Metro Nashville, MTA is advancing several Choose How You Move capital projects, including new transit centers, new park and ride facilities, a new operations and maintenance facility, more bus stops, planning for bus rapid transit infrastructure, the acquisition of expansion vehicles, and more. In FY2026, MTA was approved to draw down a total of \$25.8 million in Choose How You Move capital funds, including \$8.6 million for Bus Fleet Expansion, \$5.0 million for transit stop improvements (including improvements at the Nashville International Airport), \$10.0 million for a new bus operations and maintenance facility, \$650,000 for a transit space planning study, and \$1.5 million to initiate planning for the Nolensville All-Access Corridor.

To be considered for CSP and/or Choose How You Move funding, projects must be identified in the Council-approved Capital Improvement Budget (CIB). The CIB is a planning document that communicates a wide variety of capital projects and indicates the extent to which these projects are consistent with the City's Comprehensive Plan. Funding of CIB project through the CSP and Choose How You Move is dependent on the level of capital funding in a particular year relative to planned projects. All capital plan projects that have requested local funds are included in the CIB.

B. Capital Funding Strategy

The capital funding strategy prioritizes MTA's needs to maintain assets in a state of good repair and enhance existing service as outlined in the MTA's 2016 nMotion Strategic Service Plan and the 2024 Choose How You Move Transportation Improvement Program. Projects are categorized in the following order of priority:

- I. Safety, Regulatory, and Operating
- II. State of Good Repair
- III. Service Expansion/Improvements

C. Capital Funding Look Ahead

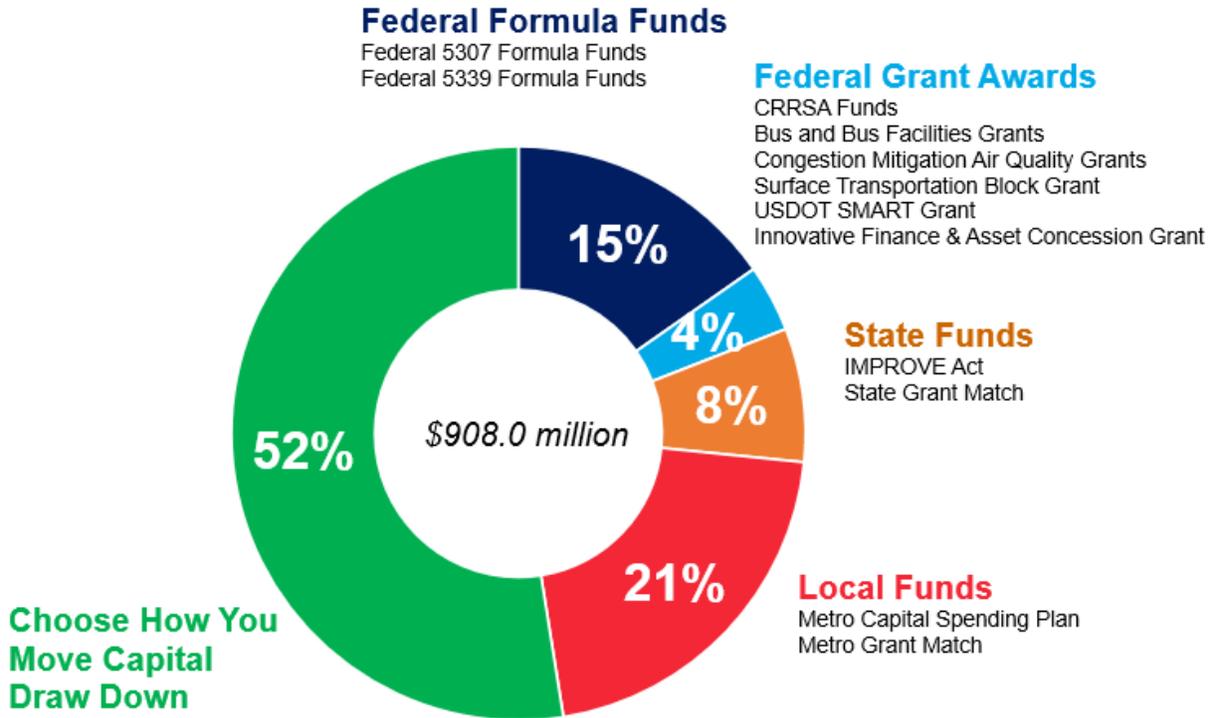
The table and figures below illustrate the estimated revenues that may be available to the MTA for capital projects for FY2026 through FY2030. MTA has approximately \$116.0 million in identified project capital needs for FY2026 and known funding in the amount of \$84.1 million with a total of \$84.5 million in prior year funding. The capital plan assumes the continued use of carryover funds over the capital plan period alongside projected annual revenues. The current projection assumes a slight surplus at the end of the capital plan period. This 5-year projection is based on several assumptions that may or may not occur, including the continuation of the current or passage of a new surface transportation reauthorization package at or above existing funding levels, adequate annual funding levels provided through the CSP and Choose How You Move, annual cost escalation at or below 3.0%, and the continued availability of local matching funds.

Table 1. Capital Plan Revenues

Funding Source	Prior Year Balance Remaining	FY2026	FY2027	FY2028	FY2029	FY2030	Total
<i>Prior Year Carryover</i>		\$ 84,546,418	\$ 52,621,055	\$ 22,197,880	\$ 14,731,235	\$ 8,237,350	
Federal Formula Funds	\$ 17,238,740	\$ 22,483,156	\$ 20,788,076	\$ 25,598,652	\$ 26,110,625	\$ 26,632,838	\$138,852,087
Federal 5307 Formula Funds	\$ 15,739,536	\$ 20,967,520	\$ 19,220,770	\$ 24,000,000	\$ 24,480,000	\$ 24,969,600	\$129,377,426
Federal 5339 Formula Funds	\$ 1,499,204	\$ 1,515,636	\$ 1,567,306	\$ 1,598,652	\$ 1,630,625	\$ 1,663,238	\$ 9,474,661
Federal Grant Awards	\$ 11,719,460	\$ 12,885,001	\$ 7,705,000	\$ 2,000,000	\$ -	\$ -	\$ 34,309,461
CRRSA (North Nashville Pedestrian Safety)	\$ 537,825	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 537,825
Bus and Bus Facilities Grant (Antioch Transit Center)	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000
Bus and Bus Facilities Grant (Replacement Buses)	\$ -	\$ 10,000,001	\$ -	\$ -	\$ -	\$ -	\$ 10,000,001
Congestion Mitigation Air Quality (Antioch Park and Ride)	\$ 3,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,200,000
Congestion Mitigation Air Quality (Park and Rides)	\$ -	\$ -	\$ 3,600,000	\$ -	\$ -	\$ -	\$ 3,600,000
Congestion Mitigation Air Quality (Transit Signal Priority)	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000
Surface Transportation Block Grant (Preventative Maintenance)	\$ -	\$ 2,885,000	\$ 3,355,000	\$ -	\$ -	\$ -	\$ 6,240,000
Transportation Alternatives Program (Sidewalks near Bus Stops)	\$ -	\$ -	\$ 750,000	\$ -	\$ -	\$ -	\$ 750,000
SMART Grant (Murfreesboro Technology Pilot)	\$ 1,982,235	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,982,235
Innovative Finance and Asset Concession Grant (Real Estate)	\$ 999,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 999,400
State Funds	\$ 26,524,269	\$ 4,700,395	\$ 8,598,510	\$ 9,319,832	\$ 9,506,228	\$ 9,696,353	\$ 68,345,585
Improve Act	\$ 23,744,426	\$ 640,000	\$ 6,000,000	\$ 6,120,000	\$ 6,242,400	\$ 6,367,248	\$ 49,114,074
State Match	\$ 2,779,843	\$ 4,060,395	\$ 2,598,510	\$ 3,199,832	\$ 3,263,828	\$ 3,329,105	\$ 19,231,511
Local Funds	\$ 49,415,333	\$ 44,007,216	\$ 84,868,885	\$152,276,132	\$167,856,428	\$168,106,917	\$666,530,910
Metro Local Capital Spending Plan	\$ 32,731,701	\$ 11,700,000	\$ 22,626,000	\$ 22,137,000	\$ 25,932,000	\$ 36,244,000	\$151,370,701
Metro Grant Match	\$ 9,650,405	\$ 6,552,270	\$ 6,987,885	\$ 5,479,832	\$ 4,824,428	\$ 4,920,917	\$ 38,415,736
Metro Choose How You Move Funds	\$ 7,033,227	\$ 25,754,946	\$ 55,255,000	\$124,659,300	\$137,100,000	\$126,942,000	\$476,744,473
Total Capital Revenues	\$104,897,803	\$ 84,075,767	\$121,960,470	\$189,194,615	\$203,473,281	\$204,436,107	\$908,038,044
Capital Project Expenditures	\$ 20,351,385	\$116,001,130	\$152,383,645	\$196,661,260	\$209,967,166	\$211,639,363	\$886,652,564
<i>Carryover Funds</i>	\$ 84,546,418	\$ 52,621,055	\$ 22,197,880	\$ 14,731,235	\$ 8,237,350	\$ 1,034,095	

Figure 1. FY2026-2030 Summary of Total Capital Revenue and Expenditures

FY2026-2030 Capital Revenues



FY2026-2030 Capital Expenditures

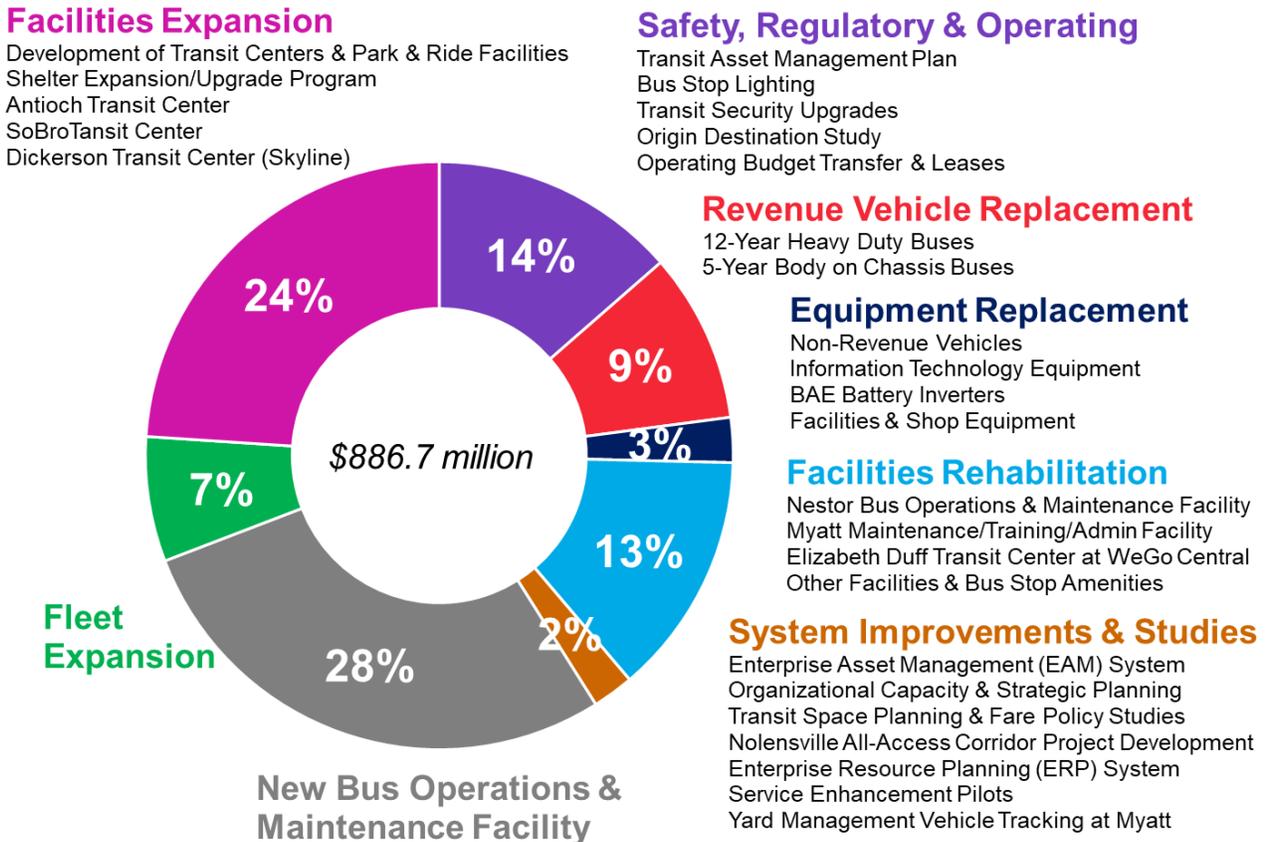
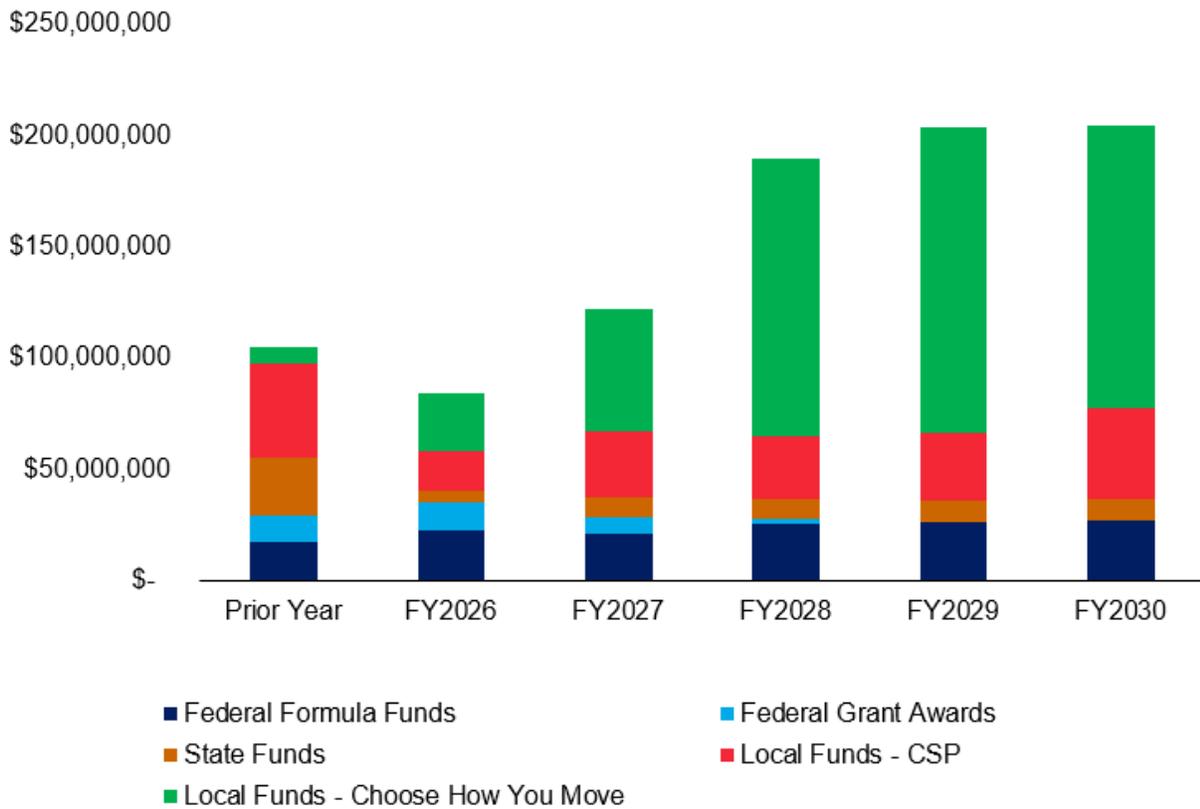
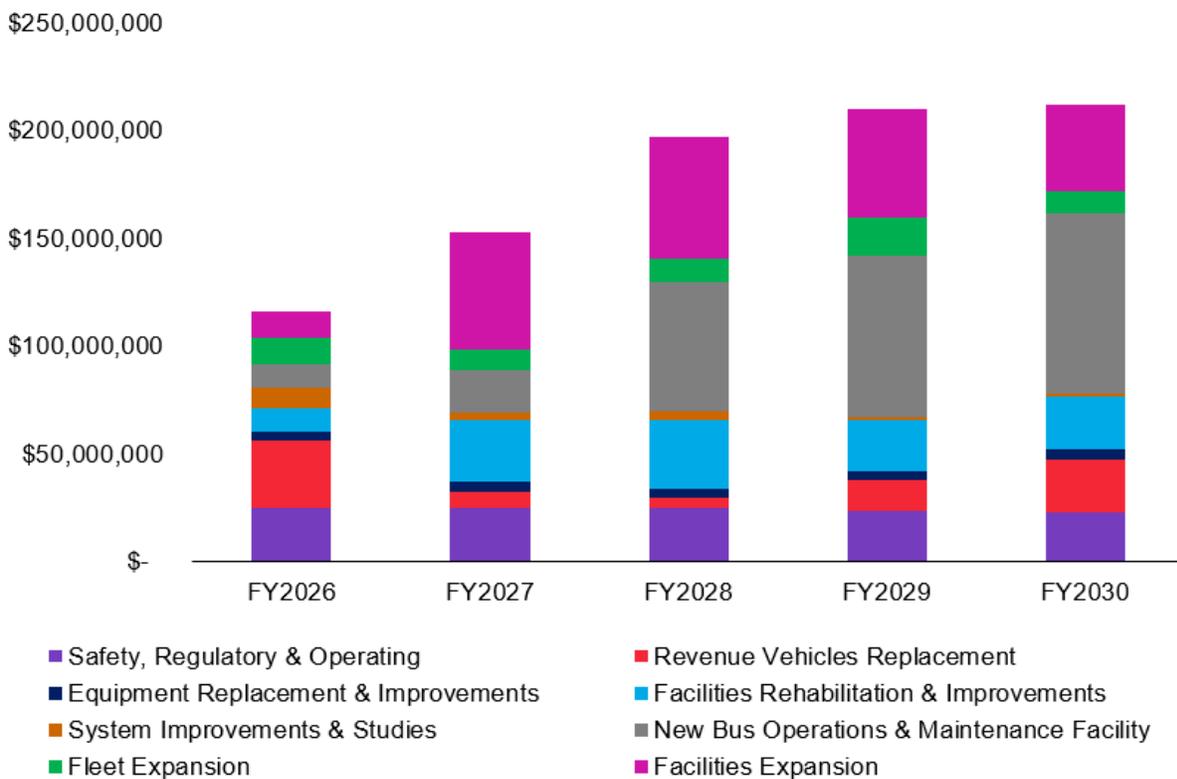


Figure 2. Annual Capital Revenue and Project Expenditures

FY2026-2030 Annual Capital Revenues



FY2026-2030 Annual Capital Project Expenditures



D. Project Plan Budget

The recommended project plan budget is summarized below.

Table 2. Capital Project Details

Capital Projects	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Safety, Regulatory & Operating	\$ 24,649,520	\$ 25,158,605	\$ 24,614,615	\$ 23,197,429	\$ 22,797,726	\$ 120,417,895
Transit Asset Management Plan	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000
Bus Stop Lighting Solution	\$ 194,500	\$ 200,335	\$ 206,345	\$ 212,535	\$ 218,911	\$ 1,032,627
Transit Security Upgrades	\$ 3,000,000	\$ 5,000,000	\$ 5,000,000	\$ 3,000,000	\$ 2,000,000	\$ 18,000,000
Origin Destination Study	\$ -	\$ 550,000	\$ -	\$ -	\$ -	\$ 550,000
Annual Operating Budget Capitalized to Offset Leases	\$ 20,967,520	\$ 19,220,770	\$ 19,220,770	\$ 19,797,393	\$ 20,391,315	\$ 99,597,768
	\$ 187,500	\$ 187,500	\$ 187,500	\$ 187,500	\$ 187,500	\$ 937,500
Revenue Vehicles Replacement	\$ 31,150,000	\$ 7,519,000	\$ 4,775,000	\$ 14,534,000	\$ 24,762,000	\$ 82,740,000
12-Year Heavy Duty Buses (Fixed Route)	\$ 26,400,000	\$ 2,884,000	\$ -	\$ 9,616,000	\$ 19,697,000	\$ 58,597,000
5-Year Body on Chassis Buses	\$ 4,750,000	\$ 4,635,000	\$ 4,775,000	\$ 4,918,000	\$ 5,065,000	\$ 24,143,000
Equipment Replacement & Improvements	\$ 4,735,000	\$ 4,696,700	\$ 3,990,841	\$ 3,929,436	\$ 4,519,499	\$ 21,871,477
Non-Revenue Vehicles	\$ 490,000	\$ 504,700	\$ 519,841	\$ 535,436	\$ 551,499	\$ 2,601,477
Information Technology Equipment	\$ 2,245,000	\$ 2,192,000	\$ 2,521,000	\$ 2,894,000	\$ 3,368,000	\$ 13,220,000
BAE Battery Inverters	\$ 500,000	\$ 1,500,000	\$ 500,000	\$ -	\$ -	\$ 2,500,000
Facilities & Shop Equipment	\$ 1,500,000	\$ 500,000	\$ 450,000	\$ 500,000	\$ 600,000	\$ 3,550,000
Facilities Rehabilitation & Improvements	\$ 10,418,545	\$ 28,116,600	\$ 32,092,100	\$ 23,702,120	\$ 24,539,730	\$ 118,869,095
Nestor Bus Operations and Maintenance Facility	\$ 7,345,000	\$ 12,015,000	\$ 12,295,000	\$ 6,000,000	\$ 6,210,000	\$ 43,865,000
Myatt Maintenance, Training, and Administration Facility	\$ 1,195,000	\$ 8,205,000	\$ 13,895,000	\$ 9,110,000	\$ 9,428,850	\$ 41,833,850
Elizabeth Duff Transit Center at WeGo Central	\$ 1,020,000	\$ 6,450,000	\$ 4,850,000	\$ 7,540,000	\$ 7,803,900	\$ 27,663,900
Other Facilities	\$ 235,000	\$ 560,000	\$ 275,000	\$ 250,000	\$ 250,000	\$ 1,570,000
Bus Stop Amenities	\$ 623,545	\$ 886,600	\$ 777,100	\$ 802,120	\$ 846,980	\$ 3,936,345
System Improvements & Studies	\$ 9,548,065	\$ 3,592,740	\$ 3,988,704	\$ 1,504,182	\$ 1,548,407	\$ 20,182,098
Enterprise Asset Management (EAM)	\$ 4,998,065	\$ 238,740	\$ 609,984	\$ -	\$ -	\$ 5,846,789
Organizational Capacity Assessment & Strategic Planning	\$ 800,000	\$ 824,000	\$ 848,720	\$ 874,182	\$ 900,407	\$ 4,247,309
Transit Space Planning Study	\$ 650,000	\$ -	\$ -	\$ -	\$ -	\$ 650,000
Fare Policy Study	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000
Nolensville All-Access Corridor Project Development	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
Enterprise Resource Planning (ERP) System	\$ 150,000	\$ 2,500,000	\$ 2,500,000	\$ 600,000	\$ 618,000	\$ 6,368,000
Service Enhancement Pilots	\$ 350,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 470,000
Yard Management Vehicle Tracking at Myatt	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ 800,000
New Bus Operations & Maintenance Facility	\$ 11,000,000	\$ 20,000,000	\$ 60,000,000	\$ 75,000,000	\$ 83,242,000	\$ 249,242,000
Fleet Expansion	\$ 12,000,000	\$ 9,500,000	\$ 11,200,000	\$ 17,900,000	\$ 10,300,000	\$ 60,900,000
Facilities Expansion	\$ 12,500,000	\$ 53,800,000	\$ 56,000,000	\$ 50,200,000	\$ 39,930,000	\$ 212,430,000
Development of Transit Centers & Park & Ride Facilities	\$ 5,000,000	\$ 10,000,000	\$ 10,000,000	\$ 25,000,000	\$ 25,000,000	\$ 75,000,000
Shelter Expansion/Upgrade Program	\$ 5,000,000	\$ 3,800,000	\$ 4,000,000	\$ 4,200,000	\$ 4,400,000	\$ 21,400,000
Antioch Transit Center	\$ 500,000	\$ 10,000,000	\$ 6,000,000	\$ 6,000,000	\$ 6,530,000	\$ 29,030,000
SoBro Transit Center	\$ 1,000,000	\$ 20,000,000	\$ 20,000,000	\$ 15,000,000	\$ 4,000,000	\$ 60,000,000
Dickerson Transit Center (Skyline)	\$ 1,000,000	\$ 10,000,000	\$ 16,000,000	\$ -	\$ -	\$ 27,000,000
Total Capital Expenditures	\$ 116,001,130	\$ 152,383,645	\$ 196,661,260	\$ 209,967,166	\$ 211,639,363	\$ 886,652,564

E. Project Descriptions

The following are brief descriptions of each project contained in the capital plan.

Safety, Regulatory, and Operating Projects

Safety and regulatory projects are critical to protecting the safety and security of MTA customers, employees, and assets. These projects also represent investments that are required to operate within the rules of various regulatory bodies that govern specific operations of MTA. The capital plan includes the following safety and regulatory projects:

- **Transit Asset Management Plan** – The Transit Asset Management Plan (TAM) is a federal requirement and provides a strategic and systematic planning tool to manage transit capital assets and prioritize capital spending based on careful planning and improved decision-making. Transit asset conditions are used to manage capital assets and prioritize funding to improve or maintain the overall transit fleet and facilities to a target level of state of good repair. The plan must be updated by October 2026. This project would cover consulting costs for updating the agency's TAM plan.
- **Bus Stop Lighting Solution** – The project includes the installation of standalone security lighting solutions for unsheltered bus stops that increases safety and reduces pass-ups, which is a frequent complaint reported by transit agencies. These improvements will allow customers to power up the security lighting while waiting for the bus.
- **Transit Security Upgrades** – Security improvements at transit centers and bus stops, including increased cameras and plaza improvements at the Elizabeth Duff Transit Center.
- **Origin-Destination Survey** – Conduct a systemwide Origin-Destination (O-D) on-board survey. O-D surveys involve statistically sampling the start and end points of the trips of riders in anonymous fashion to develop overall patterns of travel among our customer base. O-D surveys are important strategic planning tools for transit as they provide data insights into transit markets to understand the demographics and travel behavior of riders on a system as well as helping to fulfill Title VI reporting requirements. The FTA Title VI Circular requires the demographic ridership information to be collected at least every five years. The last O-D survey for MTA was conducted in late 2022.

Operating Budget Transfers

These projects represent annual expenditures that flow through our operating budget but are eligible for funding through various capital grant sources.

- **Annual Operating Budget Preventive Maintenance/ADA Expenditures** – These are annual transfer of capital funds to MTA's operating budget for eligible preventive maintenance and Americans with Disabilities Act expenses, as permitted under federal law. Historically, Metro has requested that MTA minimize local funding requests for operating assistance while simultaneously expanding service in exchange for more funding under their Capital Spending Plan to maintain a state of good repair. These transfers are a fairly common practice in the transit industry, particularly among smaller transit systems in regions that do not have dedicated

funding. Between FY2013 and FY2018, the average annual investment of Metro Capital Spending Plan funds in MTA projects was over \$24.6 million. However, from FY2019 through FY2021, the average dropped by 81% to just under \$4.6 million annually. From FY2021 through FY2024, these annual transfers were temporarily replaced with a total of \$46.2 million in federal COVID-19 relief funds. Transferring these COVID-19 relief funds to the operating budget allowed MTA to temporarily free up federal 5307 formula funds for critical state of good repair capital projects at the time. Once the funds were fully expended in FY2025, the prior transfers of capital to the operating budget resumed. The first full year draw from Choose How You Move allowed MTA to reduce the amount of federal capital dollars that were used for operations in FY2026.

- Leases – These annual transfers represent the annual payments for the long-term ground leases approved by the MTA Board for the Dr. Ernest Rip Patton, Jr. North Nashville Transit Center property. This is an eligible capital expense for federal 5307 formula funding and is a recurring item with periodic adjustments as called out in the approved leases.

Replacement & Improvements - State of Good Repair (SGR) Projects

State of good repair projects represent investments in the rehabilitation and routine replacement of fixed assets based on the useful life of an asset, or some other precipitating condition such as engineering analysis or in-service failure. This category is the specific focus of the Authority’s Transit Asset Management Plan (TAM), which is required by the Federal Transit Administration. Beyond sound operating practice, the FTA will closely examine the condition of a transit agency’s physical infrastructure and stability of its service levels prior to committing funding to expansion projects through funding sources such as the FTA Capital Investment Grant program.

Revenue Vehicle Replacement

- Twelve-Year Heavy-Duty Buses – MTA uses both 40-foot standard low-floor buses for normal local routes and 60-foot articulated low-floor buses for the highest ridership services. The TAM assumes a normal replacement cycle of 12 years, using clean diesel propulsion technology. The fleet replacement schedule is as follows:

	FY2026	FY2027	FY2028	FY2029	FY2030
40-Foot Clean Diesel Standard Low Floor	-	4	-	4	25
60-Foot Clean Diesel Articulated Low Floor	22	-	-	5	-
Total	22	4	-	9	25

- Five-Year Body-on-Chassis Vehicle Replacement – MTA typically replaces 18 to 19 small body-on-chassis buses to bring fleet into a state of good repair, as outline in the TAM. These vehicles are used on low patronage fixed bus routes (with added equipment such as electronic destination signs, fare collection equipment, bicycle racks, stop annunciators, etc.) and in Access door-to-door service. The plan assumes a normal replacement cycle of 5 years, using gasoline propulsion technology. The fleet replacement schedule is as follows:

	FY2026	FY2027	FY2028	FY2029	FY2030
Fixed Route	9	9	9	9	9
Access	10	9	9	9	9
Total	19	18	18	18	18

Equipment Replacement & Improvements

- Non-Revenue Vehicle Replacement – This includes annual non-revenue car/truck replacement to maintain fleet in a state of good repair according to the fleet management plan as needed based on age, mileage, or condition of various vehicles. Vehicles included in this classification include operations supervisory vehicles, maintenance support vehicles, pool cars, inventory distribution vehicles, stop/shelter maintenance vehicles, etc.
- Information Technology – This includes the annual IT budget for maintenance and replacement of current IT needs. This equipment generally includes the servers, workstations, copiers, and related equipment necessary to sustain the Authority’s enterprise and office management software. It also includes the replacement of on-board vehicle and on street hardware and software including fare collection equipment, ticket vending machines, transit signal priority, 800Mhz voice, ultra-high frequency data, on board routers, automated passenger counters, computer-aided dispatch/automatic vehicle locator, and Wi-Fi hardware. This may include firmware and software programming services.
- BAE battery / Inverter Replacement – The BAE battery / Inverters on the 2018 hybrid articulated buses are known to start failing when the vehicles have only met a little more than half their useful life expectancy. The project will replace them before we face major disruptions to service.
- Facilities & Shop Equipment Replacement – This includes improvements to shop area equipment, including bus lifts, generators, tow motors, floor scrubbers, facility lifts, and washers.

Facilities Rehabilitation & Improvements

- Nestor Maintenance Facility Upgrades – The Nestor facility is the main maintenance, operations, and dispatching location for MTA services. Offices at the Nestor facility underwent significant renovation in recent years, but MTA is still advancing the much more complicated task of upgrading the maintenance facility and improving site circulation. This need is even more critical with the capacity constraints that will be created by service expansion over the next few years. While the Myatt facility has more than enough space to accommodate significantly more fleet than it does currently, the location of the facility is problematic, as it would require excessive deadhead hours and miles. In a recent service development operations model run, it was estimated that operating the entire fleet and existing services out of the Myatt Drive facility would add another \$6 million to MTA’s operating budget. This necessitates a programmed approach to upgrading the Nestor facility – a process that is complicated by its location within the Cumberland River floodplain, which may restrict the value and nature of renovations that can be done. In 2023, MTA reviewed several issues outside the MTA’s direct control that make it difficult to plan for a long-term upgrade to this facility. However, there are several more immediate projects that need to be completed regardless of long-term direction. These include, but are not limited to sinkhole pavement improvements, exhaust systems, electrical upgrades, shop doors and bay expansion, fuel lane improvements, security improvements, HVAC equipment replacement, and bus wash modernization.
- Myatt Building Improvements – The improvements include upgrades to the elevator, which is rated Marginal (2) on the TERM scale for Transit Asset Management; completion of the

apprentice lab in the maintenance area, space utilization review and buildout of the basement space. Additionally, the project includes renovation and expansion of bathrooms for the maintenance shop area at the Myatt garage. The current configuration is limited and has reached maximum capacity at times with maintenance personnel.

- Elizabeth R. Duff Transit Center at WeGo Central Rehabilitation – The improvements planned include installing safety enhancements at the bus horseshoe, elevator modernization, waterproofing, seating replacement in the waiting areas, and replacing doors and gates.
- Other Facility Maintenance – This item is a planned recurring expenditure to support capital repairs and replacements on significant building systems (i.e.: HVAC, Elevator/ Escalator, Plumbing, Pavement, Roof and Structure) on an as needed basis at the other facilities (Bellevue Park and Ride, Hillsboro and Dr. Ernest Rip Patton Jr. Transit Centers).
- Bus Stop Amenities – This annual budget item is for the ongoing repair and replacement of old shelters, benches, and trash cans. These projects generally involve very little construction, with a routine “exchange” of old amenities for new ones by the transit stop staff of approximately 50 shelters replacement annually. The useful life of a shelter is approximately 10 years.

System Improvements & Studies

System improvement projects are generally larger-scale planning, software, or technology projects that lead to a measurable enhancement to MTA’s internal efficiency and/or customer service. These projects may also include strategic planning and policy efforts.

- Enterprise Asset Management – A new Enterprise Asset Management (EAM) solution will allow MTA to fully track all maintenance activities, expenses, parts/inventory, vehicle status, asset values, etc, ultimately allowing staff to make informed decisions and changes in processes that improve fleet reliability and service quality for customers. This system will also help reduce workload for front line staff through streamlined workflows and will standardize data governance critical for other systems and future initiatives. Over the last year we have been working on final contract terms and fleshing out all risks and unknowns carried over from the discovery activities. The amounts reflect additional costs related to systems integrations, equipment costs, and technical infrastructure enhancements.
- Organizational Capacity Assessment and Strategic Plan – Over the course of the past 5 years, MTA Public Transit has experienced significant growth and change. Choose How You Move Transportation Improvement Plan and WeGo Forward, the pending update to the nMotion Strategic Service Plan will accelerate this pace of change even further. These two initiatives, along with others, have invested considerable resources into what public transportation could look like in Middle Tennessee in the coming years. As we look toward a future of continued growth and the potential for dedicated long-term funding, MTA must fundamentally adapt our organization (e.g., structure, capacity, metrics, performance management systems). This initiative is aimed at continuing to foster organizational readiness and building internal technical capacity to deliver an expanded capital program and service portfolio.
- Transit Space Planning – This includes use of third-party consulting services to assist with the review of current space use and phased improvements to accommodate agency space needs.

- Fare Policy Study – This study will review the agencies existing fare system and analyze how ticket prices, structures, and payment methods impact ridership, revenue, and equity.
- Nolensville All-Access Corridor Project Development – MTA in partnership with the Choose How You Move Program Office, Nashville Department of Transportation and Mobility, and the Metro Planning Department is advancing conceptual planning and project development for the Nolensville Pike All-Access Corridor (AAC), including completion of the alternatives analysis, preliminary engineering, and National Environmental Policy Act process and approvals.
- Enterprise Resource Planning System Assessment – MTA’s current accounting and procurement system is outdated and relies heavily on manual processes. This results in the potential for inaccuracies and delays that affect the timeliness of monthly financial reporting, vendor payments, asset management, and other critical agency functions. An Enterprise Resource Planning system will allow MTA to access the latest features that can improve productivity, provide better performance, reduce manual errors, streamline processes, and enhance security. It also helps to maintain compliance, minimize the risk of system vulnerabilities, and provide compatibility with newer technologies or integrations. As MTA continues to grow, this will provide for scalability, improved access to agency critical information and will allow the system to grow with our organization while optimizing resource management and operational efficiency.
- Service Enhancement Pilots – This could include a wide variety of projects ranging from planning to capital to information technology and communications infrastructure. These are projects targeted at improving the overall reliability of our services from a systems perspective with a focus on trip completion, on-time performance, bus spacing/gap protection, service disruption recovery, “connection protection,” and more. The FY2026 improvements include expanding the technology to all fixed route buses to enable headway-based operations and turn-by-turn functionality that has seen proven success on Murfreesboro Pike.
- Yard Management Vehicle Tracking at Myatt – A surprisingly high number of service trips leave the Myatt facility late due to factors ranging from operators not being able to find their assigned bus, to buses with mechanical failures being improperly parked and classified in active areas, to lost paper vehicle condition reports leading to buses with mechanical conditions being improperly placed back in service. Automated yard management systems provide for a more automated approach to vehicle condition reporting and tracing (in concert with the Enterprise Asset Management System described above) to pinpoint location of vehicles on storage lots, to real-time notification of dispatchers of pending disruptions. This project will implement the same technology at Myatt that was approved for Nestor.

New Bus Operations and Maintenance Facility

Planning, development, design, and construction of a new bus operations and maintenance facility is essential to implementing the Choose How You Move service expansion and support the maintenance, storage, and servicing of an expanded fleet of 200 to 300 revenue vehicles, including associated support and administrative functions. MTA’s existing facilities at Myatt and Nestor already exceed capacity with existing services. This new facility will also be essential for the long-term resilience of the current and future system. The project is currently in conceptual planning.

Fleet Expansion

This item reflects the next 5 years of projected expansion vehicles required to meet the service expansion that was approved as part of the Choose How You Move Transportation Improvement Plan. A total of 100 expansion buses over the next decade are needed to support Choose How You Move service expansion. Specific acquisition authorizations will depend on actual Metro funding for replacement and expansion buses as well as projected increases in Metro operational funding to support service expansion.

Facilities Expansion

- Development of Transit Centers & Park & Ride Facilities – This is a key element of the strategic plan and was included in Choose How You Move to improve transit options and facilitate connections outside of Downtown Nashville. Funds will be used to support planning and development services such as real estate prospecting, conceptual design, legal work, and appraisal services for transit centers and park and ride facilities. MTA is monitoring opportunities for transit centers in areas such as Madison Town Center and within Metro’s plan for the East Bank redevelopment.
- Shelter Expansion/Upgrade Program – This project enables the upgrade and expansion of the Authority’s passenger stop enhancement program. This effort includes locations that were adopted as part of the Choose How You Move and stop locations that merit improvements in accordance with the Transit Design Guidelines. Typically, new sites (and many of the sites in need of expanded shelters) require extensive civil construction to accommodate the shelters, and many are also likely to require easements or other property acquisition strategies. At the end of the 2025 calendar year, MTA had completed 323 shelter projects. Choose How You Move allowed for the doubling of shelter expansions per year from 25 to 50.
- Antioch Transit Center – This includes project development activities for a new regional transit center in the Antioch area. MTA is advancing this regional transit center in coordination with Metro’s plan for the Global Mall site for identification of a location as part of the master plan for the site. The center will be a key part of redevelopment plans for this area serving local and regional services, including a park and ride facility.
- SoBro Transit Center – This includes early project development activities for a transit center as conceived in nMotion and Choose How You Move to anchor service in the southern portion of Downtown at the intersection of Lafayette Street and 4th Avenue South. With the Elizabeth Duff Central Transit Center nearing capacity, this facility will be critical along with Central and a planned center in East Bank to decentralize service and ensure better network connectivity in and through the downtown area.
- Dickerson Transit Center (Skyline) – The proposed transit center is planned on the outparcels of the Skyline development. The facility will support current and future high ridership routes in WeGo’s network. The center will also support anticipated future improvements to major transportation corridors that will enhance connectivity.