Nashville MTA Board Meeting

Greater Nashville Regional Council

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

July 23, 2026 | 2:30 PM

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

1. **Call to Order**
2. **Roll Call**
3. **Approval of June 25, 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-26-018** **P. 9**
   - Monthly Operating Statistics – Andy Burke, COO **M-I-26-019** **P. 16**
   - Upcoming Procurement Projects List – Vince Malone, CAO **M-I-26-020** **P. 22**
6. **Operations & Finance Committee – Jessica Dauphin, Committee Chair**
   - 40' Clean Diesel Gillig Bus Purchase – Patrick Hester, DCOO of Assets and Infrastructure **M-A-26-026** **P. 24**
7. **CEO's Report – Stephen G. Bland, CEO**
8. **Chair's Report – Gail Carr Williams, Chair**
9. **Other Business**
10. **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

June 25, 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, June 25, 2026.

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

Aron Thompson, Vice Chair	
Jessica Dauphin, Member	Amanda Vandegrift, DCEO of Finance & Administration
Jeff Haynes, Member	Vince Malone, CAO
Margaret Behm, Secretary	Andy Burke, COO
Patrick Hester, DCOO of Assets and Infrastructure	Nick Oldham, CSSO
	Steve Bland, CEO
Debbie Frank, DCEO of Growth & Development	Lt. Jason Murrell, MNPD

A quorum was established, and Vice Chair Aron Thompson called the meeting to order at 2:31 PM.

III. **Minutes:** Jessica Dauphin made a motion to approve the minutes of the Nashville MTA Board meeting held on May 28, 2026. The motion was seconded by Jeff Haynes. With no further discussion, the Board unanimously approve the minutes.

IV. **Public Comments:** Vice Chair Aron Thompson 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 O'Connor
- John Bull

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

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

VI. **Consent Agenda Items:** The following item was presented for the board members' review:

- MTA/RTA Contract Renewal for Regional Transit Services – No questions

Jeff Haynes made a motion to approve the consent agenda item. Jessica Dauphin seconded the motion. The consent agenda item was unanimously approved by the MTA Board.

VII. **Operations & Finance Committee Report:** Committee Chair Dauphin opened the Operations and Finance Committee meeting and invited Vince Malone to present information on Action Item M-A-26-020.

a. **WeGo Liability Insurance Renewal (M-A-26-020)**

Vince Malone, Chief of Administration, provided details of the WeGo Liability Insurance Renewal action item.

Every year, our WeGo Public Transit insurance broker shops the insurance market for renewal of the Nashville Metropolitan Transit Authority's $3 million liability policy, with auto liability deductible of $250,000 per occurrence and general liability deductible of $100,000 per occurrence. Last year we changed insurance carriers from Chubb Insurance to Obsidian Insurance Company ("Obsidian") due to new stringent underwriting guidelines by the incumbent carrier that were going to increase our insurance costs by 40%. Similar to last year, Obsidian Insurance Company continues to hold an excellent ("A-") financial strength rating from AM Best, as of April 30, 2026.

The 2025-2026 expiring policy with Obsidian consists of standard coverage with a $3 million limit with a $250,000 deductible per occurrence and $100,000 general liability deductible. Obsidian submitted a renewal quote in the amount of $1,050,000.00. The 2026-2027 renewal policy will have the same $3 million limit with a $250,000 deductible per occurrence and $100,000 general liability deductible.

The total premium cost for the coverage period of July 1, 2026, to June 30, 2027, is based on the number of vehicles expected to be in our fleet as of July 1, 2026. Premiums will be adjusted as we expand the size of the fleet.

This represents $1,750.00 savings compared to last year. The premium will vary slightly depending on the number of vehicles and vehicle types that WeGo may have in the fleet at any given time.

Staff requested the Board to provide the Chief Executive Officer the authority to enter a contract with Obsidian Insurance Company for our liability coverage for the period effective July 1, 2026, to June 30, 2027, for $3 million in coverage with a $250,000 auto liability deductible per occurrence and $100,000 general liability deductible for a premium amount of $1,050,000.

Ms. Dauphin commended Vince and staff for saving money on insurance premiums and made a motion to the Board to approve the item. Vice Chair Thompson seconded the motion, and it was unanimously approved by the MTA Board

b. <u>Auto Damage/Catastrophic Insurance Renewal (M-A-26-021)</u>

Vince Malone, Chief of Administration, also presented details of the Auto Damage/Catastrophic Insurance Renewal action item.

Every year, WeGo Public Transit's insurance broker shops the insurance market for renewal of MTA's auto damage/catastrophic policy, which has a $100,000 deductible per occurrence. Three years ago, MTA shifted to a new layered coverage structure where multiple carriers participate in covering the value of MTA's fleet, which currently is valued at approximately $98,573,235.00. This new layered approach was required because no single carrier in the industry was willing to bear all the risk due to the catastrophic events that the insurance industry has experienced over the last decade.

MTA's broker assembled a $50,000,000 policy for catastrophic coverage with a $100,000 deductible for auto damage. The policy includes nine different carriers for an annual policy premium of $1,171,516.00. This is a decrease of $2,516.00 over last year's premium of $1,174,032.00.

Like last year, the maximum limit that the combination of carriers will accept is $50,000,000. This increases MTA's risk for the $48,573,235.00 in additional value in the fleet that is not covered in a catastrophic event such as a tornado, hailstorm, or flood impacting our Nestor location. The risk is somewhat mitigated in that to sustain a total loss, the weather event would have to occur between 1 am to 4 am, which is when the majority of the fleet is stored a Nestor. For flood events, WeGo has an evacuation plan that has been tested twice since 2019, where the fleet at the Nestor property was completely evacuated in under 4 hours. Also, in the major loss we experienced in

2010 due to the flood, Federal agencies funded fleet replacement without having to use our traditional insurance coverage.

Staff requested that the Board approve MTA's auto damage and catastrophic insurance coverage as presented here for a premium cost of $1,171,516.00 for the period of July 1, 2026, through June 30, 2027.

Vice Chair Thompson asked why the decision to ensure our fleet with multiple carriers was made.

Mr. Malone responded by saying that the carriers partner to ensure that they can distribute the cost and risk in a way that works for them.

Committee Chair Dauphin motioned to approve the vote to approve the item and Mr. Haynes seconded the motion. Item M-A-26-021 was approved unanimously by the MTA Board.

c. <u>Award of Contract for Vertical Lift Module (VLM) Parts Storage Systems (M-A-26-022)</u>

Patrick Hester, DCOO of Assets and Infrastructure presented details about the Vertical Lift Module Parts Storage System action item.

The maintenance team's goal is to provide a reliable and well-maintained fleet by making practical improvements. This initiative is a continuation of the Authority's ongoing efforts to improve space management, storeroom, and parts management practices. WeGo Public Transit's parts inventory at the Nestor, Myatt, and Elizabeth Duff Transit Center facilities are stored on conventional shelving that has reached practical capacity. Today, staff spend significant time searching for parts across crowded shelving, available floor space is fully committed, and the Agency lacks a reliable, real-time view of what is on hand. These conditions slow vehicle repairs, tie up capital in excess and duplicate stock, and put high-value parts at risk of loss. As WeGo Public Transit continues to expand services and fleet, these issues will only be compounded.

To address this, staff issued RFQ 2025209 for a modern, turnkey Vertical Lift Module (VLM) solution. In practical terms, a VLM is a secure, automated parts room that uses the full height of the building rather than floor space and delivers the exact part a technician needs directly to them on request, replacing manual searching with fast, tracked, point-and-pick retrieval.

On September 5, 2025, the Procurement Department issued a Request for Proposals (RFP) on OpenGov and published a solicitation notice through Transit Talent. The procurement was conducted using a best-value selection process. MTA received two responsive proposals from Kardex Remstar, LLC and Prestige. Both firms participated in an interview process, and Kardex Remstar, LLC received the highest overall score and was ranked first among the proposers.

The firm achieved the best overall scores in the two technical evaluation categories—Project Approach/Work Methodology and Firm Qualifications and Experience. Kardex Remstar has deployed more than 40,000 units in North America and 140,000 worldwide.

Staff recommended that the Board authorize the Chief Executive Officer to execute a contract with Kardex Remstar, LLC for the turnkey purchase, delivery, and installation of four (4) Shuttle XP Vertical Lift Module storage units for the base amount of $997,070.64, and include the Parts Loading Bid Alternate for $50,000 plus a 10% contingency of $104,707.06 for a total amount not to exceed $1,151,800.00. This project is part of the Board approved capital plan under the State of Good Repair for Nestor, Myatt, and Elizabeth Duff Center Improvements, utilizing a State IMPROVE Act award and Federal Transit Administration Section 5307 formula funds with state and local matching contributions.

Ms. Dauphin asked if the vertical lift module is used like an elevator where maintenance workers would travel up and down to retrieve parts.

Mr. Hester clarified that the VLM works as a conveyance system where one would key in an item code and the item would be retrievable.

Ms. Dauphin mentioned that this system sounds like it would increase maintenance work bays.

Mr. Hester said that the project should increase maintenance bays and that they would look at improving storage once the lift is built.

Vice Chair Thompson asked how long the installation would take.

Mr. Hester responded with a 12-week estimate for parts receival and one month to build the VLM.

Ms. Dauphin motioned for approval of action item M-A-26-022, with Mr. Haynes seconding.

With no further discussion, the MTA Board approved the item unanimously.

d. <u>Bus Shelters, Benches, and Related Transit Stop Items (M-A-26-023)</u>

D'Nese Nicolosi, Director of Asset Services, presented the following action item:

For over a decade, WeGo Public Transit has maintained an inventory of over 2,000 bus stops throughout Davidson County. Many stops include additional customer amenities such as waiting shelters, benches, and trash cans. Under Mayor O'Connell's Choose How You Move Transit Improvement Program, more stops will have these improvements, and service expansion that includes new and extended bus routes will increase the overall number of stops.

Since 2014, WeGo has maintained competitively bid contracts for shelters, benches and related amenities to support both the expanded stop and shelter program, as well as the routine replacement of existing amenities based on our state of good repair requirements.

On January 7, 2026, the Procurement Department issued a competitive Request for Proposals (RFP) through OpenGov seeking qualified contractors to provide bus shelters, benches, and related transit stop amenities.

The project will support the replacement of aging amenities, expansion of sheltered stops along local and high-frequency routes, and continued implementation of transit stop improvements that enhance the rider experience.

The Evaluation Committee reviewed proposals based on qualifications, experience, understanding of the work, project approach, past performance, and cost. The committee met on multiple occasions, requested additional clarifications, and received final responses on April 13, 2026.

Following final scoring, the Evaluation Committee determined that Tolar Manufacturing Company provided the best overall value to the agency. Tolar's proposal stood out for its comprehensive product offerings, competitive lead times, strong customer support, warranty coverage, and proven experience serving transit agencies with similar operational needs as WeGo. In addition to their technical qualifications, Tolar Manufacturing Company offered the lowest overall price for this product of the three proposers.

Staff recommended that the Board authorize the Chief Executive Officer to enter a contract with Tolar Manufacturing Company for the purchase and installation of bus shelters, benches, and related transit stop amenities for an initial term of five (5) years, in an amount not to exceed $9,000,000.00. Funding for purchases under this contract will be allocated through the Nashville MTA Capital Budget.

Vice Chair Thompson asked if the "2,000 bus stops" figure represented current or projected bus stop numbers.

Ms. Nicolosi responded saying that the figure is reflective of WeGo's current bus stop numbers, but that it was an approximation. WeGo has less than 2,000 bus stops and shelters but will reach more than 2,000 by the end of this contract as a result of service expansion.

Ms. Dauphin asked for clarification on whether Tolar will manufacture and service the bus shelters.

Ms. Nicolosi clarified that they will manufacture and ship the bus shelters, and we will install, maintain, and repair them.

With no further questions, Committee Chair Dauphin made a motion to accept action item M-A-26-023. Mr. Haynes seconded the motion. The MTA Board voted unanimously to approve the item.

VIII. <u>New Initiatives & Community Engagement (NICE) Report</u>: Vice Chair Thompson introduced the first item under the NICE Report and invited Amanda Vandegrift to present.

a. <u>FY2027 Proposed Operating Budget (M-A-26-024)</u>

Amanda Vandegrift, DCEO of Finance of Operations, presented the following action item:

Total operating expenses for FY2027 are proposed at $178,059,820, which is an increase of over $20,387,120 or 12.9% compared to FY2026. Notable increases year over year include increased operator headcounts to support the second full year of service expansion put forward through Choose How You Move, increased medical and other employee benefits required to support service and system expansion and in line with current industry growth trends, additional growth of access on demand and third-party paratransit use, continued investment in security across our system, and increased fuel and insurance expenses based on industry trends.

In total the budget is divided according to the same categories that we report to this board monthly.

This would fund our 4th and 5th round of service expansion, bringing us to 16% of the total expansion that was put forward in Choose How You Move. As a reminder, Choose How You Move included operating funding to increase revenue hours by a total of 80%. From what was 758,000 revenue hours to a total of 1.4 million revenue hours by 2039.

Since CHYM passage, we have added 6 WeGo Link zones and this budget would further expand that service.

To do all of this we need to increase our headcount by 30 operators per year and that also comes with increase in employee benefits and costs related to insurance and liability.

The budget also assumes funding to expand the current Journey Pass pilot and eventually launch the full program with this board sometime in the fiscal year.

Service quality and reliability continue to be top of mind for our customers. This budget includes the creation of an enterprise department that will help our agency work toward being ready for major initiatives and do more for our customers. We also have funding related to continuing the successful pilot project to include headway performance on Murfreesboro Pike. Dan presented to you a few months ago on that topic.

Safety & security includes continuation and some expansion of security coverage, including additional patrols as Nick Oldham’s team continues development of security plans. Nick is also working to launch the Ambassador Program, which is assumed for a partial year in this budget. And the MNPD transit division costs approved through CHYM are also shown in our budget as an expense and offsetting revenue that we report to the FTA. Finally, Debbie, Jubal and the Development team are working to advance several capital program activities.

Anticipated front loading of expansion expenses, such as additional employee recruitment and security contract expansion. Overall cost per revenue hour is anticipated to align closely with the cost per hour that was assumed for Choose How You Move.

Over time we expect this current budget to expand as we build out bus service, and by 2030 we are projecting that CHYM would be even with our general funds from Metro and it would go up from there.

Finally, while we did receive most of our requested funds through CHYM, we did not receive a total of $4,512,400 in funds that would have allowed us to continue the practice of keeping our federal formula funds on the capital side to address critical state of good repair needs. We are in the process of submitting a request to increase metro's capital funding for these needs.

With this report, staff requested that the Board adopt the proposed FY2027 operating budget.

Mr. Haynes asked how close the MTA is to the projected fiscal year budgeted revenue and expenses as of today.

Amanda highlighted the MTA Board item 'Monthly Financial Report Compared to Budget' information item which shows trends and actuals up until April 2026. We are tracking very close, and under budget compared to 2025.

Vice Chair Thompson asked if the approved WeGo Liability Insurance Renewal is included in this budget.

Ms. Vandegrift responded that it is and referenced her presentation.

With no further discussion, Jessica Dauphin motioned to approve the item, and Jeff Haynes seconded the motion. The MTA Board voted to unanimously approve the FY2027 Operating Budget.

b. <u>Nolensville Pike All-Access Corridor Planning and Project Development Services (M-A-26-025)</u>

Denise Richardson, Project Specialist and Michael Briggs, Deputy Chief Program Officer, Choose How You Move, presented the following item to the Board.

This action item is an outcome of the Nolensville Pike All Access Corridor Memorandum of Understanding (M-A-26-001) that was authorized by this Board in January 2026. The CEO executed the MOU in partnership with the CHYM Program Office, the Nashville Department of Transportation and Multimodal Infrastructure (NDOT), and the Metropolitan Nashville Planning Department (Planning) for planning and related activities for the advancement of the Nolensville Pike All-Access Corridor (Nolensville AAC) project.

Nashville MTA's responsibilities include managing the procurement and administering the subsequent contract for required engineering and professional services and procurement activities and acting as project sponsor to pursue federal funding through the Federal Transit Administration's Capital Investment Grants (CIG) program.

The procurement process started with a Request for Qualifications (RFQ) for planning and project development services for the Nolensville Pike AAC. As is the case for all Nashville MTA procurements for design and engineering services, the solicitation followed federal Brooks Act method qualifications-based evaluation to preserve future eligibility for federal funding. Price proposals were not evaluated until the qualifications were assessed. Six firms submitted competitive responses by the solicitation's April 9, 2026 due date.

Criteria to determine the top-ranked proposer for cost proposal submission and contract negotiation included the prime proposer's, key personnel, and subcontractor's qualifications and experience, the team's organization, project approach and schedule, and work performed for similar projects. Representatives from Nashville MTA, the CHYM Program Office, Metro Planning, and NDOT served on the evaluation committee. After review and initial evaluation of the responses, the evaluation committee recommended AECOM, HDR, Kimley-Horn, and WSP for proposer interviews, which were conducted on May 4, 2026. HDR and Kimley-Horn were then requested to submit written responses to the evaluation committee's clarification questions. At the conclusion of final evaluation on May 15, 2026, the evaluation committee rated the HDR submission as the top-ranked proposal and most qualified to submit a cost proposal.

On May 26, 2026, HDR submitted an initial cost proposal of $10,834,640, compared to the project estimate of $9,121,023. Negotiations focused on proposed hourly rates, assignment and allocation of personnel, proposed hours and durations for various scope items, and proposed direct cost expenses. At the conclusion of negotiations, HDR submitted a Best and Final Offer of $9,499,978, which was accepted by the evaluation committee.

The HDR team is based here in Nashville with a Nashville-based project lead who is familiar with the Nolensville Pike AAC. HDR and the personnel assembled for this project have performed similar, recent work for Charleston's Low Country Rapid Transit, which the committee discussed in terms of identifying similar projects. It was also important that 70% of HDR's subcontracted work is based in Nashville.

This project is 100% funded with Choose How You Move dedicated funding. Intended goals of the project to be led by HDR Engineering Services include:

- Improved reliability of existing high-frequency bus service by using transit-only lanes where feasible, modernized signals, and transit signal priority.
- New and improved sidewalks, safer crossings, bikeway connections, and corridor-wide safety enhancements.
- Improvements tailored to each segment, from resurfacing and restriping to full reconstruction with dedicated space for high-capacity transit, based on engineering analysis and community input.

HDR will also help identify where stations are located, how much right-of-way access can be dedicated to transit, traffic access, noise impact and how that can be mitigated, environmental and cultural impacts, utility operational and property considerations, and corridor design risks and tradeoffs.

Successful implementation of the Nolensville Pike AAC will set the tone for future Corridor improvements under CHYM. It is expected that the planning and project development to completion timeline will take five to seven years. During this project delivery process, rider benefits will continue to being implemented such as more frequent corridor service, longer weekend service, new bus fleets, the Journey Pass expansion, Google Fiber and added connectivity services along the corridor, and signal upgrades.

Staff requested that the Board of Directors authorize the Chief Executive Officer to enter a professional services contract with HDR Engineering, Inc., to provide planning and project development services for the Nolensville Pike AAC in the amount of $9,500,000 and a contingency of $300,000 for a total project budget of $9,800,000. The total contract term is 24 months with two six-month extension periods to be exercised at the Chief Executive Officer's discretion. The contract will be fully funded with Choose How You Move capital funds.

Jeff Haynes asked if MTA has learned enough to ensure that the procurement process for future corridors is shorter.

Ms. Richardson replied that the timeline seems long for procurement of this nature, but that majority of the time is given for firms to prepare detailed proposals. Now that we have developed a scope for the Nolensville Pike AAC, the process from MOU to selection should move faster.

Vice Chair Thompson asked if HDR would build out the All-Access Corridor in sections, or if they would look to build in totally, because there are different geographical and cultural sectors on Nolensville.

Mr. Briggs responded in agreement about the complexity and diversity in community interests on Nolensville. HDR will build in sections with an overall scope moving forward. There will be a community advisory board representing community members along the corridor.

Vice Chair Thompson also asked if WeGo Public Transit is the project leader.

CEO Bland clarified that WeGo is the administering agency for the contract with HDR, but the Mayor's Office through the Choose How You Move Program Office is leading the project, with Mr. Briggs as Project Director.

Ms. Dauphin disclosed a potential conflict of interest she had with respect to this item and requested that Vice Chair Thompson continue with the vote and that she be allowed to abstain from voting. General Counsel Behm indicated that, since a quorum of the Board was present, that the action could be adopted by a majority vote of the members present.

Vice Chair Thompson requested a motion to approve; Mr. Haynes motioned to approve the item and Mr. Thompson seconded. M-A-26-025 was approved unanimously with one abstention from Ms. Dauphin.

IX. CEO's Report

Mr. Bland provided the following report:

1. We were pleased to join Nashville Organized for Action and Hope (NOAH) at their Annual Banquet. We have enjoyed a great partnership with them. They honored MTA's former Board member Walter Searcy with their Flame of Hope Award for his community leadership and legacy but specifically work in promoting transportation affordability and equity. Thank you to Aron Thompson and Gail Carr Williams for attending.

2. Earlier this week, Amanda Clelland, WeGo's Director of Legislative Relations, and I attended the Tennessee Public Transportation Association Annual Board Planning Workshop. As state legislature changes are set to come, we discussed WeGo's support and involvement in TPTA's development of a state-wide program that will communicate the value of public transit.

3. In addition to the Nolensville Pike All Access Corridor, we are finalizing an RFQ for design of the Antioch Transit Center. We are preparing to issue a scope of work for a new bus operations and maintenance facility. Since receiving federal environmental approval, we are also advancing property evaluation and acquisition activities on the Skyline Transit Center.

4. Lindsey Ganson, Debbie Frank, and Vice Chair Aron Thompson are advancing plans for the next Transit Oriented Development workshop later this summer.

   On the RTA side:

   a. With respect to our new park and ride facility in Murfreesboro, the project now shows visible progress as it is now under construction with an expected completion date this Fall. We have tentatively scheduled a mid-October ribbon cutting.

   b. With respect to the Donelson Station improvement project, we completed the design on the infrastructure and are being evaluated by partners like the Eastern Rail Authority and NDOT to ensure design elements are effective and in compliance with Federal Railroad Administration regulations. The next step will be applying for infrastructure improvement permits. The Nashville Electric Service is prepared to begin work on utility relocations, pending Rail Authority approval.

X. **Chair's Report**: Vice Chair Aron Thompson thanked Chair Carr Williams and the MTA Board for having him Chair this meeting in her absence.

XI. **Other Business:** None

XII. **Adjournment**: With no further business, the meeting adjourned at 3:24 PM.

Attested:

Gail Carr Williams **Chair**	**Margaret L. Behm** **Board Secretary**

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

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

Item Number:	**M-I-26-018**	**Meeting Date:**	**7/23/2026**
Item Title:	**Monthly Financial Report Compared to Budget**		

BACKGROUND:

Attached is a preliminary summary of the statement of operations for the month of May 2026 compared to the Board approved fiscal year (FY) 2026 budget.

Total revenues through May 2026 were 4.5% higher than budgeted due to federal fund timing differences. We are monitoring the following revenue trends:

- As of May 2026, overall passenger revenues were 24% higher than budgeted levels due to higher than anticipated ridership growth from a combination of previously implemented service expansion, system improvements, the Journey pilot program, population growth, and higher fuel prices.
- After launching the pilot phase in September 2025, Journey Pass registrations ramped up significantly with the addition of several partners and weekly registration events across Davidson County. More than 11,000 Journey Passes were registered between September 2025 and May 2026 with nearly 1.7 million Journey Pass rides on WeGo services. Usage to-date has resulted in the reclassification of a total of $3,461,851 in Choose How You Move funds from Local Funds to Journey Pass fare revenue to-date, including $675,711 in May.
- MTA's new reserve fund started generating investment income on September 29, 2025, which was four months into the fiscal year due to the timing of MTA's banking contract renewal. These timing differences were partially offset by higher than anticipated investment income. With just eight months of investment income, MTA's reserve fund is on track to generate over $1 million for FY2026.
- As reported last month, federal grant funding for preventative maintenance and ADA support was received over a month later than was assumed in the budget. All remaining local operating support for FY2026 was drawn as of April to support cash flow needs. MTA's reserve funds were then used in accordance with MTA's reserve fund policy to address remaining short-term cash flow needs prior to receiving the federal grant funds in late May.

Total expenses through May 2026 were 2.4% lower than budgeted, which was primarily due to implementation timing for the Transit Police Division and Ambassador Program. Excluding the Transit Police Division, total expenses tracked close to budgeted levels. We are monitoring the following expense trends:

- Fixed-Route Bus Operations category expenses were 1.5% (or $0.4 million) lower than budgeted due to open administrative positions and increased staffing for bus operators.
- Paratransit operating expenses were 7.0% (or $1.2 million) higher than budgeted, which was primarily due to a significant increase in the use of Access on Demand and third-party paratransit providers. The FY2027 budget increased anticipated in-house and third-party paratransit expenses based on the latest usage trends.
- Asset Maintenance category expenses were 2.4% (or $0.7 million) lower than budgeted, which was due to labor shortages and lower than anticipated fuel costs during the fiscal year.
- Employee benefit expenses were 2.3% (or $0.9 million) lower than budgeted due to open positions.
- Safety & Security expenses were 4.4% (or $0.7 million) lower than budgeted, primarily due to timing of implementation for the Transit Police Unit and Ambassador Program. This positive timing variance was partially offset by higher than budgeted insurance expenses and security service expenses.
- Administrative expenses were 13.6% (or $1.6 million) lower than budgeted, primarily due to open positions and lower than anticipated network contract maintenance expenses.

- Planning & Development expenses were 21.1% (or $0.3 million) lower than budgeted, primarily due to open positions.

As of May 31, 2026, RTA owed Nashville MTA approximately $523,616 for services provided. In turn, MTA owes RTA approximately $79,380 for fares collected.

More than 98% of MTA's receivables that are 30 days or greater were paid in June and will be shown in the next financial report. The largest payables that are 30 days or greater were payments for New Flyer buses following vehicle acceptance. These were paid in early June and will be shown in the next financial report.

CURRENT STATUS:

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

APPROVED:

Amanda Vandegrift

Deputy CEO of Finance and Administration

7/23/2026

Date

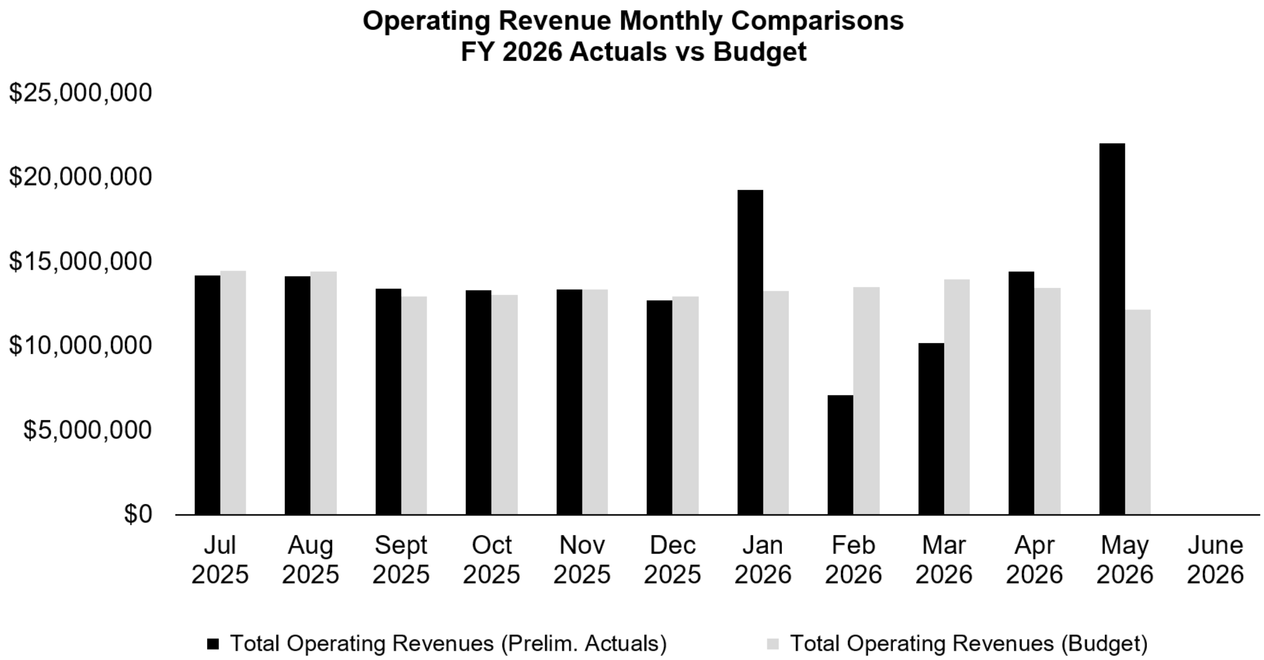
May 2026 Operating Revenue by Category:

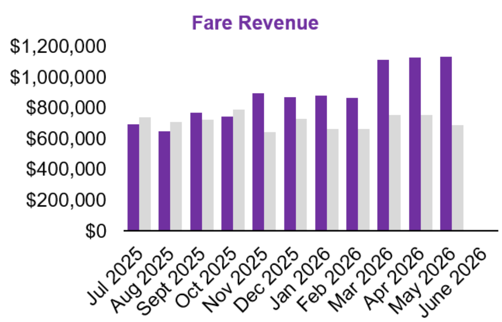
	May 2026	Fiscal Year To Date	Approved FY 2026 Budget	% Budget To Date
Passenger Revenues (Budget)	687,170	7,857,680	8,587,250	92%
Passenger Revenues (Actuals)	1,131,176	9,742,057		113%
Other Operating Revenues (Budget)	479,924	5,391,296	5,893,230	91%
Other Operating Revenues (Actuals)	509,981	5,200,564		88%
Local Funds (General Funds) (Budget)	-	77,212,600	77,212,600	100%
Local Funds (General Funds) (Actuals)	-	77,212,600		100%
Local Funds (Sales Tax Surcharge) (Budget)	3,237,528	35,518,320	38,740,100	92%
Local Funds (Sales Tax Surcharge) (Actuals)	(658,490)	33,957,170		88%
State Funds (Budget)	-	6,272,000	6,272,000	100%
State Funds (Actuals)	-	6,372,000		102%
Federal Funds (Budget)	7,750,000	15,250,000	20,967,520	73%
Federal Funds (Actuals)	21,052,497	21,645,926		103%
Total Operating Revenues (Budget)	**12,154,622**	**147,501,896**	**157,672,700**	**94%**
Total Operating Revenues (Actuals)	**22,035,165**	**154,130,317**		**98%**

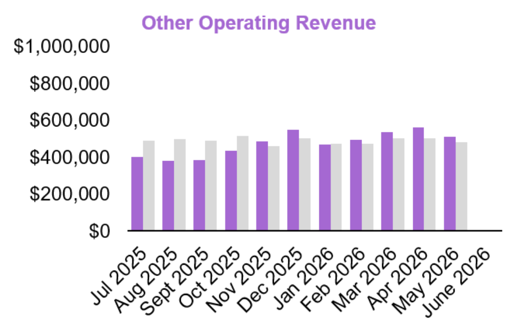
May 2026 Operating Expenses by Category:

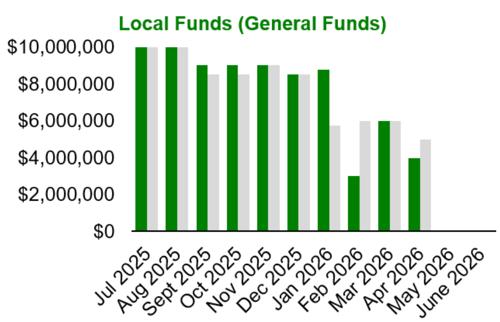
	May 2026	Fiscal Year To Date	Approved FY 2026 Budget	% Budget To Date
Fixed Route Bus Operations (Budget)	2,335,680	26,927,420	29,496,690	91%
Fixed Route Bus Operations (Actuals)	2,707,840	26,521,950		90%
Paratransit Operations (Budget)	1,414,370	16,406,650	17,962,510	91%
Paratransit Operations (Actuals)	1,910,291	17,558,778		98%
Asset Maintenance (Budget)	2,427,460	28,157,980	30,827,860	91%
Asset Maintenance (Actuals)	2,607,440	27,487,051		89%
Employee Benefits (Budget)	3,386,960	40,044,850	44,345,980	90%
Employee Benefits (Actuals)	3,967,608	39,115,632		88%
Safety & Security (Budget)	1,493,860	16,905,570	18,509,950	91%
Safety & Security (Actuals)	1,704,770	16,161,013		87%
Administration (Budget)	1,017,450	11,789,520	12,883,870	91%
Administration (Actuals)	1,049,582	10,182,303		79%
Customer Communications (Budget)	177,500	2,059,160	2,274,230	91%
Customer Communications (Actuals)	186,842	2,044,691		91%
Planning & Development (Budget)	103,220	1,197,620	1,311,070	91%
Planning & Development (Actuals)	100,349	944,658		72%
Miscellaneous (Budget)	3,500	53,260	60,540	88%
Miscellaneous (Actuals)	-	35,609		59%
Total Operating Expenses (Budget)	**12,360,000**	**143,542,030**	**157,672,700**	**91%**
Total Operating Expenses (Actuals)	**14,234,721**	**140,051,684**		**89%**

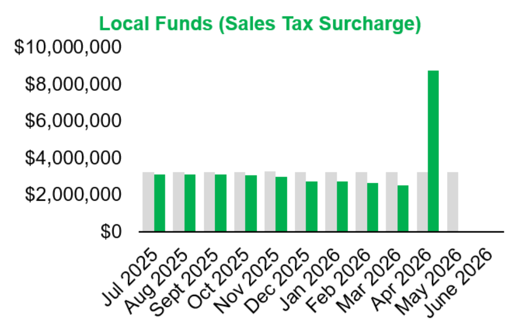
Fully Allocated Expenses *less third-party Access providers, WeGo Link, MNPD costs, and RTA management fee*	12,602,325	
Revenue Hours	65,440	
Cost per Revenue Hour	$192.58	**$182.74 FY2026 Goal**

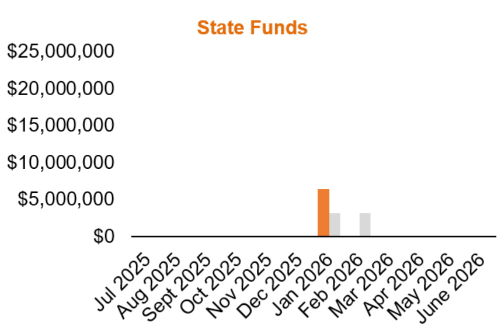

Operating Revenue Monthly Comparisons
FY 2026 Actuals vs Budget
$25,000,000
$20,000,000
$15,000,000
$10,000,000
$5,000,000
$0
Jul 2025
Aug 2025
Sept 2025
Oct 2025
Nov 2025
Dec 2025
Jan 2026
Feb 2026
Mar 2026
Apr 2026
May 2026
June 2026
Total Operating Revenues (Prelim. Actuals)
Total Operating Revenues (Budget)

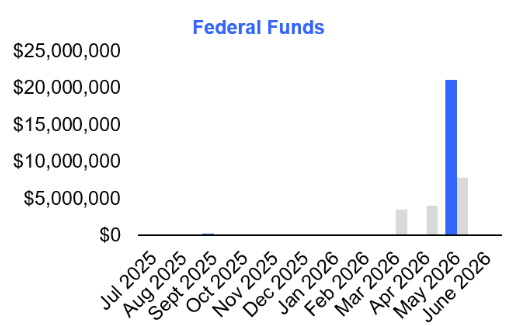

Fare Revenue
$1,200,000
$1,000,000
$800,000
$600,000
$400,000
$200,000
$0
Jul 2025
Aug 2025
Sept 2025
Oct 2025
Nov 2025
Dec 2025
Jan 2026
Feb 2026
Mar 2026
Apr 2026
May 2026
June 2026


Other Operating Revenue
$1,000,000
$800,000
$600,000
$400,000
$200,000
$0
Jul 2025
Aug 2025
Sept 2025
Oct 2025
Nov 2025
Dec 2025
Jan 2026
Feb 2026
Mar 2026
Apr 2026
May 2026
June 2026

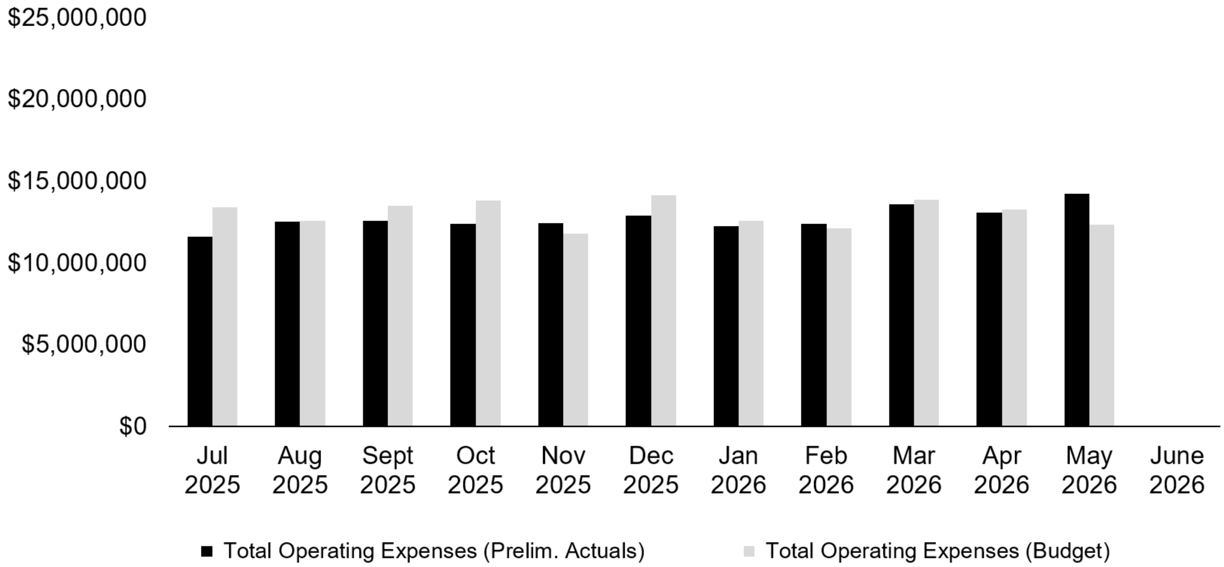

Local Funds (General Funds)
$10,000,000
$8,000,000
$6,000,000
$4,000,000
$2,000,000
$0
Jul 2025
Aug 2025
Sept 2025
Oct 2025
Nov 2025
Dec 2025
Jan 2026
Feb 2026
Mar 2026
Apr 2026
May 2026
June 2026


Local Funds (Sales Tax Surcharge)
$10,000,000
$8,000,000
$6,000,000
$4,000,000
$2,000,000
$0
Jul 2025
Aug 2025
Sept 2025
Oct 2025
Nov 2025
Dec 2025
Jan 2026
Feb 2026
Mar 2026
Apr 2026
May 2026
June 2026

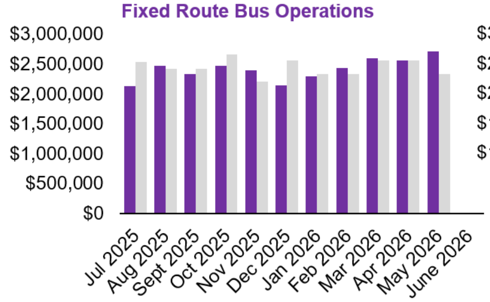

State Funds
$25,000,000
$20,000,000
$15,000,000
$10,000,000
$5,000,000
$0
Jul 2025
Aug 2025
Sept 2025
Oct 2025
Nov 2025
Dec 2025
Jan 2026
Feb 2026
Mar 2026
Apr 2026
May 2026
June 2026


Federal Funds
$25,000,000
$20,000,000
$15,000,000
$10,000,000
$5,000,000
$0
Jul 2025
Aug 2025
Sept 2025
Oct 2025
Nov 2025
Dec 2025
Jan 2026
Feb 2026
Mar 2026
Apr 2026
May 2026
June 2026

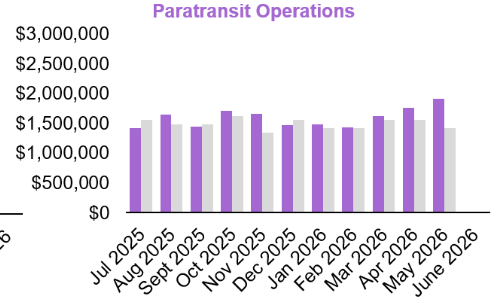
Operating Expenses Monthly Comparisons
FY 2026 Actuals vs Budget



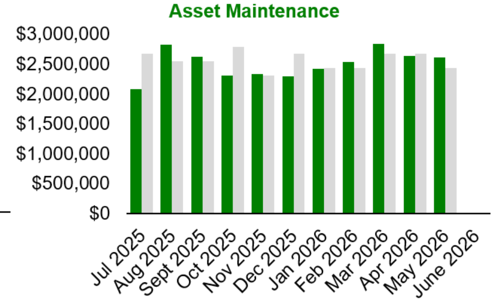
Fixed Route Bus Operations



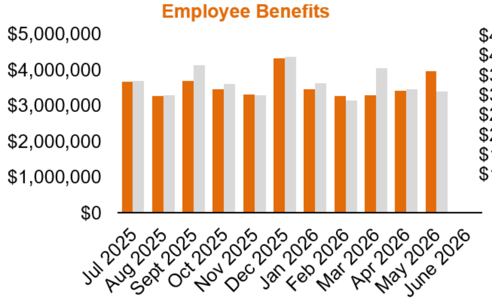
Paratransit Operations



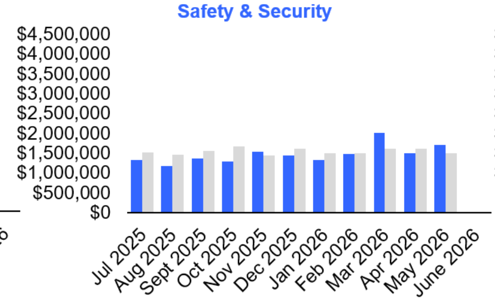
Asset Maintenance



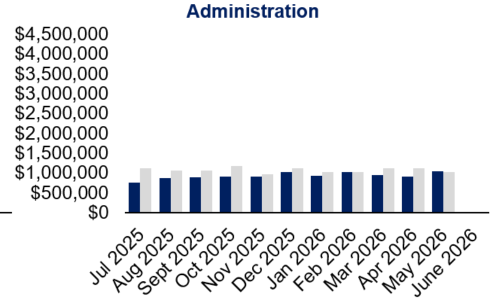
Employee Benefits



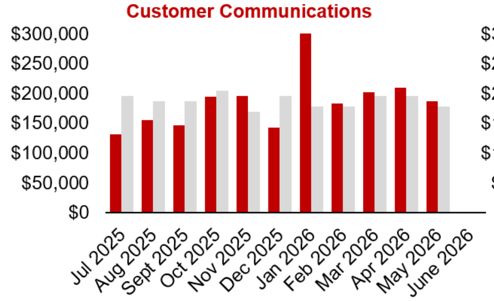
Safety & Security



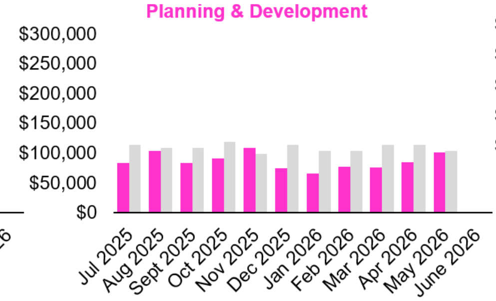
Administration



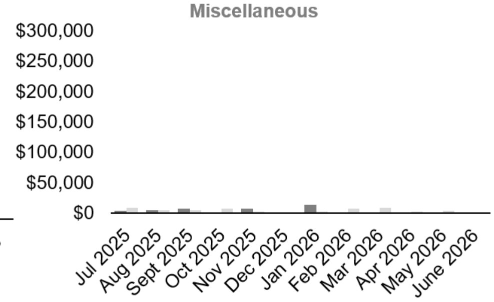
Customer Communications



Planning & Development



Miscellaneous



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

	Month Actual	Month Budget	Month Var. [F/(U)]	Prior Y-T-D	Current Y-T-D	Budget Y-T-D	Y-T-D Var. [F/(U)]	Annual Budget
Revenue From Operations								
Passenger Fares	427,565	483,010	(55,445)	6,921,827	5,871,162	5,537,870	333,292	6,045,250
Journey Pass Fare Thru CHYM	675,711	157,480	518,231	-	3,461,851	1,826,770	1,635,081	2,000,000
WeGo Access Revenue	27,901	46,680	(18,779)	481,129	409,044	493,040	(83,996)	542,000
Contract Revenue	253,001	261,155	(8,154)	2,863,282	2,901,932	2,977,355	(75,423)	3,255,950
Community Impact Partnership Revenue	-	-	-	-	34,500	-	34,500	-
Other Non-Transportation Revenue	256,980	218,769	38,211	1,338,652	2,264,132	2,413,941	(149,809)	2,637,280
Total Operating Revenue	1,641,158	1,167,094	474,064	11,604,890	14,942,621	13,248,976	1,693,645	14,480,480
Federal/State/Local Income								
Local Operating Assistance - General Fund	-	-	-	77,365,900	77,212,600	77,212,600	-	77,212,600
Local Operating Assistance - Sales Tax Surcharge	17,221	3,395,008	(3,377,787)	4,000,000	37,419,021	37,345,090	73,931	40,740,100
Contra Acct - Journey Pass Program	(675,711)	(157,480)	(518,231)	-	(3,461,851)	(1,826,770)	(1,635,081)	(2,000,000)
State Operating Assistance	-	-	-	6,272,000	6,372,000	6,272,000	100,000	6,272,000
Mobility Mgmt / CHSTP Admin Time	-	-	-	26,504	-	-	-	-
CARES Act Operating Reimbursement	-	-	-	6,597,592	-	-	-	-
Total Assistance Income	(658,490)	3,237,528	(3,896,018)	94,261,996	117,541,770	119,002,920	(1,461,150)	122,224,700
Capital Income								
Capital Operating Reimbursement	17,552,497	7,750,000	9,802,497	20,998,190	18,145,926	11,750,000	6,395,926	17,467,520
Capital ADA Reimbursement	3,500,000	-	3,500,000	3,500,000	3,500,000	3,500,000	-	3,500,000
Total Capital Income	21,052,497	7,750,000	13,302,497	24,498,189	21,645,926	15,250,000	6,395,926	20,967,520
Total Revenue	**22,035,165**	**12,154,622**	**9,880,543**	**130,365,076**	**154,130,317**	**147,501,896**	**6,628,421**	**157,672,700**
Labor & Fringes	9,281,994	8,234,080	1,047,914	84,228,689	92,876,806	96,271,530	(3,394,724)	105,901,650
Services	2,925,701	2,455,310	470,391	20,493,101	27,129,548	28,068,310	(938,762)	30,759,620
Fuel & Lubricants	560,356	530,110	30,246	5,451,642	5,454,482	6,148,890	(694,408)	6,731,870
Parts, Materials & Supplies	704,150	618,110	86,040	6,202,876	7,377,276	7,170,610	206,666	7,850,550
Utilities	120,650	127,550	(6,900)	1,300,260	1,447,468	1,479,600	(32,132)	1,619,810
Casualty & Liabilities	571,982	316,390	255,592	3,386,152	4,884,394	3,480,290	1,404,104	3,796,680
Other Miscellaneous Expenses	69,887	78,450	(8,563)	815,140	881,711	922,800	(41,089)	1,012,520
Total Expenses	**14,234,721**	**12,360,000**	**1,874,721**	**121,877,862**	**140,051,684**	**143,542,030**	**(3,490,346)**	**157,672,700**
Surplus/(Deficit) before GASB 33	7,800,444	(205,378)	11,755,264	8,487,214	14,078,633	3,959,866	3,138,075	-
CARES Act Capital Reimbursement	43,271	-	43,271	307,351	175,736	-	175,736	-
Capital Asset Purchases	7,302,514	-	7,302,514	21,365,511	32,781,388	-	32,781,388	-
CHYM Operating Reserve Revenue	-	-	-	-	27,200,000	-	27,200,000	-
Amortized Rental Revenue	49,167	-	49,167	540,837	540,837	-	540,837	-
Interest Exp - Cap Lease	(21,122)	-	(21,122)	(229,007)	(231,450)	-	(231,450)	-
(Loss)Gain on Sales	-	-	-	10,819	2,141	-	2,141	-
Amortization Exp	(8,409)	-	(8,409)	(92,502)	(92,502)	-	(92,502)	-
Depreciation net of Sub-Recip	(2,178,891)	-	(2,178,891)	(23,209,120)	(24,276,957)	-	(24,276,957)	-
Surplus /(DEFICIT)	**12,986,974**	**(205,378)**	**16,941,793**	**7,181,103**	**50,177,828**	**3,959,866**	**39,237,269**	**-**

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

	This Month May	Fiscal YE 2025 June
ASSETS		
CURRENT ASSETS		
Cash and Equivalents	14,129,536	3,759,075
Receivables from Federal, State, and Local Gov't	6,885,049	5,166,928
Accounts Receivable	3,746,997	2,759,682
Material and Supplies	9,129,026	6,518,938
Prepaid Expenses and Other	2,264,621	2,261,660
Pension and OPEB Deferred Outflow	24,618,471	24,618,471
TOTAL CURRENT ASSETS	60,773,700	45,084,754
PROPERTY AND EQUIPMENT		
Land	14,733,025	14,733,025
Buildings, Shelters, and Benches	149,189,732	147,215,778
Revenue Equipment and Parts	246,780,852	221,567,456
Office Furniture and Equipment	8,436,971	7,952,523
Work in Progress	16,372,878	5,936,315
	435,513,458	397,405,097
Less Accum Depreciation and Amortization	(239,010,033)	(214,620,449)
TOTAL PROPERTY AND EQUIPMENT, NET	196,503,425	182,784,648
OTHER ASSETS		
Cash and Restricted Investments for Self Ins	43,407,063	18,350,093
North Nashville Property (Lease)	7,063,765	7,063,765
TOTAL OTHER ASSETS	50,470,828	25,413,858
TOTAL ASSETS	**307,747,953**	**253,283,260**
LIABILITIES		
CURRENT LIABILITIES		
Accounts Payable	13,096,176	7,679,397
Accrued Expenses	9,288,777	9,803,379
Deferred Revenue	158,362	226,562
Notes Payable	3,800	-
TOTAL CURRENT LIABILITIES	22,547,115	17,709,338
NON-CURRENT LIABILITIES		
Long Term Deferred Rent Revenue	3,886,596	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	127,041,976	127,582,813
NET ASSETS		
Invested in Capital Assets	192,613,029	104,273,020
Unrestricted	(89,281,889)	(8,506,225)
Current Year Surplus(Deficit)	54,827,722	12,224,314
TOTAL NET ASSETS	158,158,862	107,991,109
TOTAL LIABILITIES AND NET ASSETS	**307,747,953**	**253,283,260**

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivables	$3,196,838	$395,805	$102,182	$52,172	$3,746,997
	85.3%	10.6%	2.7%	1.4%	100%
Accounts Payable	$5,012,372	$4,527,620	$3,525,006	$31,178	$13,096,176
	38.3%	34.6%	26.9%	0.2%	100%

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

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

Item Number:	**M-I-26-019**	**Meeting Date:**	**7/23/2026**
Item Title:	**Monthly Operating Statistics**		

BACKGROUND:

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

Ridership

May ridership continued its strong growth trajectory. Fixed route bus ridership reached 885,487, up 16.3% year over year, and Access ridership grew 32.5% to 48,216. Combined, WeGo transported 933,703 passengers, up 17.1% over May 2025. Fiscal year ridership stands at 9,405,441, an 11.2% improvement over FY2025 and well above the annual goal of 8,580,000.

Average weekday ridership was 32,315, up 15.4% year over year. Weekend growth remained strong, with Saturdays averaging 22,743, up 20.0%, and Sundays averaging 20,047, up 30.2%.

Access Services

May Access results showed continued growth across all service modes. ADA Access ridership, combining directly operated and third-party purchased transportation, reached 28,303 passengers, up 6.1% year over year. Access on Demand ridership grew 46% compared to May 2025, reaching 14,726 passengers. WeGo Link recorded its strongest month to date at 5,187 trips, more than tripling its May 2025 volume of 1,611.

Service Metrics

Bus on-time performance was 83.0%, a 1.1% improvement year over year and within 10% of the 85.0% goal. Routes 9, 42, 28, and 22 posted the strongest performance, while Routes 86, 84, 6, and 55 remained the most challenging. 19 of 31 measured routes improved year over year, and 2 routes declined by more than 5%. Access on-time performance was 93.3%, exceeding the 93.0% goal. Bus trip completion fell to 99.22%, below both prior year (99.69%) and the 99.75% goal.

Safety

Collision rates remain a current challenge. Total collisions were 9.2 per 100,000 miles against a goal of 4.0, and preventable collisions were 5.0 per 100,000 miles against a goal of 2.2. May included 34 preventable and 32 non-preventable bus collisions, along with 6 preventable and 2 non-preventable Access incidents. Six operators were sent back for retraining, with each operator coached by the Safety Department on the specific infraction. The overwhelming majority of reported accidents remain minor in nature and do not result in employee or customer injuries. Safety performance remains a focused area of investment as the operator workforce grows.

Workforce and Recruitment

Operator staffing reached 99.2%, a 9.7% improvement over May 2025. A bus operator hiring event was held May 30 with more than 120 interviews conducted. Maintenance staffing was 83.9%, and remains a contributing factor to mechanical missed trips. Recruitment for skilled maintenance roles continues as a priority.

In May, the Training Department welcomed 22 new bus operators, 7 maintenance employees, and 12 bus permit trainees, and 16 new operators completed training with CDL certification. Four apprentices completed their three-year maintenance apprenticeship and transitioned to the Maintenance Department, with recruitment underway for the next apprenticeship cohort in October.

CURRENT STATUS:

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

APPROVED:

Andy Burke 7/23/2026

Chief Operating Officer *Date*

Operations Dashboard Report

	May 2026	May 2025	Pct. Change	Goal	Indicator
Ridership					
Bus Ridership	885,487	761,240	16.3%		
Access Ridership	48,216	36,385	32.5%		
Total Ridership	933,703	797,625	17.1%	780,000	●
Productivity & Efficiency					
Bus Passengers per Revenue Hour	16.44	15.30	7.5%	15.40	●
Access Passengers per Revenue Hour	1.48	1.48	0.2%	1.60	▲
Safety					
Total Collisions per 100,000 miles	9.2	5.5	67.3%	4.0	◆
Preventable Collisions per 100,000 miles	5.0	2.4	108.3%	2.2	◆
Service Quality					
Bus Trip Completion	99.22%	99.69%	-0.47%	99.75%	◆
Bus On-Time Performance	83.0%	81.9%	1.1%	85.0%	▲
Access On-Time Performance	93.3%	93.5%	-0.2%	93.0%	●
Maintenance					
Bus Miles Between Road Calls	5,863	11,730	-50.0%	6,500	▲
Access Miles Between Road Calls	28,564	138,124	-79.3%	20,000	●
Customer Care					
Bus Passengers per Complaint	3,129	2,974	5.2%	3,000	●
Access Passengers per Complaint	1,205	650	85.5%	350	●
Percent of Calls Answered	89.9%	85.1%	4.9%	92.0%	▲
Staffing					
% of Operator Positions Filled	99.2%	89.5%	9.7%	92.0%	●
% of Maintenance Positions Filled	83.9%	84.9%	-1.0%	92.0%	▲
Customer Amenities					
% of Stops with Shelters (including Central)	21.5%	21.1%	0.4%	20.0%	●
% of Boardings at Covered Stops (including Central)	76.3%	76.6%	-0.3%	74.0%	●

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

Operations Dashboard Report

	FY2026 May 2026	FY2025 May 2025	Pct. Change	Goal	Indicator
Ridership					
Bus Ridership	8,935,139	8,083,528	10.5%		
Access Ridership	470,302	377,854	24.5%		
Total Ridership	9,405,441	8,461,382	11.2%	8,580,000	●
Productivity & Efficiency					
Bus Passengers per Revenue Hour	15.64	14.98	4.4%	15.40	●
Access Passengers per Revenue Hour	1.52	1.54	-1.1%	1.60	▲
Safety					
Total Collisions per 100,000 miles	9.6	5.8	64.5%	4.0	◆
Preventable Collisions per 100,000 miles	5.1	3.1	63.7%	2.2	◆
Service Quality					
Bus Trip Completion	99.01%	99.58%	-0.56%	99.75%	▲
Bus On-Time Performance	82.9%	81.6%	1.3%	85.0%	▲
Access On-Time Performance	93.9%	92.6%	1.4%	93.0%	●
Maintenance					
Bus Miles Between Road Calls	13,492	6,495	107.7%	6,500	●
Access Miles Between Road Calls	41,181	26,833	53.5%	20,000	●
Customer Care					
Bus Passengers per Complaint	3,214	2,986	7.6%	3,000	●
Access Passengers per Complaint	710	498	42.5%	350	●
Percent of Calls Answered	88.3%	88.6%	-0.3%	92.0%	▲
Staffing					
% of Operator Positions Filled	97.5%	90.7%	6.8%	92.0%	●
% of Maintenance Positions Filled	82.4%	85.6%	-3.2%	92.0%	▲
Customer Amenities					
% of Stops with Shelters (including Central)	21.5%	20.3%	1.1%	20.0%	●
% of Boardings at Covered Stops (including Central)	76.3%	75.7%	0.6%	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: 7/23/2026 **Item #: M-I-26-020**

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

Project Name: Nestor Maintenance Bays
- **Brief Description**: Expansion of maintenance bays to improve service.
- **Anticipated Publish Date**: August 2026
- **Estimated Project Value:** TBD

Project Name: Nestor Bus Wash Modernization
- **Brief Description**: Bus wash Modernization
- **Anticipated Publish Date**: August 2026
- **Estimated Project Value:** TBD

Project Name: Fuel Quality Assurance
- **Brief Description**: Fuel additive and management program.
- **Anticipated Publish Date**: August 2026
- **Estimated Project Value:** TBD

Project Name: Transit Ambassador Program (Pilot)
- **Brief Description:** A customer focused transit ambassador program designed to improve the rider experience, enhance safety presence, support wayfinding and passenger assistance.
- **Anticipated Publish Date**: August 2026
- **Estimated Project Value:** $950,000

Project Name: Nestor East Side Lot Improvements
- **Brief Description:** Seeking contractor to provide lot and security improvements.
- **Anticipated Publish Date:** September 2026
- **Estimated Project Value:** TBD

Project Name: Nestor Fuel Lane Improvements
- **Brief Description:** Seeking contractor to provide fuel lane improvements.
- **Anticipated Publish Date:** September 2026
- **Estimated Project Value:** TBD

Project Name: Long Term Down Bus Repair & Rehabilitation Services
- **Brief Description**: Heavy Collision & Bodywork repair service for Long Term Down Vehicles.
- **Anticipated Publish Date**: September 2026
- **Estimated Project Value:** TBD

Project Name: Pre & Post Employee Screening -DTO
- **Brief Description**: Employee screening for new hires and employee selection for random screening.
- **Anticipated Publish Date**: October 2026
- **Estimated Project Value:** TBD

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:

	7/23/2026
______________________________________	______________________________
Board Secretary	*Date*

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-26-026	Meeting Date:	7/23/2026
Item Title:	40’ Clean Diesel Gillig Bus Purchase		

BACKGROUND:

In August 2023, members of the Board approved a 5-year contract with Gillig LLC for acquisition of 40’ clean diesel buses. Concurrent with MTA’s efforts to operate within our Capital Fleet Plan for 40’ buses, staff requests approval to purchase sixteen (16) clean diesel 40’ coaches from this contract. These buses will replace four (4) buses that have reached the end of their useful life and will be retired and add twelve (12) expansion buses that are needed to expand service under Mayor O'Connell’s Choose How You Move (CHYM) program. Authorization is requested to proceed with the procurement using this 40’ bus contract instrument with Gillig Corporation.

Authorization of this purchase will be consistent with the agency’s efforts to execute a more balanced schedule for capital spending and fleet replacement.

WeGo’s Third Party inspector, Transit Resources Center (AmeriTran), has conducted the required Pre-Award Audit to validate that the overall bus components comply with federal requirements for a minimum of 70% American Built Content and final assembly requirements, proving compliance with Buy America requirements. When bus production is completed, TRC (AmeriTran) will perform a post-delivery inspection and confirm Buy American content requirements are met.

RECOMMENDATION:

Staff recommends that the Board authorize the Chief Executive Officer to approve a purchase order, using the 40’ Bus contract, for sixteen (16) 40’ clean diesel buses from Gillig Corporation for use in fixed-route service. The per-bus cost is $692,106.00 for the base bus, $83,680.00 for technology and options, and $12,000.00 for tools, travel, and training, for a subtotal of $787,786.00 per bus. A contingency of approximately 15% is applied, $77,579 (10%) for design changes and specification modifications, and $38,789 (5%) for tariff impact, bringing the cost to $904,154 per bus. For sixteen (16) buses, this represents a maximum total cost of $14,466,462.40, which includes $620,624.00 in aggregate tariff contingency. The vehicles will be funded through a combination of approved Metro Capital Spending Plan funds for replacement buses, Choose How You Move funds for expansion buses, Federal 5339(b) Bus and Bus Facilities grant funds, and state matching funds.

APPROVED:

____________________________________ ___________7/23/2026____________

Board Secretary *Date*