



Nashville MTA Board Meeting

Greater Nashville Regional Council

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

May 28, 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 April 23, 2026, MTA Board Minutes**
4. **Public Comment**
5. **Presentation from WeGo Youth Action Team** – Eboni Smith, Customer Care Manager
6. **Apprenticeship Program Graduation** – Tiarra Dunn, Director of Training & Development
7. **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-26-012** **P. 9**
 - Monthly Operating Statistics – Andy Burke, COO **M-I-26-013** **P. 14**
 - Upcoming Procurement Projects List – Vince Malone, CAO **M-I-26-014** **P. 20**
8. **Consent Agenda Items**
 - MTA/RTA Revenue Sharing Agreement – Amanda Vandegrift, DCEO of Finance & Administration **M-A-26-011** **P. 22**
 - MTA/RTA Management Contract Renewal – Amanda Vandegrift, DCEO of Finance & Administration **M-A-26-012** **P. 23**
 - StrIDe Memorandum of Understanding Program Years 2026-2028 – Amanda Vandegrift, DCEO of Finance & Administration **M-A-26-013** **P. 26**
 - Cisco Systems, Presidio Networked Solutions for Data Network Communications – Rob McElhane, Director of IT **M-A-26-014** **P. 31**
9. **Operations & Finance Committee – Jessica Dauphin, Committee Chair**
 - Quarterly Route Performance – Katie Freudberg, Director of Service Development **OF-D-26-003** **P. 32**
 - On-Call Capital Program Support Services Contract Extension - Debbie Frank, DCEO of Planning & Development **M-A-26-015** **P. 35**
10. **New Initiatives & Community Engagement Committee – Aron Thompson, Chair**
 - No Agenda Items This Month
11. **CEO’s Report – Stephen G. Bland, CEO**

12. Chair's Report – Gail Carr Williams, Chair

- Amendment of CEO's Employment Agreement, Gail Carr-Williams, Chair

M-A-26-016

13. Other Business

14. 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

April 23, 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, April 23, 2026.

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

Gail Carr Williams, Chair	Debbie Frank, DCEO of Growth & Development
Aron Thompson, Vice Chair	Amanda Vandegrift, DCEO of Finance & Administration
Jessica Dauphin, Member	Vince Malone, CAO
Kathryn Hays, Member	Andy Burke, COO
Jeff Haynes, Member	Nick Oldham, CSSO
Margaret Behm, Secretary	Felix Castrodad, Director of Planning
Steve Bland, CEO	Lt. Jason Murrell, MNPD

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

III. **Minutes:** Jessica Dauphin made a motion to approve the minutes of the Nashville MTA Board meeting held on March 26, 2026. The motion was seconded by Jeff Haynes. Mr. Bland asked that the minutes be changed to reflect that Board Secretary Margaret Behm attended the February meeting. With that change, the Board unanimously approved the minutes.

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

- John Bull
- Peter O'Connor
- Richard Gonyer

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 – Ms. Dauphin directed the members attention to the long list of upcoming procurements and encouraged everyone to share this information with suppliers who might be interested.

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

VII. **Operations & Finance Committee Report:** Ms. Dauphin opened the Operations and Finance Committee meeting and invited Mr. Malone to present information on Item M-A-26-011.

a. **Metro Nashville Police Department Memorandum of Understanding (M-A-26-011)** –

Vince Malone, Chief Administrative Officer, provided an overview of the proposed Memorandum of Understanding.

Apart from capital project and service expansion that will be supported with funding through

Mayor O'Connell's Choose How You Move Transit Improvement Program, WeGo Public Transit will be able to continue to increase investments in efforts that focus on the safety of our customers, employees and physical assets. Over the course of the past year, contracted security has been expanded by approximately 65%, including our first ever mobile security units.

Staff is currently proposing MTA Board approval of a Memorandum of Understanding with the Metro Nashville Police Department (MNPd) to create, for the first time ever in Nashville, a dedicated Transit Policing Unit within MNPd. Over time, this unit is expected to take over responsibility for the policing of WeGo Public Transit vehicles, services and facilities within Davidson County from our current arrangement with the Department through their Secondary Employment Unit. We do anticipate sustaining our Secondary Employment Unit Agreement with MNPd for unusual circumstances such as special events that may require supplemental police staffing in addition to dedicated Transit Policing staff.

Creation of this unit, under the direction of Captain Brian Williams who has been introduced to the Board at previous meetings, will ultimately provide for continuity of staffing, so officers can get to know our staff, facilities and customers in a more collaborative manner; and specialized training in transit policing via networking and contact with similar units with other transit agencies in other cities. The unit is expected to take a "community policing approach" to the transit system, and be part of a continuum of services focused on customer service and safety that begins with our operating and customer care staff, progresses up through the Transit Ambassador Program that we will initiate later this year, and then up into our contracted security personnel and the Transit Policing Unit.

Discussions began among WeGo Public Transit staff, General Counsel Margaret Behm, MNPd and Metro Legal in August 2025 leading to the proposed MOU as presented as an attachment to the action item. If approved by this Board, the MOU will also need to be adopted by the Metropolitan Council on behalf of MNPd. The Board of Directors of the Regional Transportation Authority is also expected to act on the MOU with respect to RTA facilities and services within Davidson County.

In addition to the MOU document itself, you've also been provided with a Fact Sheet regarding the key provisions of the agreement. The Transit Policing Unit would operate under the legal authority and direction of the Metropolitan Nashville Police Department with an initial anticipated staffing level of 29 sworn officers.

Final approval of this MOU by all parties will allow the Transit Policing Unit to begin to hire staff and to acquire related physical assets to support the unit. Staff recommends MTA Board approval allowing the Chief Executive Officer to execute this MOU on behalf of the MTA for a period not to exceed three (3) years with two additional one (1) year renewal options, beginning with the effective date after execution by all parties and contingent upon approval of the Metropolitan Council of Nashville and Davidson County.

Ms. Dauphin stated that, while this new transit policing unit would be a first for Nashville, it is not the first in the nation, and that transit policing units within police departments and/or dedicated transit police departments are fairly common. She inquired as to why there was no ceiling dollar amount associated with the MOU, as is common in most of our professional services contracts. Mr. Bland indicated that future staffing and expenditure levels would be dictated by the budget processes of the Metropolitan Government and WeGo Public Transit based on formal appropriations requests from MNPd.

Mr. Haynes inquired as to whether the Police Department would be able to hire sufficient officers as expected in the MOU, and whether starting salaries for transit officers would be competitive with other officers. Mr. Malone indicated that staffing would occur over time based on the size of the overall police force with new officer classes. He also mentioned that officers

hired into this unit would be compensated at the same scale as other officers in the Department, and that all existing conditions of employment for MNPD would apply to this unit. Mr. Bland reiterated that any current collective bargaining agreements or standard operating procedures applicable to MNPD Officers generally would apply to this unit. Mr. Bland then introduced Lieutenant Jason Murrell, who is representing MNPD at the Board Meeting and will be reporting to Captain Brian Williams as part of the leadership team of the unit.

Ms. Dauphin asked Mr. Malone what role WeGo would play with respect to the training of officers within the unit. Mr. Malone indicated that officers within this unit would undertake the standard training program of MNPD, but that WeGo Public Transit would support this effort with information specific to the transit system, fleet facilities and standard operating procedures.

Mr. Bland added that we have historically provided training support to MNPD and other first responders like Fire Departments with respect to transit specific issues. Mr. Bland also reminded the Board that we continue to engage Marine Tiger Technologies, the consultants who developed our original security assessment and recommended the creation of a transit policing unit, to support the development of enhanced processes and that Marine Tiger is working closely with our staff, our contracted security provider Archangel, and Captain Williams and his team to assure comprehensive processes and training.

Mr. Thompson inquired as to how transit policing functions were typically organized around the country, whether policing and security were controlled by the transit agency or the local police department. Mr. Bland indicated that there were a wide variety of models around the country, with some transit agencies hosting their own legally licensed police department, and some contracting with local police departments, county sheriffs or other law enforcement agencies. Mr. Bland further indicated that, at the outset of these discussions following the passage of Choose How You Move, Metro Legal undertook research to identify the various approaches that could be taken, and that the creation of a unit within Metro's existing Police Department would be the most expeditious and simplest as, for instance, the creation of a standalone transit police department by WeGo would require state enabling legislation. Mr. Bland further indicated that the proposed arrangement as an MOU among Metro Nashville affiliated entities made sense because, although MNPD expenses will appear in our budgets and on our income statements, funding for the unit under Choose How You Move is controlled by the Metropolitan Government, not the MTA. In most other locations, dedicated funding flows directly to the transit agency. Mr. Bland said that the only "downside" to this arrangement relative to others was the limitation of MNPD's jurisdiction to Nashville and Davidson County, and that the RTA would need to continue to rely on cooperating with surrounding jurisdictions for police coverage at outlying county facilities.

Mr. Thompson further inquired as to any cure process that might be included in the MOU if WeGo were to have issues with the Police Department's performance under this agreement. Ms. Behm indicated that the MOU calls for regular meetings and communication among the parties to assure proper implementation of the MOU.

Ms. Hays asked about any process by which WeGo could potentially act with respect to a specific officer that we do not perceive is acting in the best interest of WeGo Public Transit. She highlighted that this program is most likely to be successful if individual officers are well versed in our system and the specific needs of our customers, employees and facilities. Ms. Behm indicated that, through the ongoing communication process with MNPD leadership, we could raise any concerns with them but that ultimately it would be up to the Department to address personnel issues with their employees.

Ms. Hays asked Lieutenant Jason Murrell about the Department's goal for the pace of hiring officers into this unit. Lt. Murrell indicated that, once the Metropolitan Council approves the MOU, MNPD would post open positions and would select officers based on availability from

the existing workforce as well as newly hired officers. He further highlighted that the unit would require any officers posting into the unit would be required to have already had experience doing police work in Nashville.

Ms. Dauphin echoed Ms. Hays comments about the importance of this relationship, and the expected improvements in the perception of safety with a more visible presence, but she asked how that presence might be perceived by those concerned with too high a level of presence. Chief Safety and Security Officer Nick Oldham echoed earlier comments about the collaborative nature of the relationship and the approach of Captain Williams, and his approach which is based on more of a community policing approach.

Mr. Bland added that the Transit Policing Unit is one element in the organization's overall approach to customer care and security, which is being deployed in a tiered process that begins with operating employees like Bus Operators, Supervisors, Custodians and Customer Care Representatives; advances through the new Transit Ambassador Program we expect to stand up over the next year offering various forms of support; to our contracted unarmed security personnel who have primary responsibility for enforcing our Code of Conduct; and finally up into the Transit Policing Unit.

Chair Gail Carr Williams highlighted the Transit Ambassador Program mentioned by Mr. Bland, and how the Ambassador Program will include partnerships with our social service agency partners to offer a more expanded services to our community in need, and that this gets at the heart of the culture that WeGo is working to develop to make our transit system the most safe and welcoming in the nation. Chair Carr Williams also thanked Lt. Murrell and Captain Williams for being in attendance at the recent celebration of the 10,000th Journey Pass with Mayor O'Connell, which she observed as a demonstration of the community nature of policing the MTA system.

Mr. Thompson asked if three years was a standard for these types of agreements. Mr. Bland answered that 3 years with two one-year renewal options is standard for our professional service agreements.

Mr. Thompson asked about expenditures under this effort. While he expressed the understanding that Choose How You Move are funding the effort, he asked if we would also see expenses directly charged to the Authority. Mr. Bland indicated that the Board would see expenses associated with the Police Unit in budgets and financial statements to fully reflect the cost of the transit system and to address current and emerging Federal requirements with respect to safety and security, but that this effort was being fully funded by Choose How You Move funding through the Metropolitan Government.

Ms. Dauphin made a motion to approve Memorandum of Understanding between the MTA and the Metro Nashville Police Department. Ms. Hays seconded the motion. Chair Gail Carr Williams asked if there were any additional questions. Mr. Thompson indicated that, while he appreciated the work and cooperation of everyone that went into this proposed agreement, he found the "lack of cure" provisions in the agreement and lack of direct control over budgeted expenses to be problematic. Board Secretary Behm did indicate that the MOU has a cancellation provision whereby either party can terminate the agreement upon thirty (30) days' notice. Ms. Dauphin asked if the Board could be kept up to date on security performance metrics in similar fashion to Andy Burke's reports on our operating metrics. Chair Gail Carr Williams indicated she would work with Mr. Bland to develop such a report at appropriate intervals. Chair Gail Carr Williams called for the vote, and the Board approved the MOU by a 4-1 vote with Mr. Thompson voting in the negative.

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

a. Summer 2026 Service Changes and Equity Analysis (M-A-26-012)

Felix Castrodad, Director of Planning, provided a verbal summary of this recommended action item supported by slides.

In conjunction with Mayor O’Connell’s Choose How You Move (CHYM) Transit Improvement Program, MTA has the fiscal capacity to expand services on a measured basis over the 15-year planning horizon of CHYM. The proposed service changes in front of you include service expansion funded through CHYM, as well as other service changes and adjustments intended to improve the overall reliability of service.

The printed material distributed with the Board packets provides supporting documentation with respect to issues like Operator and Fleet Availability, Public Outreach and Engagement, a description of the recommended changes, a Title VI/Equity Analysis of the recommended changes, and a specific request for authorization. If approved by the Board, recommended changes would go into effect on July 5, 2026.

Mr. Castrodad highlighted slides in his presentation summarizing the proposed service changes and expansion.

Improved Frequency: Funded through CHYM, the Route 18 – Airport would be improved from its current 45-minute peak hour frequency to 30 minutes from 6am to 6pm, 7 days a week; and 40 minutes in the evenings. The Route 34 – Opry Mills would improve from hourly operation to 30–40-minute frequency. Peak hour frequency improvements are supported with the first round of expansion buses recently acquired with CHYM funding.

Route 18 is also recommended for routing changes to further address directness and reliability, including the elimination of the Massman Drive loop and a rerouting to avoid an at grade railroad crossing along Elm Hill Pike that is a frequent cause of service disruption.

Improved Reliability: Additional service resources proposed for the Route 18 – Airport, Route 34 – Opry Mills, Route 76 – Madison Connector, and Route 79 – Skyline Connector are expected to improve the overall reliability of these services with respect to on time performance. Route 79 is also recommended for a service span extension to 10pm daily to match other Connector routes.

Other minor schedule and routing adjustments are recommended to improve service reliability and to better serve Metro Nashville Public School arrival and dismissal times.

Two existing WeGo Link Zones are also recommended for expansion, with the Bellevue Zone expanded to serve the area around Rodney Drive in West Meade and the South Nashville Zone expanded to serve John Overton High School. These changes were the direct result of requests made by the public during outreach and engagement.

Five public meetings were held with respect to the changes, offering both in person and virtual options. Online comments were also received. A detailed summary of comments is included in the printed materials for this meeting.

Finally, Staff conducted a service equity analysis in accordance with provisions of Title VI requirements of the Federal Transit Administration. Based on this analysis, also included in the printed materials, staff determined that the recommended changes would not result in any disparate impact or disproportionate burden on disadvantaged communities.

Mr. Thompson asked if the changes to the 34 – Opry Mills Route would also include an extension to Donelson Station. Mr. Castrodad reported that an extension to Donelson was planned but is not part of the specific service changes scheduled for July 2026.

Ms. Dauphin highlighted the importance of the public engagement process in developing our service changes and complimented the staff for specifically responding to that input with respect to the specific expansions of the two WeGo Link Zones and changes to the 34 – Opry Mills route.

Mr. Thompson made a motion to approve the M-A-26-012, Summer 2026 Service Changes and Equity Analysis. Mr. Haynes seconded the motion and the Board unanimously approved. Service changes will take effect on July 5, 2026.

IX. CEO's Report

Mr. Bland provided the following report:

1. April was designated as “Transit Month” in Nashville by Mayor Freddie O’Connell. The month will technically close out on May 1, when Nashville Connector hosts their annual “Ticket to Ride” event on the WeGo Star with organizations like Transit Now Nashville, Young Professionals in Transportation, the Transit Alliance of Middle Tennessee, Civic Design Center, Walk Bike Nashville and, of course, WeGo Public Transit.
2. We are working closely with the Mayor’s Choose How You Move Program Office on activities related to the planned Nolensville Pike All Access Corridor. WeGo’s Procurement Department led a solicitation for planning activities in the corridor. The proposal due date was this past month, and the evaluation committee is currently reviewing and scoring proposals. We plan to bring a final contract recommendation to this Board in June or July.
3. This month, contractors for the Federal Transit Administration continued their work on our Triennial Reviews for both the MTA and RTA. To this point, their work has consisted of the review of literally hundreds of documents we have provided in support of the review. Billy Higgins, as always, has been the linchpin of this effort and I have received numerous compliments from contractor staff about Billy’s cooperation and organization. The reviewers will be conducting their “on-site” review virtually in May. We anticipate their final report later this summer.
4. Earlier this month, Nashville hosted the Init Users Group Conference. Init is a transit technology who is also the supplier of our fare collection system for QuickTicket. Dozens of transit technology from around the United States and Canada gathered here to discuss various topical issues. The conference featured presentations by many of our own staff, who also had the opportunity for learning and networking.
5. Many of us joined Mayor O’Connell to celebrate issuance of the 10,000th Journey Pass. Journey Pass is a program through which income eligible individuals receive QuickTicket cards providing them with free public transportation services. Many thanks to Members Gail Carr Williams, Aron Thompson and Jessica Dauphin who were in attendance.
6. This month we also hosted the Tennessee Public Transportation Association for their annual “Day on the Hill” conference and meeting. During the meeting, we joined with other

TPTA leadership in meetings with leadership from TDOT and the appropriate committees in the Tennessee General Assembly.

7. During this past month, I conducted presentations to the Init Users Conference, Green Hills Rotary Club and Association of Government Accountants. This Saturday, we will be hosting a Metro Council public workshop called “Metro Budget 101” at The Elizabeth Duff Transit Center at WeGo Central. These events, hosted by Budget and Finance Chair Kyontze Toombs, are intended to educate the public about Metro’s Budget process in advance of Council’s consideration of the Mayor’s Proposed budget next month. We will be presenting on WeGo Public Transit’s budget in conjunction with the Mayor’s Choose How You Move Office.
8. Speaking of the Metro Budget, we participated in our regular annual budget presentation meeting with representatives of the Mayor’s Office and Metro Finance this past month. Mayor O’Connell is expected to release his annual operating budget proposal in conjunction with the State of Metro Address on April 29. Our budget hearing in front of the Council is scheduled for May 14 at 5:15pm.
9. On the RTA side:
 - a. With respect to our new park and ride facility in Murfreesboro, the project now shows visible progress as it is now under construction with an expected completion date this Fall.
 - b. With respect to the Donelson Station improvement project, we completed closing on the last necessary piece of property from the Nashville and Eastern Rail Authority to undertake the intersection and access improvements to support the expanded transit center at the station. We are currently awaiting final documentation from NES for execution so they can initiate relocation of high voltage transmission lines on the site. Finally, we completed a round of public engagement at the end of March. Approximately 80 members of the general public attended two sessions at the Donelson Public Library. Attendance included a number of key stakeholders such as Council Members, the Mayor’s Office, and representatives of Congressman Rose’s Office. Overall response was very positive, with extensive interest in service expansion. Most questions pertained to the preservation of park and ride capacity and planned efforts to keep the facility clean and safe. We are still soliciting public input on the project via an on-line survey that will close on May 2.
 - c. Amanda Vandegrift, in coordination with Katie Freudberg have been coordinating several meetings of our Rutherford County Corridor Committee to hash out service options and member jurisdiction budgets for the upcoming fiscal year. All corridor members have been highly engaged, as we continue to examine options to sustain this service long-term.

- X. Chair's Report:** Gail Carr Williams called attention to the event we hosted with Mayor O’Connell at the Dr. Ernest Rip Patton Jr. North Nashville Transit Center on April 6 to commemorate the distribution of the 10,000th Journey Pass. During the event, she was moved by the remarks of one of our riders, Michael, whose comments reflected how important the Journey Pass and WeGo Public Transit services in general were for him. Ms. Carr Williams also thanked Eric Melcher, our Public Information Officer, for his care and attention in preparing detailed fact sheets with respect

to the Police Department MOU and for his attention to detail on the Journey Pass event. She closed her remarks by acknowledging the historic nature of this meeting in approving the next step in the creation of Nashville's first Transit Policing Unit and how the overall tone of today's meeting reflected the culture of our organization as promoting a greater sense of community in Nashville.

XI. **Other Business:** None

XII. **Adjournment:** With no further business, the meeting adjourned at 3:46 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-26-012	Meeting Date:	5/28/2026
Item Title:	Monthly Financial Report Compared to Budget		

BACKGROUND:

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

Total revenues to date were 3.5% lower than budgeted due to some timing differences related to federal, state, and local funds. We are monitoring the following revenue trends:

- After launching the pilot phase in September 2025, Journey Pass registrations ramped up significantly between November and March with the addition of several partners and more than 60 registration events across Davidson County. More than 10,000 Journey Passes were registered between September 2025 and March 2026 with over 1 million Journey Pass rides on WeGo services. This usage has resulted in the reclassification of a total of \$2,162,114 in Choose How You Move funds from Local Funds to Journey Pass to-date, including \$629,994 in March. Overall passenger revenues were 16.7% (or \$1.1 million) higher than budgeted levels through March, with Journey Pass fares being 45% higher than budgeted and all other MTA fares being 8% higher than budgeted. Journey Pass fares accounted for nearly 30% of farebox revenue to-date.
- Investment income in the first four months of the fiscal year was lower than budgeted due to the timing of the renewal of MTA's banking contract and the establishment of an investment account under that new contract for the new MTA Reserve Fund. On September 29, 2025, a total of \$34,250,000 in FY2025 MTA reserve funds were invested according to MTA's investment and reserve fund policies. On January 23, 2026, an additional \$10,735,000 in FY2026 MTA reserve funds were invested. In total, this new fund is anticipated to generate nearly \$1 million in additional operating revenues for the MTA in FY2026. While investment income has been higher than budgeted for each month between November and March, the delayed establishment of the reserve fund may result in a slightly negative variance for the fiscal year.
- Federal grant funding for preventative maintenance and ADA support will be received later than what was assumed in the budget. To support cash flow needs, all remaining Choose How You Move operating support for FY2026 will be drawn in April. If the delay continues into May, staff may temporarily access MTA's reserve funds in accordance with MTA's reserve fund policy.

Total expenses to date were 4.4% 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 3.5% (or \$0.8 million) lower than budgeted due to increased staffing for bus operators, open administrative positions, and lower overtime expenses.
- Paratransit operating expenses were 3.4% (or \$0.5 million) higher than budgeted due to higher overtime costs and higher use of Access on Demand and third-party paratransit providers.
- Asset Maintenance category expenses were 3.5% (or \$0.8 million) lower than budgeted, which was due to labor shortages and lower than anticipated fuel costs. Notably, 80% of MTA's diesel and gasoline fuel is hedged annually. Metro completed the fuel hedging contracts for FY2027 in mid-February.
- Employee benefit expenses were 4.5% (or \$1.5 million) lower than budgeted due to open positions.

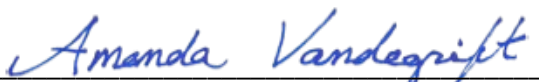
- Safety & Security expenses were 6.0% (or \$0.9 million) lower than budgeted, primarily due to timing of implementation for the Transit Police Unit and Ambassador Program. This positive timing variance was partially offset by higher than budgeted insurance expenses and security service expenses.
- Administrative expenses were 14.8% (or \$1.4 million) lower than budgeted, primarily due to open positions and lower than anticipated network contract maintenance expenses.

As of March 31, 2026, RTA owed Nashville MTA approximately \$271,164 for services provided. In turn, MTA owes RTA approximately \$60,665 for fares collected.

CURRENT STATUS:

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

APPROVED:



Deputy CEO of Finance and Administration

5/28/2026

Date

March 2026 Operating Revenue by Category:

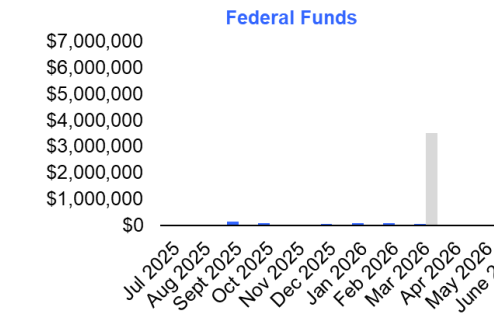
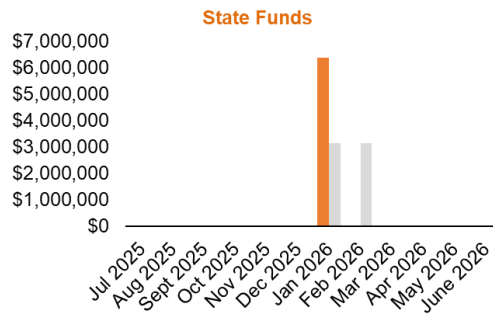
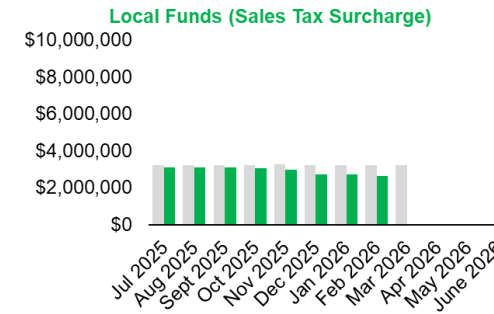
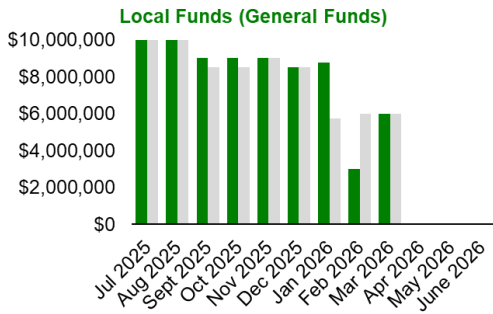
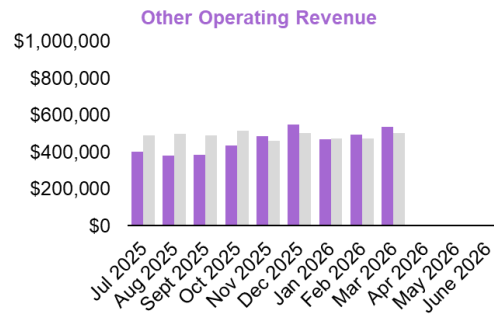
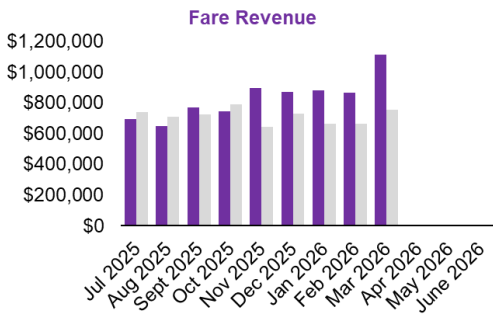
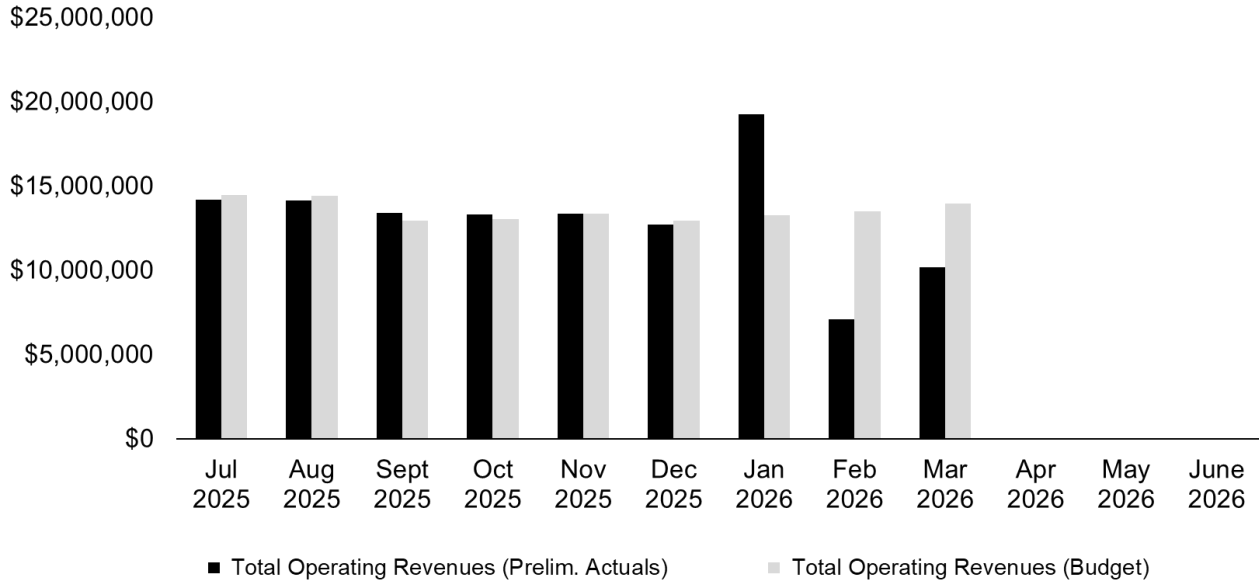
	Mar 2026	Fiscal Year To Date	Approved FY 2026 Budget	% Budget To Date
Passenger Revenues (Budget)	756,270	6,415,240	8,587,250	75%
Passenger Revenues (Actuals)	1,114,549	7,484,214		87%
Other Operating Revenues (Budget)	501,944	4,409,428	5,893,230	75%
Other Operating Revenues (Actuals)	534,450	4,131,021		70%
Local Funds (General Funds) (Budget)	6,000,000	72,250,000	77,212,600	94%
Local Funds (General Funds) (Actuals)	6,000,000	73,250,000		95%
Local Funds (Sales Tax Surcharge) (Budget)	3,221,778	29,059,014	38,740,100	75%
Local Funds (Sales Tax Surcharge) (Actuals)	2,486,600	25,894,147		67%
State Funds (Budget)	-	6,272,000	6,272,000	100%
State Funds (Actuals)	-	6,372,000		102%
Federal Funds (Budget)	3,500,000	3,500,000	20,967,520	17%
Federal Funds (Actuals)	44,159	551,271		3%
Total Operating Revenues (Budget)	13,979,992	121,905,682	157,672,700	77%
Total Operating Revenues (Actuals)	10,179,757	117,682,654		75%

March 2026 Operating Expenses by Category:

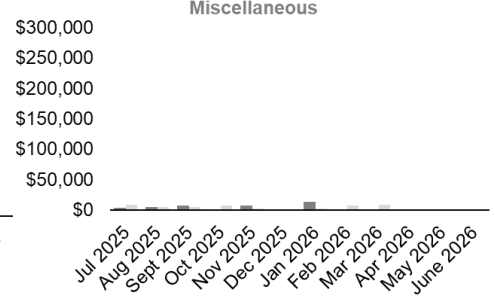
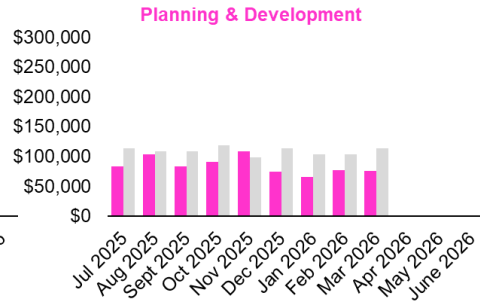
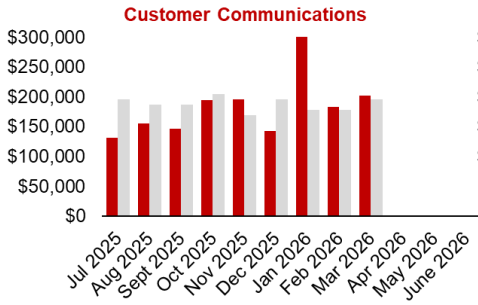
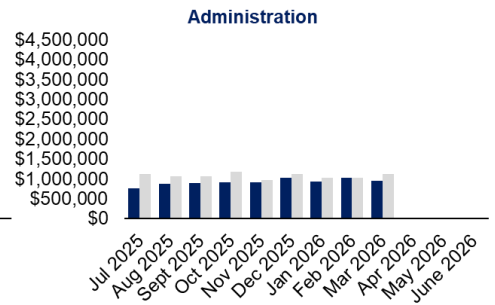
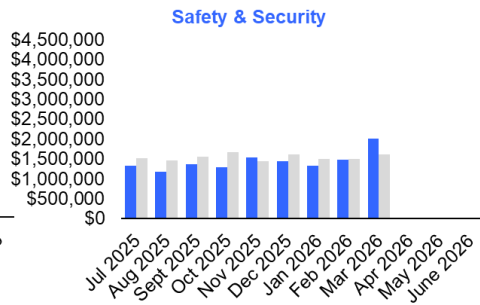
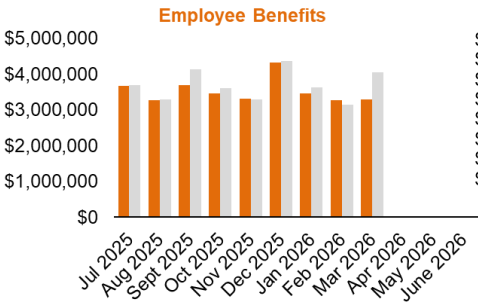
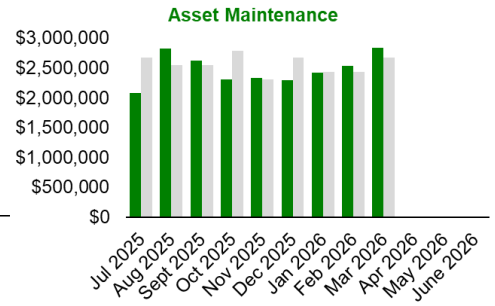
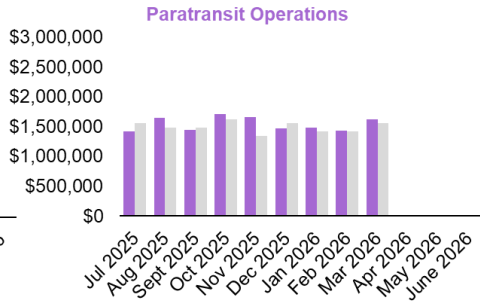
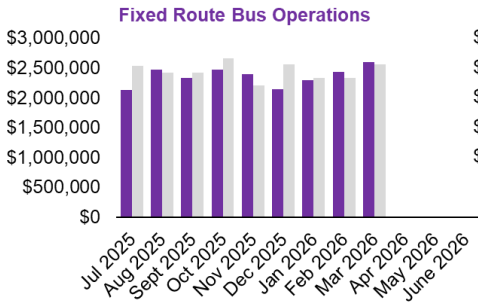
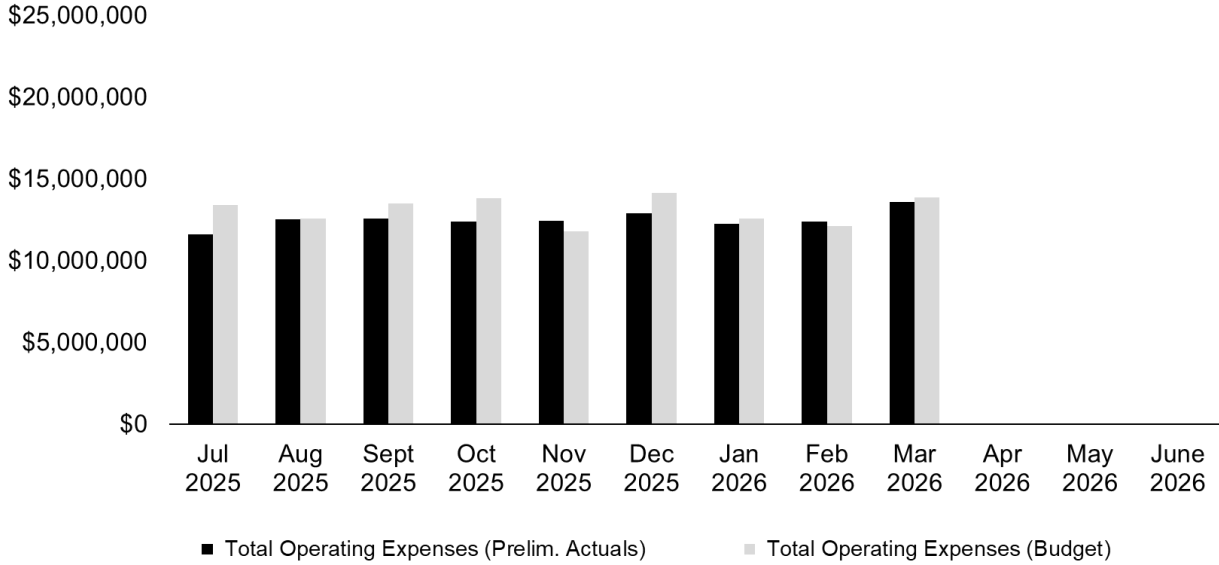
	Mar 2026	Fiscal Year To Date	Approved FY 2026 Budget	% Budget To Date
Fixed Route Bus Operations (Budget)	2,561,730	22,028,510	29,496,690	75%
Fixed Route Bus Operations (Actuals)	2,601,412	21,260,234		72%
Paratransit Operations (Budget)	1,555,790	13,436,490	17,962,510	75%
Paratransit Operations (Actuals)	1,624,279	13,887,583		77%
Asset Maintenance (Budget)	2,670,110	23,060,410	30,827,860	75%
Asset Maintenance (Actuals)	2,832,797	22,247,577		72%
Employee Benefits (Budget)	4,050,790	33,205,330	44,345,980	75%
Employee Benefits (Actuals)	3,297,407	31,726,284		72%
Safety & Security (Budget)	1,604,380	13,807,330	18,509,950	75%
Safety & Security (Actuals)	2,002,620	12,951,608		70%
Administration (Budget)	1,117,030	9,655,040	12,883,870	75%
Administration (Actuals)	942,036	8,229,123		64%
Customer Communications (Budget)	195,280	1,686,380	2,274,230	75%
Customer Communications (Actuals)	201,590	1,648,480		73%
Planning & Development (Budget)	113,590	980,810	1,311,070	75%
Planning & Development (Actuals)	75,359	759,550		58%
Miscellaneous (Budget)	8,300	47,260	60,540	78%
Miscellaneous (Actuals)	-	35,184		58%
Total Operating Expenses (Budget)	13,877,000	117,907,560	157,672,700	75%
Total Operating Expenses (Actuals)	13,577,501	112,745,623		72%

Fully Allocated Expenses <i>less third-party Access providers and RTA management</i>	12,458,996	
Revenue Hours	66,955	
Cost per Revenue Hour	\$186.08	\$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 March 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	444,913	532,100	(87,187)	5,715,994	4,976,748	4,523,760	452,988	6,045,250
Journey Pass Fare Thru CHYM	629,994	173,230	456,764	-	2,162,114	1,496,060	666,054	2,000,000
WeGo Access Revenue	39,642	50,940	(11,298)	401,684	345,353	395,420	(50,067)	542,000
Contract Revenue	274,818	278,595	(3,777)	2,353,187	2,377,294	2,437,605	(60,311)	3,255,950
Community Impact Partnership Revenue	13,500	-	13,500	-	34,500	-	34,500	-
Other Non-Transportation Revenue	246,132	223,349	22,783	1,134,979	1,719,227	1,971,823	(252,596)	2,637,280
Total Operating Revenue	1,648,999	1,258,214	390,785	9,605,844	11,615,235	10,824,668	790,567	14,480,480
Federal/State/Local Income								
Local Operating Assistance - General Fund	6,000,000	6,000,000	-	77,334,807	73,250,000	72,250,000	1,000,000	77,212,600
Local Operating Assistance - Sales Tax Surcharge	3,116,594	3,395,008	(278,414)	-	28,056,261	30,555,074	(2,498,813)	40,740,100
Contra Acct - Journey Pass Program	(629,994)	(173,230)	(456,764)	-	(2,162,114)	(1,496,060)	(666,054)	(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	-	-	-	3,797,707	-	-	-	-
Total Assistance Income	8,486,600	9,221,778	(735,178)	87,431,019	105,516,147	107,581,014	(2,064,867)	122,224,700
Capital Income								
Capital Operating Reimbursement	44,159	-	44,159	11,677,013	551,271	-	551,271	17,467,520
Capital ADA Reimbursement	-	3,500,000	(3,500,000)	3,307,127	-	3,500,000	(3,500,000)	3,500,000
Total Capital Income	44,159	3,500,000	(3,455,841)	14,984,140	551,271	3,500,000	(2,948,729)	20,967,520
Total Revenue	10,179,757	13,979,992	(3,800,235)	112,021,003	117,682,654	121,905,682	(4,223,028)	157,672,700
Labor & Fringes	8,477,500	9,382,610	(905,110)	68,500,844	75,115,586	79,253,070	(4,137,484)	105,901,650
Services	2,501,696	2,683,880	(182,184)	16,207,666	21,543,381	22,927,620	(1,384,239)	30,759,620
Fuel & Lubricants	549,301	583,060	(33,759)	4,470,009	4,324,595	5,035,720	(711,125)	6,731,870
Parts, Materials & Supplies	821,641	680,020	141,621	5,008,190	5,927,529	5,872,480	55,049	7,850,550
Utilities	140,868	140,300	568	1,078,405	1,223,401	1,211,750	11,651	1,619,810
Casualty & Liabilities	959,334	316,390	642,944	2,808,601	3,910,427	2,847,510	1,062,917	3,796,680
Other Miscellaneous Expenses	127,159	90,740	36,419	693,700	700,704	759,410	(58,706)	1,012,520
Total Expenses	13,577,501	13,877,000	(299,499)	98,767,413	112,745,623	117,907,560	(5,161,937)	157,672,700
Surplus/(Deficit) before GASB 33	(3,397,744)	102,992	(4,099,734)	13,253,590	4,937,031	3,998,122	(9,384,965)	-
CARES Act Capital Reimbursement	964	-	964	307,351	129,661	-	129,661	-
Capital Asset Purchases	1,654,751	-	1,654,751	13,602,551	24,138,318	-	24,138,318	-
CHYM Operating Reserve Revenue	-	-	-	-	27,200,000	-	27,200,000	-
Amortized Rental Revenue	49,167	-	49,167	442,503	442,503	-	442,503	-
Interest Exp - Cap Lease	(21,091)	-	(21,091)	(187,200)	(189,221)	-	(189,221)	-
(Loss)Gain on Sales	-	-	-	10,819	2,141	-	2,141	-
Amortization Exp	(8,409)	-	(8,409)	(75,683)	(75,683)	-	(75,683)	-
Depreciation net of Sub-Recip	(2,180,615)	-	(2,180,615)	(19,145,119)	(19,926,405)	-	(19,926,405)	-
Surplus /(DEFICIT)	(3,902,976)	102,992	(4,604,967)	8,208,811	36,658,345	3,998,122	22,336,348	-

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

	This Month March	Fiscal YE 2025 June
ASSETS		
CURRENT ASSETS		
Cash and Equivalents	3,804,597	3,759,075
Receivables from Federal, State, and Local Gov't	2,899,933	5,166,928
Accounts Receivable	2,628,978	2,759,682
Material and Supplies	8,409,490	6,518,938
Prepaid Expenses and Other	2,961,509	2,261,660
Pension and OPEB Deferred Outflow	24,618,471	24,618,471
TOTAL CURRENT ASSETS	45,322,978	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	234,448,831	221,567,456
Office Furniture and Equipment	8,308,550	7,952,523
Work in Progress	13,349,959	5,936,315
	420,030,097	397,405,097
Less Accum Depreciation and Amortization	(234,627,098)	(214,620,449)
TOTAL PROPERTY AND EQUIPMENT, NET	185,402,999	182,784,648
OTHER ASSETS		
Cash and Restricted Investments for Self Ins	48,135,917	18,350,093
North Nashville Property (Lease)	7,063,765	7,063,765
TOTAL OTHER ASSETS	55,199,682	25,413,858
TOTAL ASSETS	285,925,659	253,283,260
LIABILITIES		
CURRENT LIABILITIES		
Accounts Payable	5,525,157	7,679,397
Accrued Expenses	8,590,034	9,803,379
Deferred Revenue	5,703	226,562
TOTAL CURRENT LIABILITIES	14,120,894	17,709,338
NON-CURRENT LIABILITIES		
Long Term Deferred Rent Revenue	3,984,930	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	127,140,310	127,582,813
NET ASSETS		
Invested in Capital Assets	181,418,069	104,273,020
Unrestricted	(76,864,904)	(8,506,225)
Current Year Surplus(Deficit)	40,111,290	12,224,314
TOTAL NET ASSETS	144,664,455	107,991,109
TOTAL LIABILITIES AND NET ASSETS	285,925,659	253,283,260

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivables	\$2,479,128	\$22,853	\$66,400	\$60,597	\$2,628,978
	94.3%	0.9%	2.5%	2.3%	100%
Accounts Payable	\$5,229,279	\$36,501	\$6,032	\$253,345	\$5,525,157
	94.6%	0.7%	0.1%	4.6%	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-26-013	Meeting Date:	5/28/2026
Item Title:	Monthly Operating Statistics		

BACKGROUND:

Attached are monthly operating statistics through March 2026.

Ridership

March ridership grew 20.8% Year-over-year, with fixed route bus up 20.2% and Access up 33.8%. FY 2026 total ridership reached 7,493,935, a 9.1% improvement over FY 2025. Service expansion and Journey Pass adoption appear to be key contributors. Bus productivity reached 16.04 passengers per revenue hour for the month, exceeding the 15.40 goal.

Average weekday daily ridership was 31,385, up an impressive 20.4% year-over-year compared to 27,300 in March 2025. Sundays continued to show exceptional growth, up 31.9%, coming in at 19,467. Average ridership on Saturday's was up 6.1%, year-over-year, coming in at 22,688.

Service Metrics

Bus on-time performance (OTP) was 84.8% in March, a 1.4% improvement year-over-year and just below the 85.0% goal. 20 routes experienced a YOY improvement averaging 3.4%. 11 routes experienced a decrease with 4 routes decreasing more than 2%. Access on-time performance exceeded goal at 94.4%. Bus trip completion recovered to 99.84%, exceeding the 99.75% goal. Mechanical (41.9%), Accidents (20.1%) and Operator-related issues (15.2%) were the top 3 issues, accounting for 74.4% of the percentage of missed service.

Safety

Collision rates remain above goal but showed meaningful month over month improvement. Total collisions were 7.4 per 100,000 miles against a goal of 4.0, and preventable collisions were 3.6 per 100,000 miles against a goal of 2.2. Preventable collisions declined from 5.0 in February, a 28% reduction. Monthly collisions historically vary month to month, so continued focus on ongoing initiatives such as post-training ride-alongs and the ATU peer mentorship program will be required. Safety performance continues to be a focused area of investment as the operator workforce grows.

Workforce and Recruitment

Operator staffing held at 99.4% in March, sustaining February's gains and representing a 9.2% improvement year-over-year. Maintenance staffing improved to 81.7% but remains more than 10% below the 92.0% goal. Recruitment for skilled maintenance positions continues as a sustained priority.

Community and Operational Highlights

Throughout March, team members also participated in Women's History Month activities, helping to recognize and celebrate contributions across the organization. On March 18, Operations joined in recognizing National

Transit Employee Appreciation Day, highlighting the hard work and dedication of frontline employees who keep service moving each day.

CURRENT STATUS:

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

APPROVED:



Chief Operating Officer

5/28/2026

Date _

Operations Dashboard Report

	March 2026	March 2025	Pct. Change	Goal	Indicator
Ridership					
Bus Ridership	882,344	734,068	20.2%		
Access Ridership	48,203	36,037	33.8%		
Total Ridership	930,547	770,105	20.8%	780,000	●
Productivity & Efficiency					
Bus Passengers per Revenue Hour	16.04	14.76	8.7%	15.40	●
Access Passengers per Revenue Hour	1.55	1.51	2.5%	1.60	▲
Safety					
Total Collisions per 100,000 miles	7.4	5.1	45.1%	4.0	◆
Preventable Collisions per 100,000 miles	3.6	2.1	71.4%	2.2	◆
Service Quality					
Bus Trip Completion	99.84%	99.77%	0.07%	99.75%	●
Bus On-Time Performance	84.8%	83.4%	1.4%	85.0%	▲
Access On-Time Performance	94.4%	94.0%	0.5%	93.0%	●
Maintenance					
Bus Miles Between Road Calls	9,525	7,526	26.6%	6,500	●
Access Miles Between Road Calls	38,369	136,508	-71.9%	20,000	●
Customer Care					
Bus Passengers per Complaint	3,739	2,679	39.6%	3,000	●
Access Passengers per Complaint	709	419	69.2%	350	●
Percent of Calls Answered	92.5%	89.3%	3.2%	92.0%	●
Staffing					
% of Operator Positions Filled	99.4%	90.1%	9.2%	92.0%	●
% of Maintenance Positions Filled	85.4%	82.9%	4.3%	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	FY2025	Pct. Change	Goal	Indicator
	March 2026	March 2025			
Ridership					
Bus Ridership	7,126,052	6,564,304	8.6%		
Access Ridership	367,883	303,770	21.1%		
Total Ridership	7,493,935	6,868,074	9.1%	7,020,000	●
Productivity & Efficiency					
Bus Passengers per Revenue Hour	15.36	14.91	3.0%	15.40	▲
Access Passengers per Revenue Hour	1.52	1.55	-1.8%	1.60	▲
Safety					
Total Collisions per 100,000 miles	9.8	5.8	68.7%	4.0	◆
Preventable Collisions per 100,000 miles	5.3	3.2	67.2%	2.2	◆
Service Quality					
Bus Trip Completion	98.93%	99.55%	-0.62%	99.75%	▲
Bus On-Time Performance	82.9%	81.7%	1.2%	85.0%	▲
Access On-Time Performance	93.9%	92.2%	1.7%	93.0%	●
Maintenance					
Bus Miles Between Road Calls	25,028	5,943	321.1%	6,500	●
Access Miles Between Road Calls	61,552	22,715	171.0%	20,000	●
Customer Care					
Bus Passengers per Complaint	3,223	2,981	8.1%	3,000	●
Access Passengers per Complaint	594	479	24.0%	350	●
Percent of Calls Answered	87.9%	89.0%	-1.1%	92.0%	▲
Staffing					
% of Operator Positions Filled	97.1%	91.0%	6.8%	92.0%	●
% of Maintenance Positions Filled	81.7%	85.8%	-4.1%	92.0%	◆
Customer Amenities					
% of Stops with Shelters (including Central)	21.5%	20.1%	1.3%	20.0%	●
% of Boardings at Covered Stops (including Central)	76.3%	75.5%	0.8%	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

Information Item Committee Discussion Item Committee Action Item Board Discussion

Item Number:	M-I-26-014	Meeting Date:	5/28/2026
Item Title:	Upcoming Procurement Projects List		

Project Name: Bus Operations and Maintenance Facility NEPA and Preliminary Engineering RFQ

- **Brief Description:** RFQ for NEPA and Preliminary Engineering services for WeGo's new Bus Operations and Maintenance Facility
- **Anticipated Publish Date:** June 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:** June 2026
- **Estimated Project Value:** TBD

Project Name: Light Duty Spare Parts

- **Brief Description:** Spare parts for fleet.
- **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:** August 2026
- **Estimated Project Value:** TBD

Project Name: Nestor East Side Lot Improvements

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

Project Name: Nestor Fuel Lane Improvements

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

Project Name: Nestor & Myatt Bus Wash Modernizations

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

Project Name: Pre & Post Employee Screening -DTO

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

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

5/28/2026

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-26-011	Meeting Date:	5/28/2026
Item Title:	MTA/RTA Revenue Sharing Agreement		

BACKGROUND:

In June 2020, the MTA Board approved the first Revenue Sharing Agreement with the Regional Transportation Authority of Middle Tennessee (RTA) for the new WeGo Ride Program, an employer-paid transit pass program for WeGo Public Transit services. Seven years since its inception, the WeGo Ride program has grown beyond a commuter program into a resource for employees, students, and other civic entities. Currently, the WeGo Ride program has over 70 partners across a variety of industry sectors in our region, including hospitality, education, infrastructure, technology, and more.

Under the Revenue Sharing Agreement, Nashville MTA is the master contractor of the WeGo Ride program and similar fare programs, with revenue splits between the Nashville MTA and RTA that compensate both agencies in proportion to the overall use of the program. Revenues collected are allocated to each agency using a formula that weighs average fare and ridership equally. This is tested annually as part of the Conflict of Interest Review, which was most recently reviewed by the MTA Board in January 2026. The revenue split calculation is typically done at the end of July, once all ridership for the fiscal year for both agencies has concluded.

RECOMMENDATION:

Staff is requesting that the Board approve the renewal of the Revenue Sharing Agreement with RTA for the period of July 1, 2026, through June 30, 2027. Nashville MTA will continue to be the Master Contractor for the WeGo Ride Program and similar fare programs and will share revenues with RTA based upon the calculated formula. Each Board will review the agreement annually to assess if any changes should be made to the Agreement going forward.

APPROVED:

Board Secretary

5/28/2026

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-26-012	Meeting Date:	5/28/2026
Item Title:	MTA/RTA Management Contract Renewal		

BACKGROUND:

Nashville MTA is currently operating under a management contract with the Regional Transportation Authority of Middle Tennessee (RTA) where MTA provides management services to oversee all operations of the RTA. The current contract was approved by the MTA Board in 2021 for five years with an expiration of June 30, 2026. The new proposed contract includes a renewal of the prior contract beginning July 1, 2026 and ending June 30, 2032. There is also a termination clause in the contract that allows either party to terminate the contract for any reason at any time with a 30-day written notice to the other party.

The contract states that “MTA Staff will provide executive leadership and administrative support for the RTA to carry out Financial Duties and Administrative Duties as provided herein, which shall include but not be limited to, operations, maintenance and acquisition of properties, finances, facilities and equipment, and the employment of personnel, or contracting for services, and the execution and implementation of RTA powers and duties set forth in Tennessee Code Annotated §§64-8-101 et. Seq and 64-8-201, et. Seq. all of which MTA is authorized to undertake and accomplish.” The contract value has historically been adjusted 2% to 3% every two years to account for wage and inflationary increases absorbed by MTA since MTA does not charge RTA for any separate overhead expenses such as office space, utilities, materials and supplies, etc. The final two years of the existing contract’s value remained unchanged at \$904,200 between July 1, 2024 and June 30, 2026. Following two years of no increases, this contract includes a 3.5% increase for a total new annual contract value of \$936,000. This amount will be included in the proposed FY2027 budget.

The following list, while not exhaustive, gives a good representation of what functions and tasks are being performed for RTA and demonstrates the value RTA receives for the management services provided by MTA staff.

Customer Relations

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

Facilities and Development/Engineering

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

Financial

- Annual Financial Audit Report
- Monthly financial statements compared to budget
- Develop annual operating budgets
- Management of Regional partner reserves
- Accounts payable
- Cash management
- Negotiations for banking line of credit
- Regular banking relationships
- Maintain accounting general ledgers
- Collect and account for fare collection
- Invoicing and collection of ticket sales
- Required annual reporting to various government

- agencies
- Manage and complete audit finding action plans to avoid repeat findings, if applicable

Planning, Grants and Scheduling

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

Operations and Safety

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

Marketing

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

Executive

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

- Monitor and spot check train parts inventory
- Management of the QuickTicket back office
- State Comptroller Audits

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

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

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

- Short-term and long-term planning
- Quarterly Nashville & Eastern Rail Authority Board meetings
- Cheatham County Rail Authority Planning
- Donelson Transit Center project
- Murfreesboro Park and Ride project

RECOMMENDATION:

Staff recommends that the Board approve the new contract effective July 1, 2026 through June 30, 2032. Staff also recommends that the Board approve the Year 1 amount for the contract for MTA to manage and oversee all operations of the RTA at an annual cost of \$936,000, or \$78,000 per month. The contract price shall become effective July 1, 2026 and terminate June 30, 2027.

APPROVED:

Board Secretary

5/28/2026

Date

MANAGEMENT AGREEMENT

This Management Agreement (“Agreement”) is made and entered as of the **July 1, 2026**, by and between the Regional Transportation Authority of Middle Tennessee, (hereinafter referred to as the “RTAMT”), and the Metropolitan Transit Authority (hereinafter referred to as the “MTA”).

WHEREAS, the Regional Transportation Authority of Middle Tennessee (RTAMT) serves cities and counties within the region regarding the provision of efficient and effective alternate modes of transportation; and

WHEREAS, the RTAMT was created by the Tennessee General Assembly to plan for and implement plans for mass transit services; and

WHEREAS, the RTAMT, pursuant to Tennessee Code Annotated § 64-8-205, requests MTA Staff to manage the RTAMT’s financial duties and responsibilities, including, but not limited to, identifying and obtaining revenue sources, managing cash flow issues, obtaining funding from government sources, and preparing and submitting for approval annual budgets (“Financial Duties”) in the current and future fiscal years; provided, however, that MTA assumes no liability for the debts and financial problems of the RTAMT, including but not limited to, any budget shortfalls; and

WHEREAS, the MTA Staff, through the efforts of MTA’s chief executive officer (“CEO”) and employees of the Davidson Transit Organization (“DTO”), has the staff capabilities to assist the RTAMT by the provision of professional staff, administrative and financial management, office space, project, program and support services, and the administration of grants and contracts (“Administrative Duties”); and

WHEREAS, the RTAMT Board, not the MTA Board, shall have complete oversight and responsibility for the Financial Duties and Administrative Duties of the TRAMT as more fully set forth herein in paragraph 1 regarding services provided ; and

WHEREAS, Tennessee Code Annotated § 12-9-108, authorizes public agencies of the State of Tennessee such as the MTA and the RTAMT to contract with one another for the provision of any governmental service, activity or undertaking which each public agency entering into the contract is authorized by law to perform, and Tennessee Code Annotated §64-8-205 authorizes RTAMT to contract with other governmental agencies such as MTA for the provision of management and related services; and

WHEREAS, MTA is willing to provide the services and functions described herein, and RTAMT desires to contract with MTA for the provision of the services and functions described herein.

NOW, THEREFORE, in consideration of the premises, the mutual covenants and promises herein set forth, and other good and valuable consideration, receipt and legal sufficiency of which is hereby acknowledged, the RTAMT and MTA do mutually agree as follows:

Section 1. Services provided by MTA. Through the efforts of the MTA CEO and DTO employees working on RTA matters (collectively the “MTA Staff”), MTA Staff will provide executive leadership and administrative support for the RTA to carry out Financial Duties and Administrative Duties as provided herein, which shall include but not be limited to, operations, maintenance and acquisition of properties, finances, facilities and equipment, and the employment of personnel, or contracting for services, and the execution and implementation of RTAMT powers and duties set forth in Tennessee Code Annotated §§64-8-101 et. Seq and 64-8-201, et. Seq. all of which MTA is authorized to undertake and accomplish.

MTA Staff will implement the regional transit plan as developed and adopted by the Nashville Area Metropolitan Planning Organization and endorsed by the RTAMT Board. Through its planning department and outside consultants, MTA Staff will develop a short-range master plan to deliver services and bring transit awareness to those jurisdictions under RTAMT’s jurisdiction.

The MTA Board shall have no oversight or responsibility for the execution and administration of this Agreement. All oversight and responsibilities for the execution and administration of this Agreement lies with the RTAMT Board.

Section 2. Management of RTA. MTA’s CEO shall continue as the CEO of MTA and will serve as the RTAMT’s CEO and, as the RTAMT’s CEO, will report to the RTAMT Board. The MTA CEO’s duties and responsibilities as RTAMT CEO are the duties and responsibilities specified in this Agreement, the duties and responsibilities contained in the RTAMT Bylaws, and the duties and responsibilities as directed from time to time by the RTAMT Board.

Section 3. Coordination with RTA Board. MTA Staff will follow established RTAMT Board policies and provide management assistance to the RTAMT Board committee structure, which may be comprised of the following committees: Finance, Operations, Marketing and East, North/Northeast and Southeast Corridor Committees, and other committees that may from time to time be established.

Section 4. Employees. DTO is the nonprofit corporation that employs the personnel at MTA, except for the MTA CEO.

It is expressly agreed and understood that the employees assigned to the RTAMT pursuant to this Agreement are deemed to be employees of DTO for all employment, benefit, and liability purposes. It is further expressly agreed and understood that MTA Staff may work on matters not related to the RTAMT. It is the intent and purpose of this Agreement that no vicarious liability shall be imposed upon the RTAMT for any actions of MTA Staff in the performance of this Agreement nor shall the doctrine of respondent superior be applicable to the RTAMT through this Agreement. Nothing in this Agreement shall be construed to create an employer/employee relationship between RTAMT and the MTA Staff.

Section 5. Compensation paid by RTAMT for MTA Services. RTAMT shall pay **\$78,000** per month to MTA for management services. By mutual agreement of the parties, the compensation paid by RTAMT for MTA services rendered may be adjusted beginning July 1 of each year for the life of the contract.

MTA shall not charge RTAMT for MTA overhead expenses, unless overhead expenses are paid by mutual written agreement of the parties. MTA shall be reimbursed for direct RTAMT expenses incurred by MTA on behalf of the RTAMT and the payment of said expenses shall be reported to the RTAMT Board as set forth in Section 6.

Section 6. Financial/Reporting. MTA's Staff shall prepare monthly financial statements for review by the RTAMT Board. In its monthly reporting, MTA Staff shall provide separate line items which report the funds paid to MTA for its compensation as set forth in **Section 5** and any other funds paid to MTA and the reason therefor.

The parties acknowledge that they share funding sources, and they agree to cooperate in good faith consistent with past practices in seeking such funds.

Section 7. Employment of Professionals. RTAMT may employ professionals, such as attorneys and accountants, on behalf of the RTAMT, to be paid by RTAMT, subject to RTAMT Board approval and in accordance with RTAMT policies and procedures.

Section 8. Debts and Liabilities of RTAMT. MTA and MTA Staff shall not be liable or have any responsibility for the payment of any debt incurred by the RTAMT, whether said debt was incurred in the past or will be incurred in the future. RTAMT shall be liable for all expenses and debts incurred in the past or to be incurred by it, or on its behalf, in the future. MTA's sole responsibility regarding financial matters is to administratively manage on behalf of the RTAMT and its Board all funds that come into the hands of the RTAMT as of, or from and after, the Effective Date of the Agreement with the goal of keeping RTAMT on a sound financial basis. MTA shall contribute its professional expertise as a transit system operator to manage RTAMT's current and future RTAMT budgets through economies of scale and/or increased revenues. Should adequate additional or sufficient funds not be available, the terms of the Agreement by mutual agreement, may be altered to conform with the availability of funds.

Nothing in this section prohibits either party from terminating the agreement as provided in **Section 9**. Anything in this Agreement to the contrary notwithstanding, MTA shall not have any liabilities, except as expressly assumed in this Agreement, regardless of whether adequate and sufficient funds are received or whether or not MTA terminates the Agreement.

Section 9. Effective Date and Termination. The Effective Date of this Agreement is **July 1, 2026**. The Agreement shall automatically terminate on **June 30, 2032**, without the necessity of further notice by either party. Either party may terminate the Agreement for any reason at any time **with thirty (30) days written notice** to the other party.

In the event of any termination of the Agreement by either party, RTAMT shall pay MTA the amounts to which it is entitled in accordance with this Agreement prior to and up to the

termination date.

Section 10. Compliance with Laws. MTA shall use its best efforts to comply with Federal Transportation Agency (“FTA”) grant management procedures, best practices and all other applicable federal, state, and local laws and regulations.

Section 11. Limitation of Liability. The parties’ sole remedy for any breach of this Agreement shall be limited to a termination of the Agreement, RTAMT’s receipt of work which the MTA performed prior to the termination date, and payment to MTA of amounts to which it is entitled under this Agreement. In no event shall either party be liable for any exemplary, punitive, compensatory or consequential damages.

Section 12. Ownership of Work Product/Assignment of Product Rights. All work performed by MTA Staff under this Agreement shall be considered work made for hire and shall be the property of the RTAMT. All work products including text, maps, calculations, and exhibits produced by the MTA in the performance of this Agreement shall be owned by the RTAMT, and, on completion or termination of the Agreement, the MTA shall deliver these materials to the RTAMT.

Section 13. Insurance. RTAMT, at its sole cost and expense, shall procure and maintain all insurance required to operate the RTAMT with coverage as mandated by the RTAMT Board and law, including but not limited to general liability insurance and “all risk” property insurance, except that RTAMT shall not be required to maintain employer’s liability and other statutory employer statutory insurance. RTA shall name MTA and DTO as additional named insureds under the RTA Required Insurance policies. MTA shall be furnished a copy of all RTA Required Insurance policies and also be provided as an insured to be furnished notice of any termination, cancellation, or expiration of any RTA Required Insurance.

Section 14. Other Conditions

(A) This Agreement shall not be binding upon either the RTAMT or the MTA until it is approved in writing by the Boards of the respective governmental agencies.

(B) No person on the grounds of handicap, disability, age, race, color, religion, sex, national origin, or any other classification protected by Federal and/or Tennessee State constitutional and/or statutory law shall be excluded from participation in, or be denied benefits of, or be otherwise subjected to discrimination in the performance of this Agreement, or in the employment practices of the MTA Staff.

(C) This Agreement may be modified only by a written amendment which has been executed and approved by the appropriate parties and boards as indicated on the signature page of the Agreement or officials so authorized to do so.

(D) Neither RTAMT nor MTA shall assign this Agreement to any individual, firm, or corporation.

- (E) MTA certifies, to the best of its knowledge and belief that:
- (i) No federal appropriated funds have been paid or will be paid, by or on behalf of MTA, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a member of Congress, in connection with the awarding of any federal contract, the making of any Federal grant, the making of any federal loan, and entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or co-operative agreement.
 - (ii) If any funds other than federal appropriated funds have been paid or will be paid to any person for making lobbying contacts to an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a member of Congress, in connection with a federal contract, grant, loan, or cooperative agreement, MTA shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with instructions.
 - (iii) MTA acknowledges that it understands and agrees that it shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including sub-contracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

(F) This Agreement is subject to the compliance with all applicable federal and state laws and regulations by the MTA and RTAMT, including but not limited to the requirements of the FTA.

(G) This Agreement is entered into in Davidson County, State of Tennessee, and this Agreement shall be governed by laws of the State of Tennessee.

(H) Should any provision of this Agreement be declared to be invalid by any court of competent jurisdiction, such provision shall be severed and shall not affect the validity of the remaining provisions of this Agreement.

(I) All notices required under this Agreement shall be in writing and sent by certified mail or hand delivered to the address and party listed below:

Stephen G. Bland
Metropolitan Transit Authority
430 Myatt Drive
Madison, TN 37115

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

Regional Transit Authority
Randall Hutto, RTA Board Chairman
430 Myatt Drive
Madison, Tennessee 37115

IN WITNESS WHEREOF, the parties have caused this Contract to be executed by the authorized officials of the RTA and the MTA on the date written above.

REGIONALTRANSPORTATION AUTHORITY

By: Randall Hutto
Title: Board Chair

METROPOLITAN TRANSIT AUTHORITY

By: Gail Carr Williams
Title: Board Chair

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-26-013	Meeting Date:	5/28/2026
Item Title:	StriDe Memorandum of Understanding Program Years 2026-2028		

BACKGROUND:

The StriDe program has been a successful partnership since it was formed in fall 2014 between Metropolitan Nashville Public Schools (MNPS) and the Nashville MTA with the support of the Nashville Mayor's Office, Metropolitan Council, and the Mayor's Youth Council. It was created to improve student access to education, jobs, and the community, and trips are not restricted to school-related activities. In 2015, the program added MNPS middle school students in grades five through eight who attend an out-of-zone school not served by a yellow school bus and have been given permission by a parent or guardian to participate in the program. In 2023, the program added MNPS faculty and staff.

The StriDe program accounted for over 8% of MTA's total ridership in FY2025. MNPS students took 690,509 trips on MTA services, and MNPS staff took an additional 16,711 trips. Over 3,000 students ride on a typical school day, with ridership concentrated primarily around school bell times. MTA operates extra buses (or "trippers") on several routes to accommodate passenger loads at school bell times. These trippers must comply with Federal Transit Administration regulations restricting public transit agencies from providing traditional school bus service. Because of the number of students, MTA also deploys extra supervision and security around school transfer times.

MNPS has typically funded the StriDe program at \$750,000 through the MNPS budget with the cost per tap being \$0.70 per ride for students, \$1.25 for faculty and staff, and \$3.70 for any eligible WeGo Access students/faculty/staff. MNPS has expressed that they would like to renew this program for the coming school year for the same contract value of \$750,000 per year for a period of two years (total \$1.5 million).

RECOMMENDATION:

Staff is requesting that the Board approve the renewal of the Memorandum of Understanding between the Nashville MTA and the Metropolitan Board of Public Education for a contract value of \$1.5 million for the purposes of transportation services for registered MNPS high school students in grades nine through 12, and MNPS middle school students in grades five through eight who qualify as well as school faculty and staff. The contract will remain in effect through June 30, 2028 at a reimbursement rate of \$0.70 for students and \$1.25 for faculty/staff per bus trip with a rate of \$3.70 per trip for WeGo Access to Nashville MTA.

APPROVED:

Board Secretary

5/28/2026

Date

**Memorandum of Understanding
Between
The Metropolitan Board of Public Education
And
The Metropolitan Transit Authority**

This Memorandum of Understanding (“MOU”) is made and entered into by and between the Metropolitan Nashville Board of Public Education (“MBPE”) and the Metropolitan Transit Authority (“MTA”), both of which are departments of The Metropolitan Government of Nashville and Davidson County, a governmental, municipal and public corporation created and existing under and by virtue of the Constitution and laws of the State of Tennessee (the “Metropolitan Government”) (collectively, the “Parties”).

WHERE AS, MTA and MBPE desire to cooperate in order to provide bus and commuter rail services to three groups of MBPE: 1) MNPS staff, 2) high school students, and 3) middle school students who obtain parental permission. The Services will be provided under the “StrIDe” project to utilize regularly-scheduled MTA public transportation.

NOW, THEREFORE, the Parties hereby agree as follows:

1. Roles and Responsibilities—The Parties

The Parties understand and agree that they remain separate departments within the Metropolitan Government, governed by separate leadership and operating pursuant to separate departmental policies, rules and regulations. The Parties understand and agree that departmental leadership directives, policies, rules and regulations do and may impact the operation of this MOU and that the Parties must operate within all applicable directives, policies, rules and regulations. Each Party agrees to provide written notice to the other Party of any departmental changes that may reasonably be anticipated to impact this MOU.

a. MTA Responsibilities:

- i. Provide fixed route bus or commuter rail transportation aboard MTA managed service routes only within Davidson County and to provide WeGo Access services to eligible Enrollees.
- ii. Prepare and submit by e-mail a monthly invoice for the service provided to MNPS by the 10th business day of each month, including any Access usage and ridership data.

- iii. Notify MNPS when MTA bans any staff or student/s from riding MTA managed services due to a conduct infraction as outlined in MTA's published Code of Conduct.
- iv. Provide quarterly raw transactional data to MNPS with trips by unique card IDs for MNPS processing and review.
- b. Metropolitan Board of Public Education Responsibilities:
 - i. Administer proper guidelines for the qualification of riders to receive the pass/ID card and become Enrollees, including those staff and high school students who choose to "opt-out" of the StrIDe program or middle school students who "opt-in" to the program.
 - ii. Use the WeGo QuickTicket web interface to active cards that are issued to students and staff as well as electronically block or restrict any cards and disable previous year student cards on September 15th.
 - iii. Provide payments to MTA for services provided to MNPS students under this MOU (up to a maximum of \$750,000 per year) within 30 days of receipt of invoice.

2. Charges

The amount charged for all StrIDe student participants riding within Davidson County either fixed route bus service is \$ 0.70 per trip, or is \$2.00 per trip aboard the Star commuter rail service.

The amount charged for all StrIDe adult participants riding within Davidson County either fixed route bus service is \$ 1.25 per trip, or is \$4.25 per trip aboard the Star commuter rail service.

The StrIDe program is offered to (a) all full-time MNPS staff in the district and (b) students qualified by MNPS ("Enrollees") from the following locations:

MIDDLE SCHOOLS 2026-2028 (PARENTAL APPROVAL REQUIRED)

AMQUI ELEMENTARY SCHOOL (Grades 6-8)
ANTIOCH MIDDLE SCHOOL
APOLLO MIDDLE SCHOOL
BELLEVUE MIDDLE SCHOOL
RICHARD H. DINKINS MIDDLE SCHOOL
CRESWELL MIDDLE SCHOOL of the ARTS
CROFT MIDDLE SCHOOL
DONELSON MIDDLE SCHOOL

DUPONT-HADLEY MIDDLE SCHOOL
DUPONT-TYLER MIDDLE SCHOOL
EAST NASHVILLE MAGNET MIDDLE SCHOOL
GOODLETTSVILLE MIDDLE SCHOOL
HAYNES MIDDLE SCHOOL
MLK JR. MAGNET MIDDLE SCHOOL
H G HILL MIDDLE SCHOOL
J.T. MOORE MIDDLE SCHOOL
JERE BAXTER MIDDLE SCHOOL
JOHN EARLY MIDDLE SCHOOL
JOHN F KENNEDY MIDDLE SCHOOL
ISAAC LITTON MIDDLE SCHOOL
MADISON MIDDLE SCHOOL
MARGARET ALLEN MIDDLE SCHOOL
MLK, JR SCHOOL (Grade 8 only)
MCKISSACK MIDDLE SCHOOL
MCMURRAY MIDDLE SCHOOL
MEIGS MIDDLE MAGNET
MNPS VIRTUAL SCHOOL (Grades 6-8)
NEELY'S BEND ELEMENTARY SCHOOL (Grades 6-8)
OLIVER MIDDLE SCHOOL
ROSE PARK MIDDLE SCHOOL
STRATFORD STEM MAGNET SCHOOL (Grades 6-8)
THURGOOD MARSHALL MIDDLE SCHOOL
TWO RIVERS MIDDLE SCHOOL
WEST END MIDDLE SCHOOL
WRIGHT MIDDLE SCHOOL

HIGH SCHOOLS 2026-2028 (GRADES 9-12)

ACADEMY at HICKORY HOLLOW
ACADEMY at OLD COCKRILL
ACADEMY at OPRY MILLS
ANTIOCH HIGH SCHOOL
CANE RIDGE HIGH SCHOOL
EAST NASHVILLE MAGNET HIGH SCHOOL
GLENCLIFF HIGH SCHOOL
HILLSBORO HIGH SCHOOL
HUME-FOGG MAGNET HIGH SCHOOL
HUNTERS LANE HIGH SCHOOL
INTREPID COLLEGE PREP
JAMES LAWSON HIGH SCHOOL
JOHN OVERTON HIGH SCHOOL
KIPP COLLEGIATE HIGH SCHOOL
LEAD ACADEMY HIGH SCHOOL
LEAD SOUTHEAST
MAPLEWOOD HIGH SCHOOL
MARTIN LUTHER KING, JR HIGH SCHOOL

MCGAVOCK HIGH SCHOOL
MNPS MIDDLE COLLEGE HIGH SCHOOL
MNPS VIRTUAL HIGH SCHOOL
NASHVILLE BIG PICTURE HIGH SCHOOL
NASHVILLE SCHOOL of the ARTS HIGH SCHOOL
PEARL-COHN ENTERTAINMENT MAGNET HIGH SCHOOL
REPUBLIC HIGH SCHOOL
STEM PREPERATORY ACADEMY HIGH SCHOOL STRATFORD STEM MAGNET HIGH SCHOOL
VALOR FLAGSHIP ACADEMY
WHITES CREEK HIGH SCHOOL

SPECIALITY SCHOOLS 2026-2028 (GRADES 5-12, grades 5-8 require parent approval)

BASS ALC
BASS TRANSITION
BASS ADULT
CORA HOWE (SPEC ED)
GENESIS ACADEMY
HARRIS HILLMAN (SPEC ED)
JOHNSON ALC
MURRELL (SPEC ED)
HIGH ROAD ACADEMY

The rate charged per trip for riding AccessRide is currently \$3.70. AccessRide service is provided to Enrollees that have been determined eligible through MTA's eligibility and certification process. These rates may be adjusted by MTA in the event of a fare increase. Changes in pricing will be given by MTA in writing and will be effective on the date as documented by the written notice.

3. Amendments

This MOU may be amended at any time by mutual agreement of the parties.

4. Term

The term of this MOU will begin 7/1/2026 and end 6/30/2028.

5. Termination

Either party of this MOU may terminate this agreement at any time upon thirty (30) days written notice to the other party.

**THE METROPOLITAN GOVERNMENT OF NASHVILLE
AND DAVIDSON COUNTY BY AND THROUGH THE
METROPOLITAN BOARD OF PUBLIC EDUCATION:**

APPROVED:

MBPE Board Chair

RECOMMENDED:

Director of Procurement

Department Head

Executive Staff Member

APPROVED AS TO AVAILABILITY OF FUNDS:

Account #: _____

Chief Financial Officer

Metropolitan Director of Finance

APPROVED AS TO FORM AND LEGALITY:

Metropolitan Attorney

Metropolitan Transit Authority:

Signature

Name

CEO

Title

Date

**FILED IN THE OFFICE OF THE
METROPOLITAN CLERK:**

Metropolitan Clerk

Date Filed

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-26-014	Meeting Date:	5/28/2026
Item Title:	Cisco Systems, Presidio Networked Solutions for Data Network Communications		

BACKGROUND:

WeGo currently contracts with Presidio Networked Solutions, LLC for data communications products and services aligning with the overall direction of Metro Information Technology Services (ITS) cybersecurity plan and data communications. Projects requiring back-office data communications network engineering include:

- Nestor Facility Parking Lot – Access Control, Cameras, and Computer equipment.
- Nestor Parts Storage – Access Control, Cameras, Computers, Printers and Hardware
- Dr. Earnest Rip Patton Transit Center – Access Control, Cameras, Digital Signs, and Computer Equipment
- Revenue Vehicle Routers and Data Communications for Cameras, Vehicle Communications and Fare Collection.
- State of Good Repair – Back Office Network Replacements and Improvements

Presidio Network Solutions, LLC currently has a contract with the State of Tennessee which may be utilized by WeGo\Nashville MTA for engineering, software, hardware and related services.

Work performed under this contract is task-based, with each task supporting line items within the Board Approved Capital Plan and Operating Budget.

RECOMMENDATION:

Staff requests Board authorization to the Chief Executive Officer to add \$125,000 to the existing Presidio Network Solutions, LLC contract / Purchase Order, increasing the total contract value to \$375,000 for data communications equipment and services.

APPROVED:

5/28/2026

Board Secretary

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Information Item Committee Discussion Item Committee Action Item Board Discussion

Item Number:	OF-D-26-003	Meeting Date:	5/28/2026
Item Title:	Quarterly Route Performance Report		

BACKGROUND:

The Quarterly Route Performance Report for January, February, and March 2026 is provided on the following pages. Ridership on MTA services was up 15.8% compared to last year's third quarter ridership, and was about 1.6% lower than the preceding quarter, largely due to significant winter weather impacts to service and ridership in January and early February 2026. January's ridership was 6.5% higher than January 2025; February and March were approximately 20% higher than the same months last year.

We continued to see ridership growth from the Journey Pass program. Around 31% of ridership this quarter was passengers using the Journey Pass, compared to 25% in December 2025. This contributed to significant increases in ridership and productivity on Routes 8 8th Avenue South, 9 Metrocenter, 22 Bordeaux, and 42 Cumberland St. Cecilia. We also saw ridership growth in response to service improvements – for example, while we saw a 27% increase in ridership on Route 6 Lebanon Pike overall, ridership during the midday (where the frequency of the service was increased in January 2026) grew about 50% year over year.

During the corresponding reporting period last year, we were experiencing significant problems with the validity of the on-time performance data. A fix was put in place around the end of March 2025, so while we believe the on-time performance numbers for this year are accurate, the comparisons to last year are not valid. Route 76 Madison continued to experience declining on-time performance, in part due to increased ridership and a detour on Forest Park Road for construction.

Use of the WeGo Link program continued to grow, with much of the growth in ridership happening in South Nashville.

CURRENT STATUS:

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

APPROVED:



Director of Service Development

5/28/2026

Date

QUARTERLY ROUTE PERFORMANCE INDICATOR REPORT - JANUARY THROUGH MARCH 2026

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	153,512	12.6%	13,100	22.7%	11.7	-8.2%	9.7	-9.4%	82.55%	3.86%
4 - Shelby	65,597	14.1%	4,118	1.1%	15.9	12.9%	8.6	13.1%	87.22%	4.50%
7 - Hillsboro	110,399	4.0%	7,556	11.1%	14.6	-6.3%	9.7	-8.1%	89.69%	7.54%
22 - Bordeaux	104,144	23.8%	5,540	0.7%	18.8	23.0%	7.0	21.9%	93.35%	5.81%
23 - Dickerson	181,238	10.2%	9,778	9.9%	18.5	0.3%	12.7	-1.6%	86.07%	5.49%
50 - Charlotte Pike	177,218	20.1%	8,967	9.3%	19.8	9.9%	14.6	8.1%	84.76%	1.29%
52 - Nolensville Pike	212,631	8.9%	15,215	19.0%	14.0	-8.5%	13.3	-10.2%	83.11%	7.61%
55 - Murfreesboro Pike	385,448	17.1%	17,985	15.7%	21.4	1.2%	22.8	7.6%	82.03%	3.89%
56 - Gallatin Pike	324,462	12.8%	14,982	11.1%	21.7	1.5%	19.6	0.6%	84.02%	3.27%
Total	1,714,649	13.7%	97,241	13.1%	17.6	0.5%	13.6	1.5%	84.96%	4.59%
Local Service										
6 - Lebanon Pike	65,294	26.5%	5,654	22.4%	11.5	3.4%	11.6	3.0%	82.37%	4.43%
8 - 8th Avenue South	83,000	30.2%	3,704	0.0%	22.4	30.2%	13.8	29.6%	79.95%	0.09%
9 - Metrocenter	24,695	31.8%	2,082	1.7%	11.9	29.6%	5.9	29.8%	92.98%	3.59%
14 - Whites Creek	41,239	10.3%	4,895	0.6%	8.4	9.7%	7.0	9.2%	87.28%	3.35%
17 - 12th Avenue South	43,007	13.6%	3,527	-0.2%	12.2	13.9%	7.2	13.4%	84.67%	5.34%
18 - Airport/Elm Hill	35,108	-9.7%	2,896	2.2%	12.1	-11.6%	8.4	-11.2%	82.93%	4.54%
19 - Herman	65,572	23.9%	4,235	0.9%	15.5	22.8%	10.3	22.9%	85.81%	0.60%
28 - Meridian	9,816	1.6%	1,924	0.2%	5.1	1.4%	2.5	1.8%	92.62%	6.84%
29 - Jefferson	43,563	18.6%	3,294	0.8%	13.2	17.7%	6.1	18.1%	88.80%	10.14%
34 - Opry Mills - Music Valley	27,175	29.2%	2,018	33.9%	13.5	-3.5%	7.3	6.1%	86.45%	8.18%
41 - Golden Valley	12,148	33.3%	1,404	77.1%	8.7	-24.7%	4.1	-25.1%	84.15%	0.47%
42 - St.Cecilia - Cumberland	31,379	27.2%	2,379	0.6%	13.2	26.5%	6.5	26.4%	94.81%	2.96%
Total	481,996	19.8%	38,012	6.6%	12.7	12.4%	7.9	13.2%	86.18%	3.74%
Connector Service										
70 - Bellevue	3,640	-5.5%	744	2.4%	4.9	-7.7%	2.5	-7.2%	83.40%	10.56%
71 - Trinity	19,010	30.1%	2,515	0.2%	7.6	29.9%	3.5	29.8%	83.17%	4.11%
75 - Midtown	32,936	39.8%	5,366	0.2%	6.1	39.5%	4.7	39.7%	86.93%	0.27%
76 - Madison	25,328	10.6%	1,612	0.1%	15.7	10.5%	9.7	9.1%	78.11%	-4.83%
77 - Thompson – Wedgewood	41,809	22.4%	6,764	-0.1%	6.2	22.6%	8.6	22.5%	83.09%	-1.79%
79 - Skyline	15,604	23.4%	1,928	11.1%	8.1	11.0%	3.6	11.9%	79.26%	-0.37%
WeGo Link	10,906	171.6%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	149,233	29.0%	18,929	1.2%	7.9	27.4%	5.8	26.5%	83.30%	-0.35%

QUARTERLY ROUTE PERFORMANCE INDICATOR REPORT - JANUARY THROUGH MARCH 2026

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	2,152	37.3%	157	7.8%	13.7	27.4%	4.5	35.0%	82.45%	5.54%
84 - Murfreesboro Express	8,258	31.2%	2,097	1.5%	3.9	29.2%	5.9	30.0%	70.86%	-3.01%
86 - Smyrna - LaVergne	2,903	65.4%	517	1.7%	5.6	62.7%	6.9	61.9%	63.85%	2.68%
87 - Gallatin - Hendersonville	5,562	-1.0%	562	1.7%	9.9	-2.7%	11.6	-2.7%	74.58%	-4.52%
88 - Dickson	1,474	-10.7%	281	1.7%	5.2	-12.2%	6.1	-12.2%	90.25%	-4.01%
89 - Springfield - Joelton	1,316	-15.0%	333	1.7%	4.0	-16.4%	5.5	-16.4%	94.92%	1.06%
93 - Star West End Shuttle	8,739	0.0%	226	-2.1%	38.6	2.1%	18.1	-26.5%	80.79%	2.95%
94 - Clarksville	6,186	6.3%	654	1.7%	9.5	4.5%	10.3	4.5%	89.15%	-0.68%
95 - Spring Hill - Franklin	6,489	25.0%	687	3.0%	9.4	21.3%	13.5	22.9%	99.79%	2.86%
Total	43,079	12.8%	5,513	1.8%	7.8	10.8%	8.9	8.3%	75.60%	-0.40%
Regional Rail Service										
90 - WeGo Star Commuter Rail	34,577	1.7%	685	1.7%	50.5	0.0%	48.0	0.0%	96.81%	-1.85%
Total	34,577	1.7%	685	1.7%	50.5	0.0%	48.0	0.0%	96.81%	-1.85%
System Total	2,423,534	15.5%	160,380	9.5%	15.1	5.5%	11.1	6.2%	84.93%	3.55%

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)	2,345,878	15.8%	154,182	9.9%	15.2	5.4%	11.1	6.4%	85.03%	3.61%
Regional (RTA)	77,656	7.6%	6,198	1.8%	12.5	5.7%	14.0	3.6%	76.82%	-0.58%
System Total	2,423,534	15.5%	160,380	9.5%	15.1	5.5%	11.1	6.2%	84.93%	3.55%

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-26-015	Meeting Date:	5/28/2026
Item Title:	On-Call Capital Program Support Services Contract Amendment		

BACKGROUND:

In September 2022, the Metropolitan Transit Authority (MTA) awarded Indefinite Delivery, Indefinite Quantity (IDIQ), also referred to as “on-call,” contracts to five consulting teams to provide Capital Program Support Services. The selected teams are led by CDM Smith, HDR, Wendel, Kingdom Development Group, and Fairpointe Planning, each supported by subconsultants to augment their service offerings. The total authorized contract value across all teams is \$15 million.

While the scope of services is consistent across all teams, each consultant operates under a separate contract with an individual not-to-exceed (NTE) compensation amount. The contracts were established for an initial three-year term, with two optional one-year extensions. The contracts are currently in the first option year.

Work under these contracts is assigned through Task Orders, each with a defined scope, schedule, and NTE fee. The Authority retains the flexibility to solicit proposals from one or more of the on-call teams to fulfill specific Task Orders.

The CDM Smith team has successfully delivered a significant portion of assigned work and is approaching its \$5 million NTE limit. To date, CDM Smith has invoiced approximately \$4.1 million, averaging roughly \$1.25 million annually.

CDM Smith’s work has included planning and design for facility improvements across all WeGo locations, including fuel island upgrades, sinkhole remediation, riverbank stabilization, elevator modernization, parking lot rehabilitation, electrical upgrades, parts and receiving room renovations, and development of the federally mandated Transit Asset Management (TAM) Plan. Additional efforts include fleet management support, implementation of Oracle Unifier Asset Management, updates to WeGo’s transit design guidelines, and design and construction management for nearly 100 transit stop improvement projects.

The HDR team has also delivered key services, including transit planning support and construction engineering and inspection (CEI) services for the Murfreesboro and Thompson major transit stop improvements. To date, HDR has invoiced approximately \$1.25 million of its \$5 million NTE, averaging approximately \$425,000 annually.

Across all contracts, approximately \$8.2 million in total NTE capacity remains. To ensure continued support for MTA’s capital program through the remaining contract term, including the final option year, staff proposes a one-time reallocation of a portion of unused NTE capacity from HDR to CDM Smith.

RECOMMENDATION:

Based on MTA’s anticipated capital project delivery needs, it is recommended that the Board authorize the CEO to amend Contract No. 2022073 to allow for a one-time reallocation of \$3 million of unused NTE capacity from HDR to CDM Smith for the remainder of the contract term.

APPROVED:

5/28/2026

Board Secretary

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-26-016	Meeting Date:	5/28/2026
Item Title:	Amendment of CEO's Employment Agreement		

BACKGROUND:

The MTA Board of Directors and CEO Stephen G. Bland first entered into a five-year employment agreement commencing on August 25, 2014, and ending August 25, 2019 (“**Agreement**”). On June 22, 2017, the Board authorized the Chair to sign Amendment #1 to the Agreement to award a \$15,000.00 bonus and annual increases to Mr. Bland's base salary of two and one-half percent (2.5%) each year, beginning July 1, 2018, and extend the term of Mr. Bland's Agreement to June 30, 2022. On October 22, 2020, the Board authorized the Chair to sign Amendment #2, which extended Mr. Bland's Agreement to December 31, 2025. On August 24, 2023, the Board authorized the Chair to sign Amendment #3, which included an extension of the term of the Agreement to December 31, 2028, awarded a \$10,000.00 bonus, and provided for annual raises to Mr. Bland's base salary of three percent. The Agreement may be extended or amended at any time by mutual agreement.

Proposed Amendment of Agreement. The Chair proposes that the Agreement be extended, so that the term of the Agreement is extended through December 31, 2031. The Chair also proposes that effective July 1, 2026, Mr. Bland's base salary will increase 3.5%. The Chair proposes that beginning July 1, 2027, Mr. Bland will receive an annual increase to his base salary of 3.5%. Additionally, due to Mr. Bland's performance during the past three years, including the success of Choose How You Move and his outstanding evaluations, the Chair proposes that Mr. Bland receive a one-time bonus of \$12,500.00 and that Mr. Bland may be entitled to additional bonuses during the term of the Agreement for outstanding performance subject to Board approval. Mr. Bland is agreeable to these proposed amendments to the Agreement.

RECOMMENDATION:

The Chair requests approval and authorization from the Board to sign Amendment #4 which provides for the terms outlined in the above Proposed Amendment of Agreement.

APPROVED:

5/28/2026

Board Secretary

Date