

Board Approved Service Changes
Effective September 29, 2019

Initial Route/Proposed Change	Board Approved Change
Eliminate Route 1 – 100 Oaks in its entirety	Eliminate Route 1 – 100 Oaks in its entirety
Eliminate Route 2 – Belmont in its entirety	Eliminate Route 2 – Belmont in its entirety.
Reroute Route 4 – Shelby	Reroute Route 4 – Shelby Change original proposed rerouting at the terminal loop to improve connectivity to Gallatin Road service
Realign Route 7 – Hillsboro in Green Hills around The Mall at Green Hills	Realign Route 7 – Hillsboro in Green Hills around The Mall at Green Hills
Realign Route 8 – 8 th Avenue South and Route 17 – 12 th Avenue South	Realign Route 8 – 8 th Avenue South and Route 17 – 12 th Avenue South Extend span to match full service span (and current service span to 100 Oaks) in order to provide comparable service to existing
Eliminate service on Marriott loop segment on Route 18 – Airport/Downtown	Eliminate service on Marriott loop segment on Route 18 – Airport/Downtown
Eliminate Route 20 – Scott in its entirety	Eliminate Route 20 – Scott in its entirety
Reroute 21 to serve portions of discontinued Route 1 – 100 Oaks Eliminate Sunday service on Route 21 – University Connector	Reroute 21 to serve portions of discontinued Route 1 – 100 Oaks Eliminate Sunday service on Route 21 – University Connector
Reroute Route 25 – Midtown to eliminate downtown segment, creating a pure crosstown route Eliminate Sunday service on Route 25	Reroute Route 25 – Midtown to eliminate downtown segment, creating a pure crosstown route Sunday service will be retained
Eliminate Route 27 – Old Hickory in its entirety	Eliminate Route 27 – Old Hickory in its entirety
Consolidate routes 28 – Meridian and 30 – McFerrin	Consolidate routes 28 – Meridian and 30 – McFerrin
Convert Route 33X – Hickory Hollow/Lenox Express from Express to Neighborhood Feeder	Convert Route 33X – Hickory Hollow/Lenox Express from Express to Neighborhood Feeder
Eliminate midday trip on Route 33X	Eliminate midday trip on Route 33X

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Eliminate Route 36X – Madison Express in its entirety	Eliminate Route 36X – Madison Express in its entirety
Eliminate Route 37X – Tusculum/McMurray Express in its entirety	Eliminate Route 37X – Tusculum/McMurray Express in its entirety
Eliminate midday trip on route 38X – Antioch Express	Eliminate midday trip on route 38X – Antioch Express
Eliminate Route 44 – WeGo Shuttle– in its entirety	Eliminate Route 44 – WeGo Shuttle– in its entirety
Consolidate BRT lite and Local services on the 10/50 – Charlotte Pike, 15/55 – Murfreesboro Pike, and 26/56 – Gallatin Pike corridors	Consolidate BRT lite and Local services on the 10/50 – Charlotte Pike, 15/55 – Murfreesboro Pike, and 26/56 – Gallatin Pike corridors
Eliminate downtown segment of Route 60 – Music City Blue Circuit (south of Central)	Eliminate downtown segment of Route 60 – Music City Blue Circuit (south of Central)
Retain North Nashville/Jefferson Street/TSU segment of the prior Route 29 – Jefferson with normal system fares	Retain North Nashville/Jefferson Street/TSU segment of the prior Route 29 – Jefferson with normal system fares The Route 60S trips that served the train station were not part of the recommended elimination (this includes only the connection between Riverfront Station, Central, and the state offices). This route will be renamed and will stay in service under the Regional Transportation Authority of Middle Tennessee (RTA), in similar fashion to Route 93.
Eliminate Route 61 – Music City Green Circuit in its entirety	Eliminate Route 61 – Music City Green Circuit in its entirety
Route 72 – Grassmere/Edmondson Connector – Reduce peak frequency and eliminate Sunday service	Route 72 – Grassmere/Edmondson Connector – Reduce peak frequency and eliminate Sunday service
Combine Neely’s Bend and Anderson Lane loops on Route 76 – Madison Connector	Combine Neely’s Bend and Anderson Lane loops on Route 76 – Madison Connector Change routing near Charter Village Apartments.
Eliminate midday service on 77 – Thompson Connector	Maintain midday service.

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WeGo Access – Sustain current service characteristics in terms of coverage, service hours, and other policies. Implement fare increase in conjunction with other fare actions.	WeGo Access – Sustain current service characteristics in terms of coverage, service hours, and other policies. Implement fare increase in conjunction with other fare actions.
WeGo Access on Demand – Make this service permanent (currently running as a pilot)	WeGo Access on Demand – Make this service permanent
Allow shared rides (trip grouping) in cases where customers are travelling similar directions at similar times	Allow shared rides (trip grouping) in cases where customers are travelling similar directions at similar times
Reduce trip mileage before surcharge takes effect from 16 miles to 14 miles	Reduce trip mileage before surcharge takes effect from 16 miles to 14 miles
Implement fare increase in conjunction with other fare actions	Implement fare increase in conjunction with other fare actions

Board Approved Fare Changes
Effective August 2, 2019

Fare Product	Current	\$2.00 Base
1-Ride Adult	\$1.70	\$2.00
All-Day Pass	\$3.25	\$4.00
7-Day Pass	\$16.00	\$20.00
20-Ride	\$32.00	\$40.00
31-Day Pass	\$55.00	\$65.00
1-Ride Youth	\$1.00	\$1.00
All-Day Youth Pass	\$2.25	\$2.00
7-Day Youth Pass	\$10.00	\$10.00
31-Day Youth Pass	\$38.00	\$33.00
1-Ride Discount (Disabilities/Seniors)	\$0.85	\$1.00
All-Day Discount Pass	\$2.00	\$2.00
20-Ride Discounted	\$17.00	\$20.00
31-Day Discounted Pass	\$29.00	\$33.00
1-Ride Access	\$3.40	\$3.70
1-Ride Access on Demand*	\$6.00	\$7.00

* For Access on Demand, the maximum trip distance covered by the base fare will be reduced from 16 miles to 14 miles. Longer trips will require a \$1 per mile surcharge.