



MINUTES
EXECUTIVE COMMITTEE MEETING
REGIONAL TRANSPORTATION AUTHORITY

August 20, 2025

- I. **Call to Order:** The regular meeting of the Board of Directors of the Regional Transportation Authority (RTA) of Middle Tennessee was convened on Wednesday, October 15, 2025, at the Greater Nashville Regional Council, located at 44 Vantage Way, Suite 450, Nashville, TN 37228. The Executive Committee meeting was officially called to order by Board Chair, Mayor Randall Hutto, at 9:30 a.m.

Executive Committee Members in Attendance:

Mayor Randall Hutto – Wilson County, Chair
Mayor Paige Brown – City of Gallatin, Vice Chair
Mayor Ken Moore – City of Franklin
Ed Cole – Davidson County (Gov. Appt.)
Mayor Billy Vogle – Robertson County
Kelly Dannenfelser – Williamson County (Gov. Appt.)
Ken Davis – Wilson County (Gov. Appt.)

Others Present:

Howard Bradley – Robertson County (Gov. Appt.)
Jason Gage – City of Brentwood
Mayor Jamie Clary – Hendersonville
Russ Brashear – City of Murfreesboro (Alt.)
Gerald Herman – City of White House (Alt.)

- III. **Approval of Minutes:** Mayor Ken Moore made a motion to approve the minutes of the August 20, 2025, Executive Committee meeting. Ed Cole seconded the motion, and the Executive Committee unanimously approved the minutes.
- IV. **Public Comments:** NO members of the public requested time to speak.
- V. **Transit Citizens Leadership Academy Class Presentation: Jessica Dauphin, CEO, Transit Alliance of Middle TN:** The TCLA Class 27 presented a board briefing titled “Moving Forward Together: Building a Connected and Sustainable Transit Network.” The executive summary highlighted that Middle Tennessee stands at a critical juncture in shaping its transportation future. Rapid population growth, escalating construction costs, and fragmented transit systems present both pressing challenges and unique opportunities. Public support, evidenced by Nashville’s voter-approved Choose How You Move referendum, demonstrates a local commitment to investing in transit and related transportation improvements. However, rising costs and decentralized planning threaten to slow progress, underscoring the need for innovative funding, technology, and data-driven solutions, and robust rider and policymaker education. Middle Tennessee has a historic opportunity to create a connected, efficient, and sustainable transit network. By aligning innovative funding strategies, technology-driven service management, and education initiatives, the region can support economic vitality, strengthen communities, and serve as a model for forward-thinking transportation planning.

Mayor Ken Moore thanked the class for their presentation. Ed Cole requested a future update on the three focus areas: Funding, Technology & Innovation, and Education & Outreach. CEO Bland responded

that future updates could be provided. Additionally, he asked Director of Planning, Felix Castrodad, to also include this presentation in the WeGo Forward Strategic Service Plan.

VI. Finance Committee Report: Mayor Ken Moore introduced the following items for discussion and action:

- a. **Monthly Financial Report Compared to Budget (R-D-25-027):** Mayor Ken Moore presented the Statement of Operations for August 2025 compared to the approved fiscal year (FY) 2026 budget. Ms. Vandegrift was present and available to answer questions; however, the committee had none, and no further discussion followed.
- b. **Resolution of FY2026 Annual Grant Applications (R-A-25-018):** Mayor Ken Moore presented the Resolution of FY2026 Annual Grant Applications action item:

The Regional Transportation Authority of Middle Tennessee (RTA) is authorized to receive federal, state, and local funding for transportation projects. It must annually certify compliance with all Federal Certifications and Assurances to remain eligible.

For FY2025, recurring funding sources include:

- FTA Section 5307 Urbanized Area Formula Funds – Eligible for use with a 10% state and 10% local match.
- FTA Section 5337 State of Good Repair Funds – Allocated \$5,285,253 (80% federal, 10% state, 10% local) for maintaining and rehabilitating fixed guideway systems.
- State Operating Assistance – \$779,100 in general operating support and an additional \$400,000 for commuter bus service.
- IMPROVE Act Assistance – Up to \$5 million available per capital project, requiring a 20% match.

The resolution comprises the annual submittal of Certifications and Assurances for FTA funds and authorization to submit applications for grants with the FTA, the TDOT, and other grant funding entities.

Staff requested that the Board:

- Adopt the attached resolution;
- Authorize the applications for 5307 & 5337 funding and State/Local match;
- Authorize the submittal of the applications for State Operating Assistance funding; and,
- Authorize the submittal of applications and execution of contracts for any other federal, state, or local grant funding that may become available during the fiscal year 2026 for the benefit of RTA.

Mayor Ken Moore made a motion to approve the Resolution of FY2026 Annual Grant Applications, Ed Cole seconded the motion, and the Executive Committee unanimously approved the minutes

- c. **Request to Extend the Period of Exclusive Negotiations for Joint Development at Donelson Station (R-A-25-019):** Debbie Frank, Deputy CEO of Growth & Development, presented the following item for action:

On June 13, 2022, RTA received an unsolicited proposal from H.G. Hill and Southeast Venture (HGH/SV) to lease property adjacent to Donelson Station for a mixed-use development that would include housing, commercial, and retail space, along with improved station facilities and sustained parking for rail patrons. The proposal also includes plans for a transit center providing bus connections to the airport and other routes, with the project designed to generate long-term revenue for RTA.

Following RTA's Unsolicited Proposals Policy, the Board authorized a 24-month exclusive negotiation period in October 2022, later extended by 12 months in September 2024. Significant progress has been made, including market and parking studies, design work, property negotiations, and securing over \$29 million in local, state, and federal funding for public infrastructure improvements such as station upgrades, a new transit center, quiet zone implementation, and intersection improvements. RTA is now nearing 60% design completion for supporting transit infrastructure.

While substantial progress has been achieved, additional time is needed to finalize the design, financial arrangements, and ground lease. If acceptable terms cannot be reached, RTA will still move forward independently with the transit center, station improvements, and related infrastructure investments.

Staff requested that the Board provide the Chief Executive Officer with the authority to extend the period of exclusive negotiation to December 31, 2026, with H.G. Hill and Southeast Venture for the joint development of Donelson Station and the surrounding property pursuant to applicable FTA guidelines. RTA Board approval will be required prior to the execution of any final proposed development terms negotiated through this authorization.

Mayor Ken Moore made a motion to approve the Request to Extend the Period of Exclusive Negotiations for Joint Development at Donelson Station, Howard Bradley seconded the motion, and the Executive Committee unanimously approved the minutes

- d. **RTA FY2025 and FY2026 Annual Operating Budget Amendments (R-A-25-020)**: Amanda Vandegrift, Deputy CEO of Finance & Administration, presented the following item for action:

RTA member jurisdictions make two types of payments:

- Annual Dues – assessed at \$0.10 per resident based on the latest census.
- Service Contributions – paid by jurisdictions receiving bus or rail service, calculated by service level, cost, offsetting revenues (such as grants), and the number of participating local partners.

In 2017, the Board established a corridor reserve policy to prepare for the potential loss of federal CMAQ funding, allowing each corridor to build reserves for an orderly service wind-down if needed. These reserves are tracked separately by jurisdiction and reported annually. In 2022, the reserve approach was expanded to include the WeGo Star.

During FY2025, a member jurisdiction with a substantial reserve balance did not pay its annual dues for the first time. Following legal review, General Counsel confirmed that state law permits the use of reserves to cover unpaid dues if authorized by Board policy. Consequently, the RTA Board revised the reserve policy in August 2025 to allow member reserves to be used toward outstanding annual assessments, subject to Board approval through the annual budget process. To apply reserves to FY2025 and FY2026 dues, the Board will need to amend the approved operating budget resolutions.

Staff requested that the Finance Committee recommend that the Board approve revised operating budgets for FY2025 and FY2026 to allow staff to use Sumner County's existing regional bus service reserve funds to pay a total of \$12,248 (\$6,124 in FY2025 and \$6,124 in FY2026) in statutorily required member dues.

Mayor Ken Moore moved to approve the RTA FY2025 and FY2026 Annual Operating Budget Amendments, Ed Cole seconded the motion, and the Executive Committee unanimously approved it.

VII. Operations Committee Report: Mayor Randall Hutto introduced the following for discussion and action:

a. Monthly Operating Statistics (R-D-25-028): Chief Operating Officer Andy Burke presented the RTA Monthly Dashboard Report for August 2025 to the Executive Committee. Mr. Burke was present and available to answer questions; however, the committee had none, and no further discussion followed.

b. On Call Maintenance Contract (R-A-25-021): Deputy COO of Assets & Infrastructure, Patrick Hester, presented the following for action:

To streamline the process of completing routine capital maintenance projects, WeGo Public Transit implemented an on-call contracting approach to replace the time-consuming practice of procuring separate contractors for each project. This structure allows pre-qualified contractors to perform task orders under established pricing, expediting work on facilities such as rail stations, park-and-ride lots, and buildings while ensuring compliance with all procurement requirements.

On July 21, 2025, WeGo issued a competitive Request for Proposals (RFP) for Indefinite Delivery/Indefinite Quantity (IDIQ) task order-based contracts covering civil infrastructure, facility maintenance, and systems work. Typical projects include paving, drainage, roofing, electrical, communications, and security system repairs.

By the August 29 deadline, three responsive proposals were received—from BCMason Group, M&P Services Inc., and Norwood Properties—all offering competitive rates and committing to a 12% DBE participation goal. Following evaluation of qualifications, experience, understanding of scope, and cost, the Evaluation Committee recommended awarding contracts to all three firms to provide WeGo with flexible, efficient contracting capacity for maintenance and repair needs.

Staff recommended that the Board authorize the Chief Executive Officer to enter contracts with BC Mason Group, Norwood Properties, and M&P Services for On-Call Maintenance, Repair & Systems services, with a total not-to-exceed authorization of \$3,000,000 over a three-year base term and two (2) one-year renewal options. Each contractor will receive a \$1,000,000 contract award. These contracts are intended to support State of Good Repair initiatives and will be limited to maintenance projects with task order budgets of \$500,000 or less. Larger projects would be competitively bid under existing RTA procurement procedures.

Mayor Billy Vogle moved to approve the On Call Maintenance Contract, Mayor Ken Moore seconded the motion, and the Executive Committee unanimously approved it.

c. WeGo Star Annual Track Maintenance Program (R-A-25-022): Deputy COO of Assets & Infrastructure, Patrick Hester, presented the following for action:

To maintain the safety, reliability, and regulatory compliance of the WeGo Star commuter rail service, the Regional Transportation Authority (RTA), in coordination with the Nashville and Eastern Railroad Authority (NERA) and RJ Corman Railroad Company (RJC), conducts regular maintenance under a tri-party agreement.

Based on 2025 corridor assessments, ultrasonic testing conducted in May 2024, and follow-up inspections, RTA identified the need for rail replacement and crossing rehabilitation between Milepost 12.75–14.0, with work advancing in FY2026. The program includes:

- 13,020 linear feet of rail replacement (MP 12.75–14.0)
- At-grade crossing rehabilitation at Tulip Grove (MP 12.75, 32 track feet) and US 231 (MP 32.3, 144 track feet)

- Mobilization and contingency allowance

Inspections found rail sections dating back to the 1920s, exhibiting wear and geometric deterioration. Addressing these conditions will prevent service disruptions and enhance safety.

The total estimated cost is \$1,528,759.90, with RTA funding 90% (\$1,375,883.91) and RJ Corman contributing 10% (\$152,875.99) in accordance with the tri-party agreement.

RTA staff requested that the Operations Committee recommend that the Board of Directors authorize the Chief Executive Officer to release capital funding to support this year's track maintenance and rehabilitation needs, as defined within the Tri-party agreement between RTA, NERA, and NERC. The proposed capital project is to be managed with a total amount not to exceed \$1,528,759.90. RTA will fund its portion of \$1,375,883.91 (90%) from Federal, State, and local sources. RJ Corman will fund the remaining \$152,875.99 (10%) as agreed upon in the Tri-Party Agreement. This action will ensure the WeGo Star continues to operate in a state of good repair, providing safe, reliable, and effective commuter rail service to our customers.

Mayor Ken Moore moved to approve the WeGo Star Annual Track Maintenance Program, Howard Bradley seconded the motion, and the Executive Committee unanimously approved it.

- d. **Title VI Program Adoption (R-A-25-023)**: Felix Castrodad, Director of Planning, presented the following for action:

In compliance with Title VI of the Civil Rights Act of 1964, the Federal Transit Administration (FTA) requires all recipients of federal funds to maintain and submit a Title VI Program every three years. The RTA Board last approved its program in November 2022, with submission to FTA in December 2022. The next update must be submitted by the end of 2025, following Board approval.

The RTA Title VI Program includes systemwide service standards and policies, a Major Service Change Policy, Disparate Impact and Disproportionate Burden Policies, oversight procedures for sub-recipients, a Language Assistance Plan (LAP), and a Public Participation Plan (PPP). The PPP outlines strategies for engaging minority and Limited English Proficiency (LEP) populations, defines "major service changes," and explains how public input is incorporated into planning decisions.

The 2025 Program Update reflects current demographic and service changes since 2022, incorporating 2020 Census data and findings from the 2022 onboard passenger survey. The Draft Program was released for a 21-day public review and comment period (July 31–August 18, 2025), with opportunities for input provided via phone, email, public hearings at WeGo Central, and a virtual Webex session. Public notice was issued through multiple channels, including social media, local newspapers (one in Spanish), and the RTA website.

The final Title VI Program 2025 document is available on the WeGo website.

Staff recommended that the RTA Board approve the 2025 update to the RTA Title VI Program to be submitted to the FTA.

Ed Cole moved to approve the Title VI Program Adoption action item. Ken Davis seconded the motion, and the Executive Committee unanimously approved it.

VII. CEO's Report: CEO Bland presented the following report:

1. WeGo continues to advance the City of Murfreesboro Park-and-Ride Lot project. We are currently working with the City on various permitting and regulatory activities, including zoning and site plan approvals. The project is now at 95% design, and once the necessary approvals are obtained, we

will finalize the design and proceed to bid for construction. Construction is expected to be completed by the end of next year.

2. Regarding the Franklin Park-and-Ride Facility, the City of Franklin is facilitating discussions with a developer in the Cool Springs area to evaluate the feasibility of locating a park-and-ride on their site.
3. The WeGo Forward Strategic Service Plan Update is in full progress. Stakeholder interviews have been completed, and the consultant team, in collaboration with staff, is developing a series of service alternatives. Public engagement to review these options is anticipated during the first quarter of next year.
4. As in past years, we are operating WeGo Star as the Titans Express for all home games this season. The Tennessee Titans also provide financial support for two supplemental bus services, one from Bellevue Park and Ride in Davidson County and another from our Gallatin and Hendersonville Park and Rides in Sumner County. Early results have been strong, with the Star carrying about 1,000 trips per game, Bellevue service averaging 180 trips, and Sumner County service averaging 280 trips per game. We will continue to monitor performance throughout the season and are optimistic about expanding this partnership as the Titans transition to their new stadium in 2027.
5. WeGo has received an unsolicited proposal from a developer expressing interest in a potential long-term lease of an unused portion of our property at Hermitage Station. We are currently exchanging information for due diligence. Should the proposal prove promising, we will bring it forward to the Finance Committee and Executive Committee for review in the coming months.
6. Last week, WeGo celebrated Customer Service Week, recognizing dedicated customer care team members for their continued commitment to delivering exceptional service to our customers.
7. Finally, CEO Bland announced that Lydia Benda, Director of Engineering, Construction, and Project Management, retired last month. Lydia played a pivotal role in advancing numerous key capital projects for RTA. While she will be greatly missed, we wish her the very best as she enjoys more time with her grandchildren.

VIII. Chair's Report: Mayor Hutto thanked everyone for attending the meeting.

IX. Other Business: No other business came before this board.

X. Adjournment: With no further business, Mayor Hutto called for a motion to adjourn. Howard Bradley motioned to adjourn the meeting, which was adjourned at 10:07 a.m.

Respectfully submitted:

Ed Cole, RTA Secretary & Davidson County
Governor Appointee