



REGIONAL TRANSPORTATION AUTHORITY
Of Middle Tennessee

BOARD MEETING

Wednesday, January 21, 2026 | 9:30 a.m.

GNRC – Greater Nashville Regional Council
44 Vantage Way, Ste. 450
Nashville, TN 37228

- 1. Call to Order**
- 2. Approval of November 19, 2025, Minutes**
- 3. Public Comments**
- 4. Finance Committee Report – Mayor Ken Moore, Chair**
 - Monthly Financial Report Compared to Budget – Amanda Vandegrift, Deputy CEO of Finance & Administration **R-D-26-001 Pg. 4**
 - Annual Risk Assessment – Amanda Vandegrift, DCEO of Finance & Administration **R-D-26-002 Pg. 10**
 - Annual Conflict of Interest – Amanda Vandegrift, DCEO of Finance & Administration **R-D-26-003 Pg. 12**
 - Hermitage Station Unsolicited Proposal – Debbie Frank, DCEO of Growth & Development **R-A-26-001 Pg. 14**
- 5. Operations Committee Report – Mayor Rick Bell, Chair**
 - RTA Monthly Operating Statistics – Andy Burke, COO **R-D-26-004 Pg. 16**
 - Disadvantage Business Enterprise Program Update – DeAntwaine Moye, Business Diversity Manager & DBE Liaison Officer **R-D-26-005 Pg. 24**
- 6. Election of 2026 RTA Officers – Vince Malone, CAO** **R-A-26-002 Pg. 26**
- 7. CEO’s Report – Stephen G. Bland, CEO**
- 8. Chair’s Report – Mayor Randall Hutto, Chair**
- 9. Other Business**
- 10. Adjournment**

Note: A meeting of the Executive Committee has been scheduled concurrently with the full Board Meeting. In the event a quorum of the Board cannot be achieved, the Executive Committee will meet to conduct the scheduled business of the Board. If a quorum of the Board is present, there will be no Executive Committee meeting.



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EXECUTIVE COMMITTEE MEETING

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MINUTES
EXECUTIVE COMMITTEE MEETING
REGIONAL TRANSPORTATION AUTHORITY

November 19, 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, November 19, 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 9:31 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.)
Mayor Nelson Andrews – City of Brentwood
Jason Gage – City of Brentwood
Mayor Jamie Clary – Hendersonville
Ed Elam – Rutherford County
Thad Jablonski – City of Columbia
Jim Kerr – City of Murfreesboro (Alt.)
Gerald Herman – City of White House
Mayor Mike Callis – City of Portland
Matthew White – City of Mt. Juliet (Alt.)
Ray Render - Congressman John Rose Office - 6th District, TN

- III. **Approval of Minutes:** Mayor Ken Moore made a motion to approve the minutes of the October 15, 2025, Executive Committee meeting. Ken Davis seconded the motion, and the Executive Committee unanimously approved the minutes.
- IV. **Public Comments:** No members of the public requested time to speak.
- V. **Finance Committee Report:** Mayor Ken Moore introduced the following items for discussion and action:
- a. **Monthly Financial Report Compared to Budget (R-D-25-029):** Mayor Ken Moore presented the Statement of Operations for September 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. **Authorization to Purchase MCI Buses (R-A-25-018):** Director of Maintenance Carl Rokos presented the Authorization to Purchase MCI Buses action item:

Staff seek approval to purchase ten 45-foot MCI commuter coaches to ensure fleet availability and align with the Capital Fleet Replacement Plan, replacing service currently provided with contractor vehicles. The purchase will be made through the State of Washington's cooperative procurement contract under the FAST Act, which meets federal competition and procurement requirements. A pre-audit confirmed that the buses comply with Buy America requirements, and all required federal clauses will be included in the purchase order.

Staff requested that the Executive Committee provide the Chief Executive Officer with authority to enter into a contract with Motor Coach Industries (MCI) for the purchase of ten (10) D4500 commuter coaches for an amount not to exceed \$11,500,000 million dollars. Base bus price is \$986,656.34 each with an additional \$51,000 for inspections by our third-party inspection company, TRC, \$50,000 per bus for tools, training, and spare parts (\$500,000), and 10% as contingency (\$1,133,436.60). Two pending grant applications have been submitted to fund the purchase: federal 5339(b) discretionary, and SFY2026 state IMPROVE funds. If these grants are unsuccessful, federal formula 5307 and 5339 funds will be used with state and local matching funds.

Mayor Ken Moore made a motion to approve the Authorization to Purchase MCI Buses, Ed Cole seconded the motion, and the Executive Committee unanimously approved the minutes

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

- a. **Monthly Operating Statistics (R-D-25-030):** Chief Operating Officer Andy Burke presented the RTA Monthly Dashboard Report for September 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. **Approval of the 2026 RTA Board Meeting Calendar (R-A-25-025):** Chief of Staff and Administration Vince Malone presented the following for action:

The RTA by-laws require the Board to meet at least quarterly, with additional meetings as needed, and require the Executive Committee to meet monthly except during months when the Board meets. To comply with these requirements, a proposed schedule of 2026 meeting dates for both the RTA Board and Executive Committee is attached.

Staff recommended that the proposed 2026 meeting dates be adopted and approved by the Board.

Kelly Dannenfelser moved to approve the Approval of the 2026 RTA Board Meeting Calendar. Ken Davis seconded the motion, and the Executive Committee approved it unanimously.

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

1. WeGo continues on the City of Murfreesboro Park and Ride lot. Staff plan to present the site plan and a zoning change request to the Murfreesboro City Council in early December and are working toward a memorandum of understanding with the City of Murfreesboro for long-term maintenance and operation of the facility. If approvals are received, staff anticipate issuing a construction bid package in early 2026, with project completion expected by the end of 2026.
2. CEO Bland reported that, thanks to the persistence of Mayor Moore and his staff, there is a strong lead on a new Park and Ride site in the Cool Springs area of Franklin. The property owner appears receptive, and staff are negotiating the terms of an occupancy agreement. While the current Park and Ride at the Williamson County Agricultural Expo Park provides adequate parking, its location south of Franklin's population centers makes it less attractive than a more centrally located option.

3. The WeGo Forward strategic service plan update is ongoing, with current efforts focused on developing alternative service strategies. This work includes coordination with local transit agencies in Clarksville, Franklin, and Murfreesboro to reflect future planning efforts. Public engagement to review service options is anticipated in the first quarter of 2026, along with a presentation to the RTA Board.
4. Beginning in December, a major state-of-good-repair project will take place at Riverfront Station, including replacement of the original HVAC system and improvements to mechanical system access to enhance long-term maintainability.
5. The Titans Express service continues to perform well, with rail service consistently carrying approximately 1,300–1,400 passengers per game. New express bus services from Sumner County and Bellevue are carrying approximately 250–300 and 150–200 passengers per game, respectively. At the conclusion of the season, the staff plans to meet with the Tennessee Titans to explore opportunities to expand the partnership next season.
6. WeGo has received an unsolicited proposal from a developer interested in a potential long-term lease of an unused portion of property at Hermitage Station. Staff are currently conducting due diligence and exchanging information with the developer. The proposal is expected to be reviewed by the RTA Finance Committee in December, with possible Board action in January.
7. The work on the Donelson Station project continues, though at a slower pace than anticipated. During efforts to acquire a small parcel of land from the Nashville and Eastern Railroad

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

Regional Transportation Authority

of Middle Tennessee

☐ Committee Discussion Item ☐ Exec. Committee Discussion Item ☒ Board Discussion Item
☐ Committee Action Item ☐ Exec. Committee Action Item

Item Number:	R-D-26-001	Meeting Date:	1/21/2026
Item Title:	Monthly Financial Report Compared to Budget		

BACKGROUND:

Attached is a summary of the statement of operations for November 2025 compared to the approved fiscal year (FY) 2026 budget. Expenses during the first five months of FY 2026 were 2.8% higher than budgeted, while revenues were 5.2% lower than budgeted.

In total, passenger fares were 12.6% lower than budgeted for the first five months of the fiscal year. This negative variance was fully offset by other federal, local, and agency sources, including higher-than-budgeted rent revenues and interest income. Timing-related variances include local funds (14.1% higher) and regional funds (41.3% lower). These variances will level out as we continue to advance through the fiscal year and collect the remaining partner subsidies and dues.

Service expenses were 4.5% higher than budgeted, primarily due to increased usage of train parts and payments made to Anchor for the maintenance work completed following the vendor transition. RTA will be reimbursed by the former vendor later this fiscal year. This variance was partially offset by lower-than-anticipated fuel costs and more favorable insurance renewals than anticipated during the budget process.

As of November 30, 2025, RTA owed Nashville MTA approximately \$256,735 for services provided. In turn, MTA owes RTA approximately \$34,059 for fares collected.

STATUS:

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

APPROVED:



Deputy CEO of Finance and Administration

1/21/2026

Date

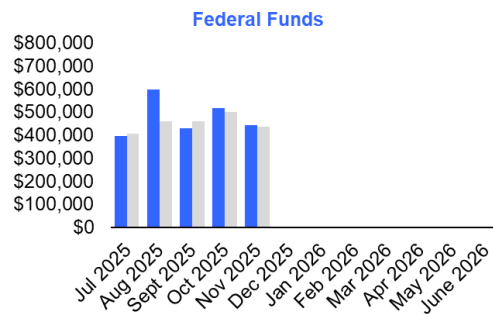
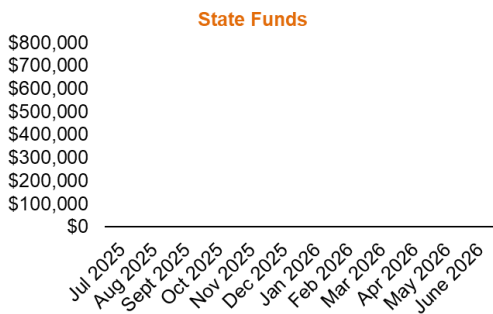
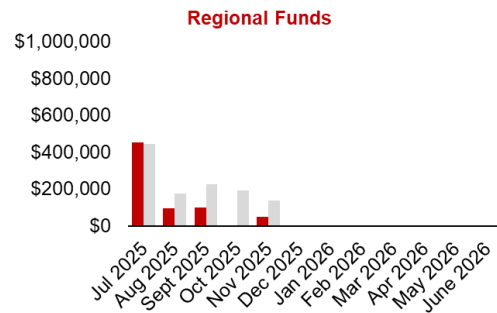
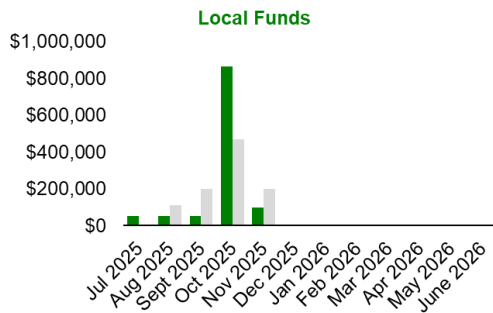
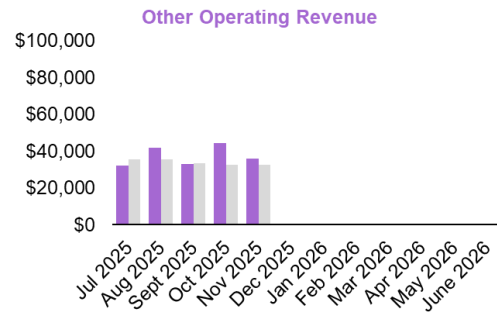
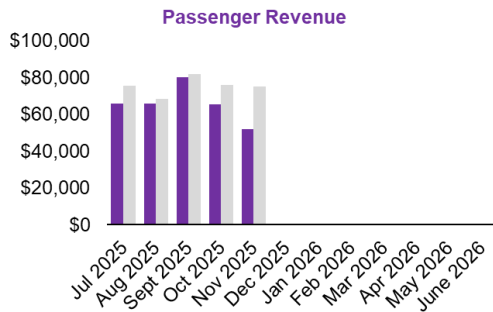
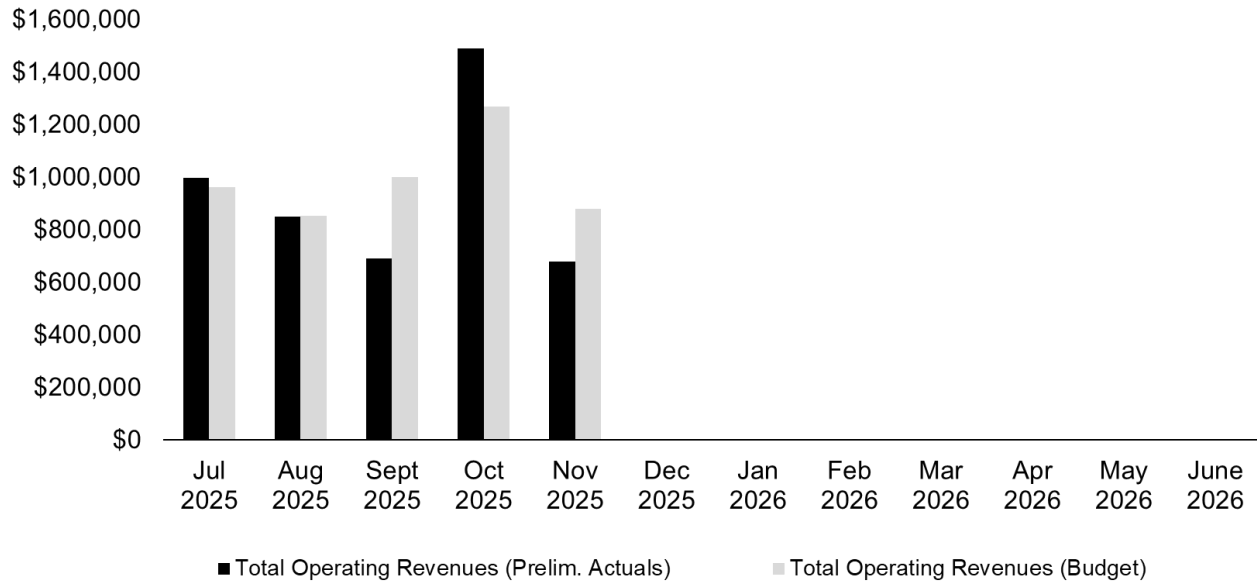
November 2025 Operating Revenue by Category:

	Nov 2025	Fiscal Year To Date	Approved FY 2026 Budget	% Budget To Date
Passenger Revenues (Budget)	75,230	376,850	883,313	43%
Passenger Revenues (Actuals)	51,982	329,247		37%
Other Operating Revenues (Budget)	32,510	169,380	422,560	40%
Other Operating Revenues (Actuals)	35,982	186,848		44%
Local Funds (Budget)	200,000	981,400	2,134,514	46%
Local Funds (Actuals)	99,517	1,120,169		52%
Regional Funds (Budget)	136,140	1,177,387	1,540,030	76%
Regional Funds (Actuals)	49,220	690,562		45%
State Funds (Budget)	-	-	779,100	-
State Funds (Actuals)	-	-		-
Federal Funds (Budget)	436,580	2,258,784	5,515,566	41%
Federal Funds (Actuals)	442,264	2,379,471		43%
Total Operating Revenues (Budget)	880,460	4,963,801	11,275,083	44%
Total Operating Revenues (Actuals)	678,965	4,706,297		42%

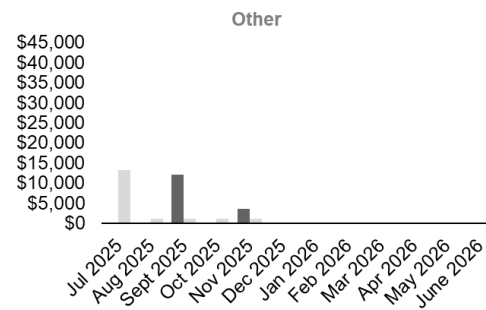
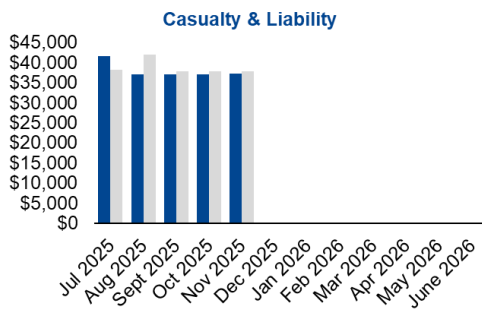
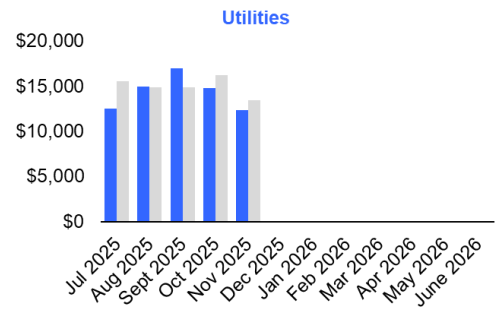
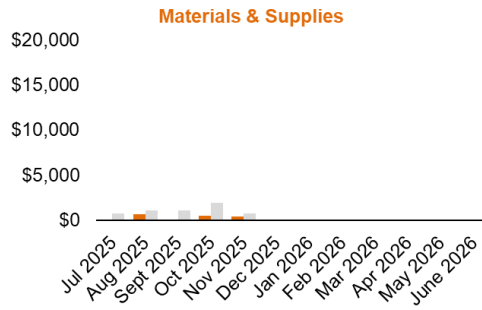
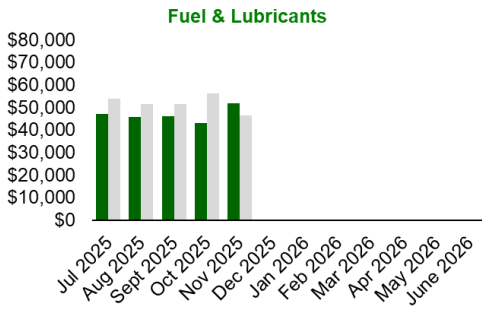
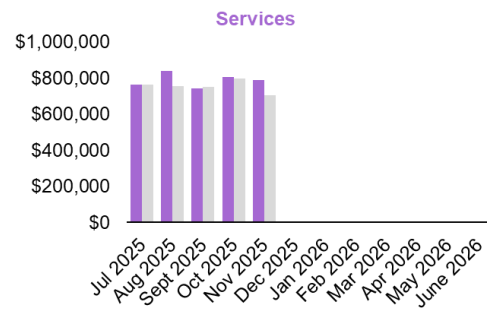
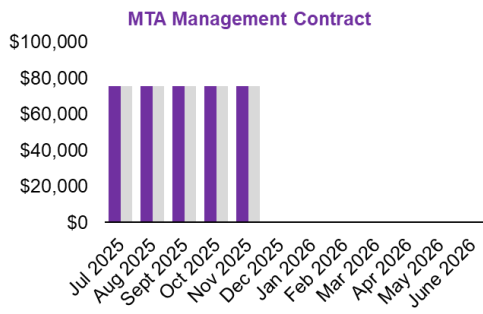
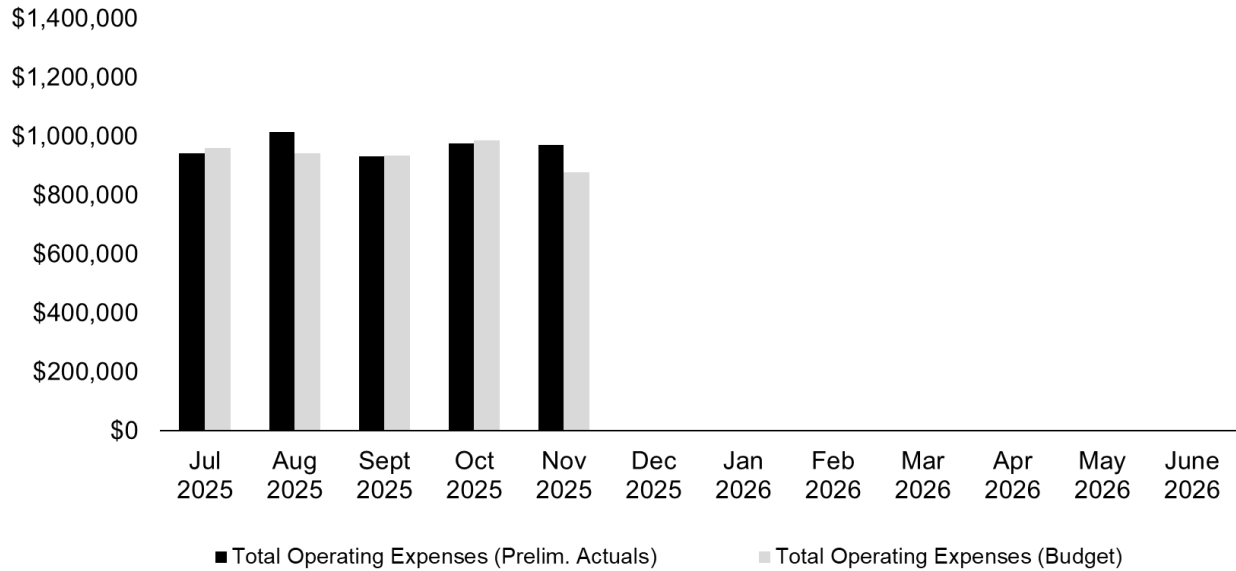
November 2025 Operating Expenses by Category:

	Nov 2025	Fiscal Year To Date	Approved FY 2026 Budget	% Budget To Date
MTA Management Contract (Budget)	75,350	376,750	904,200	42%
MTA Management Contract (Actuals)	75,350	376,750		42%
Services (Budget)	703,738	3,774,563	9,074,638	42%
Services (Actuals)	789,878	3,945,307		43%
Fuel & Lubricants (Budget)	46,580	259,740	616,500	42%
Fuel & Lubricants (Actuals)	51,673	233,623		38%
Materials & Supplies (Budget)	734	5,573	15,975	35%
Materials & Supplies (Actuals)	428	1,539		10%
Utilities (Budget)	13,440	74,860	179,450	42%
Utilities (Actuals)	12,328	71,536		40%
Casualty & Liability (Budget)	37,870	193,780	458,920	42%
Casualty & Liability (Actuals)	37,201	189,701		41%
Other (Budget)	1,087	17,549	25,400	69%
Other (Actuals)	3,582	15,582		61%
Total Operating Expenses (Budget)	878,849	4,702,865	11,275,083	42%
Total Operating Expenses (Actuals)	970,440	4,834,038		43%

Operating Revenue Monthly Comparisons FY 2026 Actuals vs Budget



Operating Expenditures Monthly Comparisons FY 2026 Actuals vs Budget



Regional Transportation Authority
Statement of Operations Compared to Budget
For the Period Ending November 2025
UNAUDITED

	Month Actual	Month Budget	Month Var. [F/(U)]	Prior Y-T-D	Current Y-T-D	Budget Y-T-D	Y-T-D Var. [F/(U)]	Annual Budget
REVENUES								
Fare Revenues - Bus	21,743	26,560	(4,817)	154,448	120,515	148,160	(27,645)	355,033
Fare Revenues - Train	17,676	30,620	(12,944)	187,622	160,490	170,840	(10,350)	409,380
Fare Revenues - Special Events	12,563	18,050	(5,487)	77,986	48,241	57,850	(9,609)	118,900
Advertising Revenue	-	-	-	-	-	-	-	-
Other Non-Transportation Revenue	35,982	43,010	(7,028)	394,765	369,995	368,157	1,838	632,317
Total Operating Revenue	87,965	118,240	(30,275)	814,821	699,242	745,007	(45,765)	1,515,630
Local Operating Assistance	99,517	200,000	(100,483)	777,949	1,120,169	981,400	138,769	2,134,514
Regional Operating Subsidies	49,220	125,640	(76,420)	1,131,249	507,415	978,610	(471,195)	1,330,273
State Operating Assistance	-	-	-	779,100	-	-	-	779,100
Total Operating Assistance	148,737	325,640	(176,903)	2,688,298	1,627,584	1,960,010	(332,426)	4,243,887
CMAQ Operating Revenues	269,006	255,910	13,096	1,202,582	1,353,948	1,250,810	103,138	3,100,252
Total CMAQ Revenue	269,006	255,910	13,096	1,202,582	1,353,948	1,250,810	103,138	3,100,252
Capital Operating Reimbursement	173,258	180,670	(7,412)	1,070,841	1,025,523	1,007,974	17,549	2,415,314
CARES Act Operating Reimbursement	-	-	-	300,000	-	-	-	-
caAmerican Rescue Plan OPS Reimbursement	-	-	-	-	-	-	-	-
TOTAL CAPITAL OPERATING REVENUES	173,258	180,670	(7,412)	1,370,841	1,025,523	1,007,974	17,549	2,415,314
Total Revenue	678,965	880,460	(201,495)	6,076,542	4,706,297	4,963,801	(257,504)	11,275,083
Labor & Fringes	75,350	75,350	-	376,750	376,750	376,750	-	904,200
Services	789,878	703,738	(86,140)	3,610,758	3,945,307	3,774,563	(170,744)	9,074,638
Fuel & Lubricants	51,673	46,580	(5,093)	254,181	233,623	259,740	26,117	616,500
Parts, Materials & Supplies	428	734	306	5,910	1,539	5,573	4,034	15,975
Utilities	12,328	13,440	1,112	68,981	71,536	74,860	3,324	179,450
Casualty & Liabilities	37,201	37,870	669	183,640	189,701	193,780	4,079	458,920
Other Miscellaneous Expenses	3,582	1,137	(2,445)	12,055	15,582	17,649	2,067	25,400
Total Expenses	970,440	878,849	(91,591)	4,512,275	4,834,038	4,702,915	(131,123)	11,275,083
Surplus/(Deficit) before GASB 33	(291,475)	1,611	(293,086)	1,564,267	(127,741)	260,886	(388,627)	-
CARES Act Capital Reimbursement	-	-	-	67,736	87,376	-	87,376	-
Capital Asset Purchases	839,904	-	839,904	192,136	1,654,701	-	1,654,701	-
Depreciation	(134,727)	-	(134,727)	(1,064,201)	(1,657,743)	-	(1,657,743)	-
(Loss)Gain on Sales	(244,513)	-	(244,513)	-	(244,513)	-	(244,513)	-
Surplus /(DEFICIT)	169,189	1,611	167,578	759,938	(287,919)	260,886	(548,805)	-

**Regional Transportation Authority
Summary Comparative Balance Sheet
For the Period Ending November 2025
Unaudited**

	This Month November	Fiscal YE 2025 June
ASSETS		
CURRENT ASSETS		
Cash and Equivalents	1,633,282	2,924,525
Investment Accounts	7,095,717	7,073,667
Receivables from Federal, State, and Local Gov't	1,971,458	1,082,812
Accounts Receivable	36,858	102,078
Inventory - parts	625,970	602,903
Prepaid Expenses and Other	318,648	29,724
TOTAL CURRENT ASSETS	11,681,933	11,815,709
PROPERTY AND EQUIPMENT		
Land	3,382,052	3,382,052
Buildings, Shelters, and Benches	19,902,777	19,411,777
Revenue Equipment and Parts	31,066,834	31,011,110
Office Furniture and Equipment	1,849,687	1,849,687
Guideway Improvements	10,558,139	10,558,139
Work in Progress	2,034,874	800,945
	68,794,363	67,013,710
Less Accum Depreciation and Amortization	(33,329,528)	(31,427,273)
TOTAL PROPERTY AND EQUIPMENT, NET	35,464,835	35,586,437
TOTAL ASSETS	47,146,768	47,402,146
LIABILITIES		
CURRENT LIABILITIES		
Accounts Payable	1,230,521	1,214,884
Accrued Expenses	11,368	27,096
Deferred Revenue	6,264,959	5,982,327
Notes Payable	240,000	490,000
TOTAL CURRENT LIABILITIES	7,746,848	7,714,307
Federal Govt Capital Grants	13,790,310	13,790,310
INVESTED IN CAPITAL ASSETS	13,790,310	13,790,310
NET ASSETS		
Unrestricted	25,897,530	28,115,890
Current Year Surplus(Deficit)	(287,919)	(2,218,361)
TOTAL NET ASSETS	25,609,611	25,897,529
TOTAL LIABILITIES AND NET ASSETS	47,146,769	47,402,146

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivables	\$36,858	\$0	\$0	\$0	\$36,858
	100.0%	0.0%	0.0%	0.0%	100%
Accounts Payable	\$1,184,494	\$46,027	\$0	\$0	\$1,230,521
	96.3%	3.7%	0.0%	0.0%	100%

Regional Transportation Authority

of Middle Tennessee

- ☒ Committee Discussion Item ☐ Exec. Committee Discussion Item ☐ Board Discussion Item
☐ Committee Action Item ☐ Exec. Committee Action Item

Item Number:	R-D-26-002	Meeting Date:	1/21/2026
Item Title:	Annual Risk Assessment		

BACKGROUND:

Each year, management completes a risk assessment on internal controls, policies, and procedures. The risk assessment identifies core strengths and weaknesses and areas of exposure and/or focus. The assessment documents key changes to the RTA's risk profile using a four-quadrant ranking matrix:

1. Low likelihood of occurrence and low monetary impact
2. Higher likelihood of occurrence but lower monetary impact
3. Higher monetary impact but lower likelihood of occurrence
4. Higher likelihood of occurrence and higher monetary impact

The level of importance increases with the ranking, with 1 being the lowest priority focus area and 4 being the highest priority focus area. Below is a description and discussion of the identified within the finance and accounting focus areas.

Regional and Local Partner Subsidy Support. Without regional and local partner support, it would be impossible for RTA to provide current regional bus and commuter rail services. The RTA has been relatively successful over the past few years at keeping annual regional partner contributions stable while offsetting any annual cost increases with one-time federal COVID-19 relief funds. However, the last of the COVID-19 relief funds were used as of the fiscal year 2025. In addition, several regional partners continue to partially or fully use their reserve funds to support existing operations. Over the next few months and years, it will be imperative for RTA's regional partners to reinstate, maintain, and in some cases, increase their commitments. While the newly created regional bus and commuter train reserves provide some additional financial stability in the short-term, using reserves in the long-term is not sustainable. RTA must identify increased partner funding and/or new funding sources to continue these existing services. Management is scheduling Rutherford (84X/86X) and Wilson County (WeGo Star) corridor committee meetings in early 2026 to begin discussing fiscal year 2027 funding plans and potential service impacts. Looking further ahead, Sumner (87X), Dickson (88X), and Robertson (89X) are anticipated to fully deplete their corridor's reserves between 2029 and 2034.

Congestion Mitigation and Air Quality (CMAQ) Funding Availability. Typically, CMAQ funds for operations are awarded over a 3-year period with the ability to extend use for two additional years. However, current federal law allows RTA to use CMAQ funds annually to operate most of its regional bus services. The Tennessee Department of Transportation (TDOT) holds an annual call for CMAQ projects, which is typically provided at an 80% federal/20% local split. There is no guarantee that any federal award will receive a state match, especially for operating projects, putting a greater burden on the local and regional partners to provide the match. Additionally, using discretionary awards to operate transit services is higher risk because renewal of these resources is never guaranteed. Nevertheless, RTA must continue to receive this annual CMAQ funding to maintain its current regional bus services. Without CMAQ and in lieu of any new funding sources, regional bus services would likely need to be discontinued once all reserves are depleted.

Commuter Riders Returning. The slow return of riders from the COVID-19 pandemic continues to be a significant risk to RTA. With the increase of virtual and hybrid work from home models, any potential recovery

to pre-pandemic commuter levels is still likely years away. Last year, RTA completed the Star Future Direction Study to evaluate the most effective use of the rail line to meet current needs while building a consensus as to how to best position the Star to offer future enhanced service. Study recommendations included, among others, the addition of weeknight and weekend service and a focus on entertainment events that cater to a different market and can be replicated on commuter bus services. The RTA Executive Committee endorsed the WeGo Star Future Direction study's preferred option for service and capital improvements in October 2024, but significant additional annual funding support is needed to advance the option further. The RTA is currently updating to its most regional comprehensive service plan (previously nMotion, now WeGo Forward) and is expected to identify other service design choices for the regional bus network to leverage this asset. WeGo Forward will be considered as part of the upcoming corridor meetings mentioned above.

Grant Management. RTA heavily relies on grant funding for operating and capital needs. There are increased oversight requirements with changes to the Federal Uniform Guidance. It is imperative that the controls surrounding grant revenue remain strong and that staff properly identify and account for all revenues in a timely manner. Grant compliance is carefully monitored through ongoing review of documented expenses, quarterly or annual reports to the US Department of Transportation (DOT), Federal Transit Administration (FTA), and the State of Tennessee. Most grants are audited annually by independent auditors. FTA conducts comprehensive triennial reviews every three years. The last site visit by FTA was in 2019, and the last site visit by TDOT was in 2016. Management is preparing for FTA's next triennial review in 2026.

Fare Collections. Fare revenue now makes up to 8 percent of total RTA revenues, which remains significantly lower than pre-pandemic levels. As noted above, lower fare revenue has increased RTA's reliance on regional and local partners and federal and state grants.

Federal COVID-19 Relief Funds. RTA used the remainder of its federal pandemic relief funds in fiscal year 2025. As noted above, the depletion of these funds will further increase RTA's reliance on regional and local partners and traditional federal and state grants.

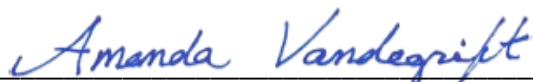
Cash Management. With RTA's increased reliance on grant funding for operations, cash management will continue to be a critical focus. RTA has access to a line of credit to support cash flow needs when the agency is anticipating receipt of future grant funding. Cash flow is managed on a weekly and sometimes daily basis, depending on the urgency of an outstanding bill. The line of credit is only accessed when there is no other cash on hand to cover the draws used for cash flow to pay outstanding invoices. RTA is able to pay most invoices within 30 days, but can extend into the 60-day category through its relationship with MTA, with an agreement to repay beyond the normal 30-day policy.

Accounts Payable. The policies and procedures surrounding accounts payable and procurement are well-documented and followed. It is rare for an invoice to be missed, and payables are generally paid within 60 days. RTA's policies and procedures are reviewed and tested annually by our independent auditors.

CURRENT STATUS:

Deputy CEO of Finance and Administration Amanda Vandegrift will be available to answer questions.

APPROVED:



Deputy CEO of Finance and Administration

1/21/2026

Date

Regional Transportation Authority

of Middle Tennessee

☒ Committee Discussion Item ☐ Exec. Committee Discussion Item ☐ Board Discussion Item
☐ Committee Action Item ☐ Exec. Committee Action Item

Item Number:	R-D-26-003	Meeting Date:	1/21/2026
Item Title:	Annual Conflict of Interest Discussion		

BACKGROUND:

The MTA manages the Regional Transportation Authority of Middle Tennessee (RTA) through a five-year, fee-based management contract, which expires on June 30, 2026. MTA performs financial and administrative duties for the RTA through this contract. MTA and RTA have separate financials and separate boards with separate charters and no overlap. Each Board approves the management fee on an annual basis as part of each agency's operating budget process. Each Board also approved a revenue-sharing agreement and cost-sharing formula, which outlines how revenues and expenditures are allocated for WeGo Ride, Journey Pass, and the QuickTicket fare collection system. RTA receives many added benefits through the current arrangement, including improved cashflow management and expanded staff expertise. Even so, a Conflict-of-Interest Review is performed annually to document and identify mitigation strategies for any potential decisions or recommendations that could appear to be a conflict of interest between the two agencies. The 2026 Conflict of Interest Review is attached.

CURRENT STATUS:

The attached report represents the areas management has identified where a decision or recommendation was made that could appear to cause potential for conflicts of interest for the two agencies, as well as action taken to mitigate any conflicts. Deputy CEO of Finance and Administration Amanda Vandegrift will be available to answer questions.

APPROVED:



Deputy CEO of Finance and Administration

1/21/2026

Date

Nashville MTA and RTA Potential Conflicts of Interest

Potential or Perceived Conflicts	Mitigation
<p><u>MTA/RTA Management Annual Fee</u></p> <p>RTA has a five year contract expiring June 30, 2026 with Nashville MTA for management services at a set annual rate that can be adjusted on an annual basis. What is considered a reasonable rate for RTA to pay for management services? How often should RTA go out to bid for the management services?</p>	<p>Analyze and review division of staff time spent on MTA and RTA business and the reasonableness of the contract amount considering RTA's overall general and administrative expense compared to total operating expenses. Incorporate annual growth for management fee to account for inflation. The MTA and RTA boards are separate, have no overlap, and have separate charters. Both boards approve the management fee on an annual basis.</p>
<p><u>MTA/RTA Transit Services Operating Contract</u></p> <p>RTA contracts annually with MTA for regional bus services in the Southeast Corridor and connection urban bus services for the WeGo Star commuter rail at Riverfront Station in downtown Nashville. Who decides how many hours of service should be provided? What is a reasonable contractual hourly rate to charge for the services?</p>	<p>Perform annual cost per hour analysis to determine a reasonable hourly rate, assuming that a portion of a fully allocated cost per hour would be included as part of the management fee. Analyze the reasonableness of the hourly rate based on comparisons to what would be charged to RTA through a competitive bid process. Discuss appropriate service levels with both boards.</p>
<p><u>Emergency Bus Service Support for Unscheduled Services</u></p> <p>RTA may occasionally require unanticipated emergency bus service in response to operational issues on the Star, the Rutherford County service provided by MTA, or regional bus service provided by Anchor. What is a reasonable contractual rate for these services?</p>	<p>MTA charges the rate established in the transit services operating contract. This is not a material item as these type emergency services are rare.</p>
<p><u>Cashflow between MTA and RTA</u></p> <p>There are times during the fiscal year that RTA can be slow paying for transit services or their management fee due to RTA's cashflow and MTA accommodates this and has at times gone out 90 days for receivables from RTA.</p>	<p>Being transparent to the respective MTA and RTA boards in reporting A/R and A/P agings on a monthly basis.</p>
<p><u>Allocation of Regional Formula Funding</u></p> <p>Each year, the Nashville Region receives over \$40 million in federal 5307, 5339, and 5337 formula funds. The Greater Nashville Regional Council (GNRC) determines allocations based on a discussion of needs with the four eligible recipients in the region (MTA, RTA, Franklin Transit, and Williamson County).</p>	<p>GNRC is responsible for the distribution of all federal formula grants for the Nashville metropolitan planning area. All projects that use federal grants must be in GNRC's Transportation Improvement Plan (TIP). GNRC approves the allocation of formula funding in discussion with the four eligible recipients, considering agency needs and specific priority projects identified in the TIP. GNRC is currently considering the implementation of a formal 5307 allocation methodology in future years, which would be informed by methodologies that are currently used by other regional peers.</p>
<p><u>Discretionary Grant Applications</u></p> <p>Grant applications for different federal and state discretionary funding opportunities are submitted throughout the year for different MTA and RTA projects and initiatives. How are grant strategy decisions determined for MTA and RTA priorities?</p>	<p>Management pursues grant opportunities for both agencies based upon eligibility, competitiveness, and agency needs identified in the Board approved capital plans that would not be covered by formula grant funding (Federal 5307, 5339, and 5337).</p>
<p><u>MTA/RTA Expansion Projects</u></p> <p>While RTA owns all park and ride lots located at the train stations, most regional bus park and ride lots are not owned. Which agency should receive grant funding for park and ride lots?</p>	<p>Management continues to discuss the priority for expansion projects for each agency with their respective boards to determine how grant funding should be used.</p>
<p><u>StriDe Youth Program</u></p> <p>MTA has an agreement with Metro Nashville Public schools that allows Metro students to ride MTA buses at \$0.70 per ride and staff at \$1.25 per ride paid by Metro Schools. There are some students using RTA regional bus and train services under both programs.</p>	<p>MTA reimbursed the RTA approximately \$16,412 for rides provided during FY2024. This reflects approximately 8,206 rides being provided for the fiscal year. Currently MTA reimburses RTA based upon RTA's published fare schedule.</p>
<p><u>Revenue Sharing Agreement</u></p> <p>The agencies entered into an agreement to split revenues for a program targeting businesses to provide public transportation services to their employees based on the number of employees as opposed to the per swipe program.</p>	<p>Per the Revenue Sharing Agreement approved by both boards, the revenues from the WeGo Ride and Journey Pass programs are allocated on a percentage basis of the weighted average of the rides provided by mode calculated at each mode's respective full fare price. The allocation method was reviewed by both boards and the revenue splits results are presented annually.</p>
<p><u>Quick Ticket Fare Collection System Back Office Expenses</u></p> <p>In 2022, MTA launched a new account based fare collection system called QuickTicket. The RTA Board approved adoption of the QuickTicket system to help create a more seamless system operating under the brand name of WeGo Public Transit. RTA agreed to share in the annual costs of the new system, including the back office internal support costs and maintenance fees. What should RTA's share be to operate the fare collection system?</p>	<p>The annual costs identified to operate the QuickTicket system consist of Metro IT fees with Metro IT housing all the servers for the system and the annual contract maintenance fees for the system. A cost sharing formula was developed based upon four criteria: 1) ridership 2) fare revenues 3) pieces of equipment and 4) dollar value of the equipment. A weighted average is calculated between MTA and RTA to determine each agency's share to operate the QuickTicket system annually.</p>

Regional Transportation Authority

of Middle Tennessee

Board Action Item

Item Number:	R-A-26-001	Meeting Date:	1/21/2026
Item Title:	Hermitage Station Unsolicited Proposal		

BACKGROUND:

On September 2, 2025, WeGo received an unsolicited proposal from LDG Multifamily, LLC, a national multifamily developer specializing in mixed-income multifamily housing. LDG has secured an option to purchase property at 4125 Andrew Jackson Parkway in Hermitage, immediately adjacent to the Hermitage WeGo Star Station Park-and-Ride lot. LDG proposes to create a mixed-income multifamily housing development at 4125 Andrew Jackson Parkway. To advance the proposed multifamily housing development, LDG would need to obtain a long-term easement on two parcels of property (approximately 1.03 acres) owned by RTA.

The requested long-term easement (illustrated in the attached drawing) would accommodate access and egress to the development, as well as some surface parking capacity. There would be no construction of permanent structures on RTA property. As part of its proposal, LDG would cover all costs associated with Metro Nashville's rezoning process for RTA's 1.03 acres alongside 4125 Andrew Jackson Parkway. It would also entail entering into a shared parking and development agreement to regrade, expand, and improve RTA's 1.03 acres to comply with Metro Nashville's rezoning requirements. LDG would be entirely responsible for any improvements to the land if the easement is approved. The proposed development would not interfere with ongoing RTA operations at this site.

STATUS:

WeGo Staff and the proposer provided information about the proposed easement and accompanying development at a meeting of the RTA Finance Committee on January 13. With the understanding that such an arrangement would not interfere with the Authority's ongoing operations, that it would not compromise the Authority's continuing use and control of the property, and that the transaction may result in an income stream for the Authority based on the fair market value of the easement; the Finance Committee is recommending that the RTA Board authorize staff to Advertise the receipt of this proposal in accordance with Federal Transit Administration (FTA) regulations and RTA Unsolicited Proposals Policy in a competitive environment to determine if other proposers could provide a similar benefit to the Authority. If no other competitive proposals are received, the Board authorizes a twelve (12) month period of exclusive negotiation during which time the RTA staff and developers would engage in due diligence, including the development of materials for regulatory review by FTA and other necessary entities. Any final legal agreement (easement or otherwise) between the RTA and the developers would be required to be approved in a separate action by the RTA Board of Directors.

APPROVED:

1/21/2026

Board Secretary

Date



Regional Transportation Authority of Middle Tennessee

☒ Committee Discussion Item ☐ Exec. Committee Discussion Item ☐ Board Discussion Item
☐ Committee Action Item ☐ Exec. Committee Action Item

Item Number:	R-D-26-004	Meeting Date:	1/21/2026
Item Title:	Monthly Operating Statistics		

BACKGROUND:

Attached are the monthly operating statistics for November 2025.

Total RTA ridership declined in November, decreasing 24.7% compared to October and 2.6% compared to November 2024, ending four consecutive months of ridership growth. Ridership decreases were observed across both bus and rail modes. This outcome aligns with historical seasonal patterns, as November and December are consistently lower-demand months due to holidays, school breaks, and fewer commuting days. The decline occurred despite strong system performance earlier in the fall.

Safety performance across the system remained strong. MTA operated bus routes, and the WeGo Star completed the month accident-free. Anchor reported one minor incident with no injuries. Continued emphasis on operator readiness, contractor oversight, and safety culture remains a core strength of regional operations.

Operational reliability continued to be a highlight. Both bus and rail services achieved 100% Trip Completion for the month. Systemwide bus On-Time Performance averaged 78.9%, slightly below the twelve-month rolling average of 79.3%. The WeGo Star operated in line with its twelve-month rolling average at 96.9%, maintaining strong schedule adherence and customer reliability.

The Tennessee Titans played four home games in November, generating significant special-event demand. The WeGo Star carried 2,624 riders on one-way trips, while the Anchor-operated Route 87 carried 1,298 riders. Passenger feedback was overwhelmingly positive, with riders citing appreciation for convenience, cost savings, and smooth operations. Notably, these events introduced a large number of first-time riders to WeGo services, reinforcing the value of special-event service as both a mobility solution and a customer acquisition opportunity.

CURRENT STATUS:

Staff are available to address committee members' questions regarding the attached report. Please direct any inquiries to Monica Howse.

APPROVED:



Chief Operating Officer

1/21/2026

Date

RTA Monthly Dashboard Report *

Metric	November 2025	November 2024	Pct. Change
Ridership			
Total RTA Bus Passengers	10,899	11,784	-7.5%
WeGo Star Passengers	10,428	10,114	3.1%
Total RTA Passengers	21,327	21,898	-2.6%
Percentage of Pre-Pandemic Ridership	43.6%	44.8%	-2.6%
Safety			
RTA Bus Total Accidents	1	1	0.0%
WeGo Star Total Accidents	0	1	-100.0%
RTA Bus Total Miles btwn Accidents	44,429	45,586	-2.5%
WGS Total Miles btwn Accidents	N/A	6,319	N/A
Service Quality			
RTA Bus Total Trip Completion %	100.00%	99.42%	0.58%
WeGo Star Total Trip Completion %	100.00%	98.75%	1.27%
RTA Bus Total Miles btwn Service Interruption	N/A	5,151.0	N/A
WGS Total Miles btwn Service Interruption	N/A	2,106.4	N/A
On-Time Performance ^			
RTA Bus	78.9%	80.3%	-1.8%
WeGo Star	96.9%	99.6%	-2.7%
Customer Care			
RTA Bus Total Passengers per Complaint	2,180	737	196.0%
WeGo Star Passengers per Complaint	N/A	N/A	N/A

* RTA Dashboard submitted for discussion and for Committee and Board review.

^ On Time Performance reporting began September 2017.

N/A - metric cannot be calculated with 0 values. Indicates no events in one or both reporting periods.

RTA Fiscal Year Dashboard Report *

Metric	FY2026 November	FY2025 November	Pct. Change
Ridership			
Total RTA Bus Passengers	62,710	65,359	-4.1%
WeGo Star Passengers	63,868	51,639	23.7%
Total RTA Passengers	126,578	116,998	8.2%
Percentage of Pre-Pandemic Ridership	46.6%	43.1%	8.2%
Safety			
RTA Bus Total Accidents	13	5	160.0%
WeGo Star Total Accidents	0	4	-100.0%
RTA Bus Total Miles btwn Accidents	28,750	52,416	-45.2%
WGS Total Miles btwn Accidents	78,672	8,452	830.8%
Service Quality			
RTA Bus Total Trip Completion %	99.92%	99.51%	0.41%
WeGo Star Total Trip Completion %	99.92%	99.30%	0.63%
RTA Bus Total Miles btwn Service Interruption	38,096.9	2,022.6	1783.6%
WGS Total Miles btwn Service Interruption	33,491.1	3,756.3	791.6%
On-Time Performance ^			
RTA Bus	79.1%	81.1%	-2.5%
WeGo Star	97.1%	95.7%	1.4%
Customer Care			
RTA Bus Total Passengers per Complaint	950	787	20.7%
WeGo Star Passengers per Complaint	10,645	4,694	126.7%

* RTA Dashboard submitted for discussion and for Committee and Board review.

^ On Time Performance reporting began September 2017.

N/A - metric cannot be calculated due to not being divisible by "0"

RTA Operations Dashboard Glossary

Metric	Definitions
Ridership	Total passenger boardings
RTA Bus	Total fixed route passenger boardings on all MTA operated RTA routes (84, 86, 93, 96) and Gray Line operated RTA routes (87, 88, 89, 91, 92, 94, 95)
WeGo Star	Total passenger boardings on WeGo Star Rail Service
Safety	
RTA Bus Accidents	A motor vehicle collision, either preventable or non-preventable, in which the Operator did not do everything reasonable to avoid a collision, committed an error or failed to react to the errors of others. A motor vehicle collision in which the Operator committed no driving error and reacted reasonably to the errors of others. (Gray Line & MTA operated RTA metrics combined)
WeGo Star Accidents	Accident – an unexpected, unforeseen, or unintended event that causes injury, loss, or damage. These events can include any event arising from the operation of the railroad which results in the death of any person; or an injury to any person that requires medical treatment, except suicides or attempted suicides; any collision between railroad on-track equipment and an automobile, bus, truck, motorcycle, occupied bicycle, pedestrian or trespasser at any location on the railroad; any collision, derailment, fire, explosion, failure of equipment or infrastructure, act of nature, or other event involving damage to the railroad's on-track equipment, signals, track, track structures, and/or roadbed.
Service Quality	
RTA Bus Missed Trips	The total number of Bus revenue trips not completed or departing more than 30 minutes late -vs- scheduled. (Gray Line & MTA operated RTA metrics combined)
WeGo Star Missed Trips	A train that is disabled in transit or cancelled prior to embarking. A missed trip is reported as an annulment and is when the train is cancelled and doesn't complete the run or make it to its final destination.
RTA Bus Trip Completion Percentage	Percentage of one-way fixed route revenue trips completed versus scheduled.
WeGo Star Trip Completion Percentage	Percentage of one-way rail trips completed versus scheduled.

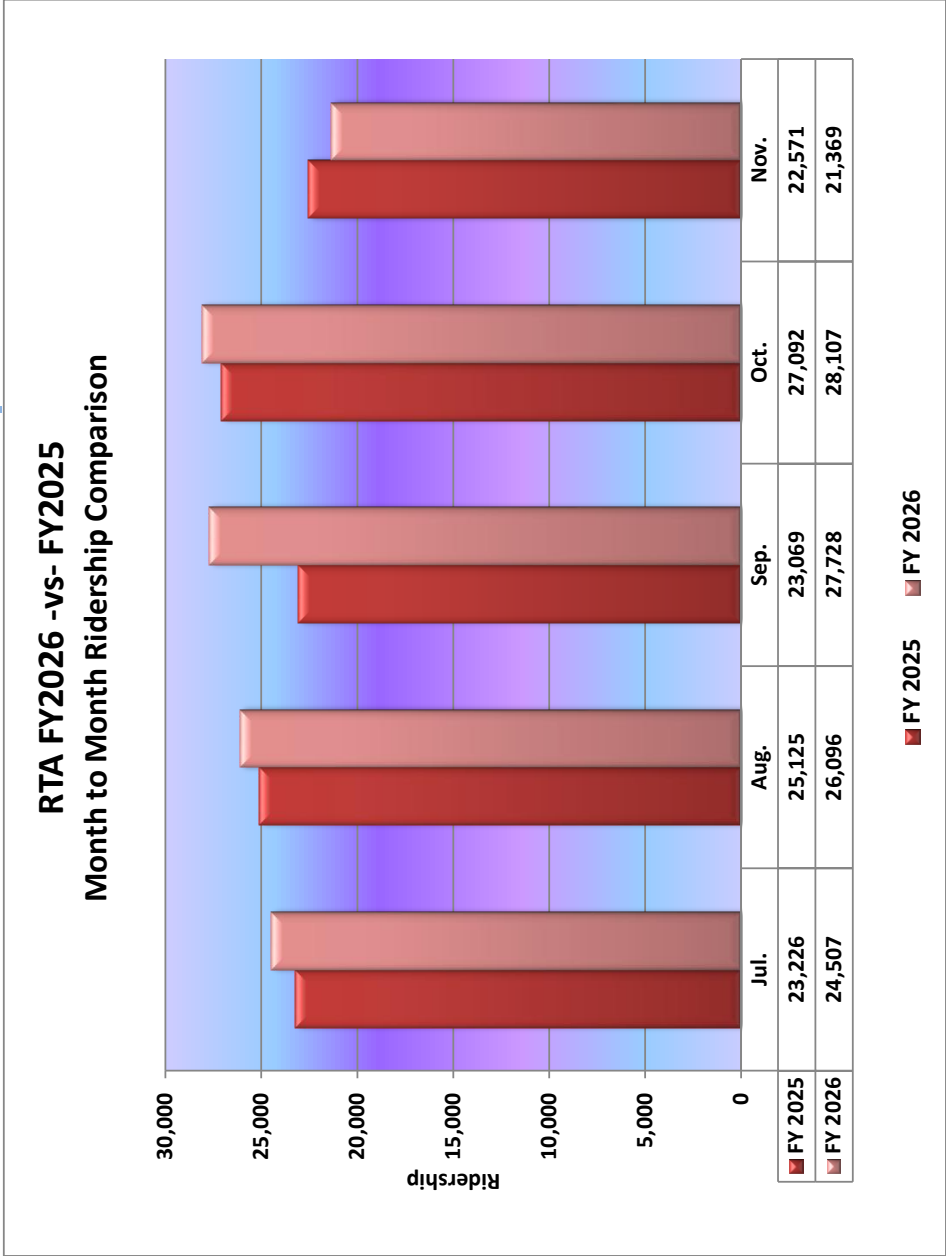
RTA Operations Dashboard Glossary

Metric		Definitions
On-Time Performance		
RTA Bus OTP		MTA operated RTA routes - OTP is the Percentage of total scheduled fixed route timepoint departures occurring between 59 seconds early and 5 minutes 59 seconds late obtained from AVL data. Gray Line operated routes - OTP is the Percentage of total scheduled fixed WeGo Central route arrivals and departures occurring no later than 5 minutes 59 seconds late obtained from data provided by Gray Line personnel. (Gray Line & MTA operated RTA metrics combined based on a weighted average of total trips)
WeGo Star OTP		A train is considered on time when the train arrives at the final destination less than 6 minutes from the scheduled time. If a train is held up for 6 minutes or longer it is considered delayed and not on time. Intermediate station times are not included.
Customer Care		
Passengers Carried Per Complaint		
RTA Bus		Total RTA Bus passengers divided by total RTA Bus customer complaints. (Gray Line & MTA operated RTA metrics combined)
WeGo Star		Total WeGo Star passengers divided by total WeGo Star customer complaints.



REGIONAL TRANSPORTATION AUTHORITY
FISCAL YEAR & MONTH TO MONTH RIDERSHIP COMPARISON: FY2026 -vs- FY2025

	Month to Month Comparison			Fiscal Year Comparison		
	Nov-24	Nov-25	Percentage Change	FY 2025	FY 2026	Percentage Change
WeGo Star	10,114	10,428	3.1%	51,639	63,868	23.7%
Express Bus & Shuttle Services	11,787	10,899	-7.5%	65,364	62,710	-4.1%
RTA VanStar Vanpool Service	670	42	-93.7%	4,080	1,229	-69.9%
Total RTA Ridership	22,571	21,369	-5.3%	121,083	127,807	5.6%





**NASHVILLE AND REGIONAL TRANSPORTATION AUTHORITY
FISCAL YEAR & MONTH TO MONTH RIDERSHIP COMPARISON: FY2026 -vs- FY2025**

	Month to Month Comparison			Fiscal Year		Change
	Nov-24	Nov-25	Change	FY 2025	FY 2026	
MTA Local Bus Service	722,563	769,437	6.5%	3,809,434	3,948,167	3.6%
MTA Local Paratransit Service	32,754	39,525	20.7%	169,655	206,266	21.6%
RTA Regional Bus Service	11,787	10,899	-7.5%	65,364	62,710	-4.1%
RTA VanStar Vanpool Service	670	42	-93.7%	4,080	1,229	-69.9%
RTA Regional Rail Service	10,114	10,428	3.1%	51,639	63,868	23.7%
* RTA Special Events Rail Service	2,261	2,624	16.1%	8,190	6,574	-19.7%
Subtotal RTA Rail Service	12,375	13,052	5.5%	59,829	70,442	17.7%
Subtotal MTA & RTA Bus & Rail Service	780,149	832,955	6.8%	4,108,362	4,288,814	4.4%
Williamson County VanStar Vanpool Service	4,919	4,468	-9.2%	28,189	27,326	-3.1%
Murfreesboro ROVER Local Bus Service	8,815	7,411	-15.9%	48,680	44,085	-9.4%
Franklin Transit Local Bus Service	6,687	6,390	-4.4%	40,305	38,929	-3.4%
Clarksville Transit Local Bus Service	40,935	37,297	-8.9%	210,308	219,455	4.3%
Total Area Ridership	841,505	888,521	5.6%	4,435,844	4,618,609	4.1%



REGIONAL TRANSPORTATION AUTHORITY ROUTE PERFORMANCE INDICATOR REPORT

For the Month of: November 25

Rte. No.	Route Name	Monthly Ridership	Ridership Change vs Last Year	Revenue Hours Of Service	Average Passengers	
					Per Trip	Per Hour
CORRIDOR SERVICE COMPARISONS - COMMUTER BUS SERVICE						
	North Corridor (Route 87)	1,625	-12.9%	200	9	8.1
	Northwest Corridor (Routes 89 & 94)	2,014	-11.6%	313	8	6.4
	South Corridor (Route 95)	940	4.0%	215	6	4.4
	Southeast Corridor (Route 84 & 86)	2,884	-5.6%	828	5	3.5
EXPRESS BUS ROUTE SERVICE						
84	Murfreesboro Express	2,207	-7.9%	664	5	3.3
86	Smyrna - LaVergne	677	2.6%	164	5	4.1
87	Gallatin - Hendersonville	1,625	-12.9%	200	9	8.1
88	Dickson	422	-18.5%	89	6	4.7
89	Springfield - Joelton	390	-11.6%	105	5	3.7
94	Clarksville	1,624	-11.6%	207	9	7.8
95	Spring Hill - Franklin	940	4.0%	215	6	4.4
Express Bus Route Totals		7,885	-8.5%	1,644	6	4.8
OTHER ROUTES						
64	Star Downtown Shuttle	585	16.1%	47	4	12.5
93	Star West End Shuttle	2,429	-8.6%	74	21	32.6
RTA Bus Route Monthly Totals		10,899	-7.5%	1,765	7	6.2
COMMUTER RAIL SERVICE						
90	WeGo Star Commuter Rail	10,428	3.1%	217	46	48.1
RTA Commuter Rail and Bus Total		21,327	-2.6%	1,982	12	10.8

Regional Transportation Authority

of Middle Tennessee

☒ Committee Discussion Item ☐ Exec. Committee Discussion Item ☐ Board Discussion Item
☐ Committee Action Item ☐ Exec. Committee Action Item

Item Number:	R-D-26-005	Meeting Date:	1/21/2026
Item Title:	Disadvantaged Business Enterprise Program Update		

BACKGROUND:

This board item provides an overview of the contractual implications of the U.S. Department of Transportation's (USDOT) Disadvantaged Business Enterprise (DBE) Interim Final Rule (IFR) published in October 2025, which revised certain regulatory and administrative requirements under 49 C.F.R. Part 26. It outlined the effects on existing contracts executed prior to the publication date and those executed after the effective date of the IFR.

An interim final rule (IFR) is a binding regulation that becomes effective upon publication while still inviting public comment; agencies typically use IFRs when there is "good cause" to act without the usual pre-publication notice-and-comment period under the Administrative Procedure Act. After receiving comments, the agency may confirm or modify the rule in a subsequent final rulemaking.

On October 3, 2025, USDOT issued an IFR overhauling the DBE/ACDBE regulations in 49 C.F.R. Parts 26 and 23. The rule's immediate purpose is to keep the programs operating in a manner consistent with constitutional requirements; notably, it removes race- and sex-based presumptions of social and economic disadvantage and replaces them with individualized determinations.

DBE Program Key Areas of Impact:

For agencies currently administering an approved DBE Program—such as WeGo Public Transit—this interim final rule carries significant implications. It requires a careful review of existing policies, procedures, and reporting structures to ensure alignment with the new regulatory framework. Below is a summarized outline of key areas of impact on the previous DBE Program from the 2025 DBE Interim Final Rule, followed by a comparison matrix between the previous DBE rule and the New Interim Final Rule, as follows:

- All applicants, including new and existing certified DBE firms, will undergo a reevaluation and must provide evidence (supplemental documentation and updated affidavits) establishing social and economic disadvantage; certification can no longer rest on race/sex-based presumptions;
- Temporary pause on new certifications and recertifications: certifying agencies must temporarily pause new certifications until program recertification protocols begin and are completed by the local or state Unified Certification Program within its area;
- Clarified Good Faith Effort (GFE) Standards: Enhanced documentation and evaluation standards for contractors seeking DBE goal credit or substitution;
- Contractual Compliance Notice: Agencies are required to incorporate IFR compliance clauses in new solicitations and contract templates to ensure contractors are aware of ongoing transitional requirements;
- The IFR adds § 26.55(i) to provide that until a UCP completes the reevaluation process described in § 26.111, a recipient covered by their local UCP may not count any DBE participation toward DBE goals.

Area of Change	Previous 49 CFR Part 26	New Interim Final Rule (2025)
Presumption of Disadvantage	Presumed for specified racial/gender groups unless rebutted (§ 26.5, § 26.61).	No presumptions allowed. Individualized evidence required for all (§ 26.5 amended).
Certification Process	Burden of proof shifted if presumed disadvantaged.	All individuals face the same evidentiary burden. § 26.61(b)(2) removed.
Data Collection	Race/sex data collected on bidders and certifications (§ 26.11).	Race/sex data collection requirements repealed (§ 26.11 amended).
Program Objectives	Includes narrowly tailored language referencing race/gender remediation (§ 26.1).	Reframed to emphasize nondiscrimination and neutrality (§ 26.1 revised).
Terminology	'Race-conscious' and 'race-neutral' measures were used throughout.	Now uses 'DBE-conscious' and 'DBE-neutral' (§ 26.5 and throughout).
Goal Setting	Consultation with minority/women groups required (§ 26.45(g)).	That requirement was eliminated to remove race/sex dependence (§ 26.45 amended).
Recertification	No automatic reevaluation of existing DBEs.	UCPs must reevaluate and decertify those not meeting new standards (§ 26.111).
Legal Positioning	Designed to survive strict scrutiny under constitutional law.	Aims to reduce legal risk by eliminating race/gender presumptions.

Current Actions and Next Steps:

WeGo is currently updating contract templates, revising the DBE compliance section to reference the October 2025 IFR and temporary TNUCP pause. WeGo has worked with USDOT on the revised language and presented it to its outside counsel. In December, the WeGo Procurement Department began issuing agency-wide procurement guidance to ensure all departments and project management understand the DBE changes, and this month will communicate how to manage DBE participation tracking during the transition.

WeGo continues working with the Tennessee Unified Certification Program lead agency, TDOT, to establish a communication plan with current contractors on the recertification and reevaluation process. Lastly, continue to monitor FHWA/FTA updates and stay alert for supplemental federal guidance clarifying timelines for full implementation and recertification reopening.

CURRENT STATUS:

DeAntwaine Moye, Business Diversity Manager & DBE Liaison Officer, will provide an update on the ongoing compliance efforts with the 2025 Interim Final Rule of the Disadvantaged Business Enterprise program.

APPROVED:



Chief Administrative Officer

1/21/2026

Date

Regional Transportation Authority

of Middle Tennessee

Board Action Item

Item Number:	R-A-26-002	Meeting Date:	1/21/2026
Item Title:	Election of 2026 RTA Officers		

BACKGROUND:

Pursuant to Article 3, Section 1(a), of the by-laws for the Regional Transportation Authority of Middle Tennessee (RTA), officers of the RTA shall be elected by the full RTA Board at its ***first regular meeting in each calendar year*** or by a majority vote of the Executive Committee, acting in the stead of the Board at its first regularly scheduled meeting in each calendar year, whichever meets first. Nominations may be made from the floor by any member of the Board and/or Executive Committee.

The officers of the RTA shall be the Chair, Vice-Chair, and Secretary, and must include at least one appointed member and one elected official member. The following served as 2025 officers:

- Chair – Randall Hutto, Wilson County Mayor
- Vice Chair – Paige Brown, Gallatin Mayor
- Secretary – Ed Cole, Davidson County Governor Appointee

RECOMMENDATION:

Staff requests that the Board nominate and approve candidates to serve as the RTA's officers through January 2026.

APPROVED:

1/21/2026

Board Secretary

Date