



REGIONAL TRANSPORTATION AUTHORITY
Of Middle Tennessee

EXECUTIVE COMMITTEE MEETING

Wednesday, October 15, 2025 | 9:30 a.m.

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

- 1. Call to Order**
- 2. Approval of August 20, 2025 Minutes (there was no RTA Meeting in September)**
- 3. Public Comments**
- 4. Transit Citizens Leadership Academy Class Presentation – Jessica Dauphin, CEO, Transit Alliance of Middle TN**
- 5. Finance Committee Report – Mayor Ken Moore, Chair**
 - Monthly Financial Report Compared to Budget – Amanda Vandegrift, Deputy CEO of Finance & Administration **R-D-25-027 Pg. 6**
 - Resolution of FY2026 Annual Grant Applications – Billy Higgins, Director of Grants Management & Compliance **R-A-25-018 Pg. 12**
 - Request to Extend the Period of Exclusive Negotiations for Joint Development at Donelson Station – Debbie Frank, DCEO of Growth & Development **R-A-25-019 Pg. 15**
 - RTA FY2025 and FY2026 Annual Operating Budget Amendments – Amanda Vandegrift, Deputy CEO of Finance & Administration **R-A-25-020 Pg. 16**
- 6. Operations Committee Report – Mayor Rick Bell, Chair**
 - RTA Monthly Operating Statistics – Andy Burke, COO **R-D-25-028 Pg. 17**
 - On Call Maintenance Contract – Patrick Hester, DCOO of Assets & Infrastructure **R-A-25-021 Pg. 25**
 - WeGo Star Annual Track Maintenance Program – Patrick Hester, DCOO of Assets & Infrastructure **R-A-25-022 Pg. 27**
 - Title VI Program Adoption – Felix Castrodad, Director of Planning **R-A-25-023 Pg. 28**
- 7. CEO's Report – Stephen G. Bland, CEO**
- 8. Chair's Report – Mayor Randall Hutto, Chair**
- 9. Other Business**
- 10. Adjournment**



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, August 20, 2025, at the Greater Nashville Regional Council, located at 44 Vantage Way, Suite 450, Nashville, TN 37228. As a quorum of the full board was not reached, the Executive Committee meeting was officially called to order at 9:30 a.m. by Board Chair, Mayor Randall Hutto

Executive Committee Members in Attendance:

Mayor Randall Hutto – Wilson County, Chair
Mayor Paige Brown – City of Gallatin, Vice Chair
Mayor Freddie O’Connell – Davidson County
Mayor Rick Bell – City of Lebanon
Ed Cole – Davidson County (Gov. Appt.)
Mayor Billy Vogle – Robetson County
Kelly Dannenfelser – Williamson County (Gov. Appt.)
Ken Davis – Wilson County (Gov. Appt.)

Others Present:

Mayor Nelson Andrews – City of Brentwood
Jason Gage – City of Brentwood
Mike Callis – City of Portland
Mayor Jamie Clary – Hendersonville
Ed Elam – Rutherford County
Russ Bradshear – City of Murfreesboro (Alt.)
Gerald Herman – City of White House (Alt.)

- II. **Approval of Minutes:** Ed Cole made a motion to approve the minutes from the June 18, 2025, Executive Committee meeting. Mayor O’Connell seconded the motion, and the Executive Committee unanimously approved the minutes.
- III. **Public Comments:** No members of the public requested time to speak.
- IV. **Finance Committee Report:** Mayor Ken Moore presented the following for discussion:
- a. **Monthly Financial Report Compared to Budget (R-D-25-016):** Mayor Ken Moore presented the Statement of Operations for June 2025, comparing actual results to the approved FY2025 budget. Ms. Vandegrift was present and available to answer questions; however, the committee had none, and no further discussion followed.
- b. **RTA Local Funding Issues Update (R-D-25-021):** Amanda Vandegrift, Deputy CEO of Finance & Administration, reviewed the status of partner funding (local, state, and federal):

The report outlined the financial status of RTA’s member dues, local partner contributions, and federal/state funding that support FY2026 operations.

Member Dues & Local Contributions

- FY2026 invoices were sent in March 2025. As of August 6, 2025, RTA received \$135,547 in dues (14 members) and \$339,386 in contributions from several partners.
- Sumner County failed to pay FY2025 dues (\$6,124). A proposed policy change would allow RTA to use Sumner County's reserves to cover the unpaid balance.
- Several partners continue to draw down reserves instead of making full contributions, and many will need to increase funding in FY2026 to maintain existing service levels.

Corridor Highlights

- WeGo Star: Needs \$126,000 in new annual contributions. Only Wilson County has fulfilled its agreed-upon increase.
- Southeast Corridor (84X/86X): Smyrna and Lavergne increased FY2026 funding, but MTSU still owes \$15,588. Reserves for MTSU, Smyrna, and La Vergne will be depleted in FY2026; Rutherford County's by FY2029.
- 87X (Sumner/Hendersonville): Reserves deplete by FY2031–FY2032.
- 88X (Dickson): Reserves depleted by FY2029; both Dickson partners must raise contributions.
- 89X (Springfield/Robertson): Reserves deplete by FY2033–FY2034; partners must increase funding.
- 94X, 95X, Davidson County: Reserves continue to grow with current contributions.

If services like 84X/86X, 87X, or 89X are discontinued, RTA would lose future CMAQ funding eligibility, significantly increasing local subsidy needs.

Federal and State Funding

- Most regional bus routes rely on CMAQ funds (80/20 match).
- \$6.4M in CMAQ funds is currently available, with \$808K to close FY2025 and \$3.48M in Carbon Reduction Program funds pending conversion to CMAQ. These funds are projected to run out by early FY2029.
- WeGo Star and 88X Dickson are ineligible for ongoing CMAQ; the 88X uses \$5307 funds (50/50 match), with \$392,376 available.

There was a general discussion.

- c. **Debt Obligation Notification (R-D-25-022)**: Mayor Ken Moore presented the following item for discussion:

In June 2025, the RTA Board approved renewing its line of credit with Fifth Third Bank for up to \$5 million, effective July 1, 2025, with an initial draw of \$1.5 million. Although usage has declined in recent years, the line of credit remains essential for managing cash flow delays caused by federal grant funding timing.

Per state requirements, RTA filed a Report of Debt Obligation with the Tennessee Comptroller's Office on July 23, 2025, and received acknowledgment on July 30, 2025.

Loan Details:

Type: Revolving Credit Promissory Note

Term: 1 year (matures June 30, 2026)

Interest Rate: Variable, Prime minus 1.8%

Legal Fees: \$1,250 (paid to Dickenson Wright Law Firm)

Non-Use Fee: 7.5 basis points on unused funds (max \$3,750 per year)

RTA will repay any outstanding balance as soon as grant funds are received to minimize interest costs.

There was a general discussion.

- d. **RTA Regional Bus Service Reserves Policy Revision (R-A-25-016)**: 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 RTA Board created a Corridor Reserve Policy to build reserves for regional bus services, protecting against the loss of major funding sources like federal CMAQ funds. Each corridor's reserves are held in separate accounts and tracked by jurisdiction. Reserves can currently be used only for operating costs, not membership dues. The policy was expanded in 2022 to include the WeGo Star Corridor.

For the first time, in FY2025, a member jurisdiction with a large reserve balance did not pay its annual dues, despite not formally withdrawing from the Authority. After review, RTA's General Counsel advised that using reserves to cover dues would be legally permissible if the Board formally adopted a policy allowing it.

Ed Cole inquired whether the policy revision would resolve the current dues shortfall from Sumner County and return them to membership in good standing. Ms. Vandegrift explained that it would allow immediate payment of outstanding 2025 dues and, if necessary, 2026 dues using reserves.

Mayor O'Connell sought clarification on whether this relates to the Southeast Corridor reserve category, noting that those are jurisdictional reserves. He asked if they are specific to each partner or considered general reserves. Ms. Vandegrift clarified that, as has always been the case, each corridor has its own individual financial plan. Therefore, reserves would only be used for that specific partner's contributions or dues, consistent with current practice, but now expanded to include dues as well.

Mayor Callis noted that the concern appears to be more about participation than financial capacity. He suggested sending a letter to the Budget Chair of the Sumner County Commission regarding the County's participation in the RTA, along with a follow-up email to all Board members. CEO Bland agreed to do so.

Jason Gage asked about the intended use of the reserves. CEO Bland responded that the reserve policy originated years ago to ensure continuity of service if federal funding sources like CMAQ were lost. It was not initially meant to cover membership dues, only service contributions. The intent is to use reserves to immediately cover unpaid 2025 dues and potentially 2026 dues if needed. Each corridor has its own reserve fund tied to that specific jurisdiction, and the reserves are billed to reflect service contributions rather than member dues.

Gerald Herman asked how the situation would be addressed if a county failed to pay its dues and service reductions became necessary. CEO Bland explained that the proposed change would allow reserves to be used to cover dues for jurisdictions that miss payments, keeping them in good standing. Each instance of reserve use would require Board approval, preferably during the annual budget process if anticipated in advance. He noted that even if a County, such as Sumner, delays or misses payments, there would be no immediate impact on service. However, continued reliance on reserves without replenishment would eventually reduce available funds and could affect long-term service levels.

CEO Bland also noted that some jurisdictions, such as Brentwood, contribute dues but do not receive direct service. The proposed policy ensures that these jurisdictions remain active members, even if dues are paid through reserves.

The Finance Committee recommended that the Board adopt the attached Regional Bus Service Reserve Policy dated August 13, 2025, and that approval of specific jurisdictions for the use of their reserves toward dues payments be incorporated into the annual budget resolution.

Mayor Ken Moore moved to approve the RTA Regional Bus Service Reserves Policy Revision. Ed Cole seconded the motion, and the Executive Committee unanimously approved it.

V. Audit Committee Report: Mayor Ken Moore presented the following item for discussion:

- **RTA Auditing Services (R-A-25-017):** RTA fulfilled its FY2024 audit obligations under its existing contract with Crosslin PLLC. On March 17, 2025, RTA issued a new RFP for audit services, receiving three timely and responsive proposals from Crosslin, Certified Public Accountants, Clifton Larson Allen, and Mauldin & Jenkins LLC

After evaluation, the committee selected Crosslin to continue as RTA's external auditor for a five-year term, with a total contract value of \$145,000. Annual costs are as follows:

- | | |
|--------------------|--------------------|
| • FY2025: \$27,500 | • FY2028: \$29,750 |
| • FY2026: \$28,250 | • FY2029: \$30,500 |
| • FY2027: \$29,000 | |

Thomason Financial Resources will participate as a DBE, accounting for approximately 20% of the contract. Prices are fixed and align with current market rates. While no additional services are anticipated, any future specialized work would be billed at standard hourly rates. The contract includes an annual cancellation clause for either party.

The Audit Committee recommended that the RTA Board enter a five-year contract for annual external audit services with Crosslin PLLC for a total contract value of \$160,000, including \$145,000 for annual audit services and a contingency amount of \$15,000 for any unanticipated audit services that may be needed over the contract period.

Mayor Ken Moore motioned to approve the RTA Regional Bus Service Reserves Policy Revision. Mayor Freddie O'Connell seconded the motion, and the Executive Committee unanimously approved it.

VI. Operations Committee Report: Committee Chair Mayor Rick Bell presented the following for discussion:

- Monthly Operating Statistics (R-D-25-017):** Mayor Rick Bell presented the RTA Monthly Dashboard Report for June 2025 to the Executive Committee. Mr. Burke was present and available to answer questions; however, the committee had none, and no further discussion followed.
- Donelson Joint Development Update (R-D-25-024):** Debbie Frank, Deputy CEO for Growth and Development, provided a project update:

On June 13, 2022, RTA received an unsolicited proposal from H.G. Hill and Southeast Venture (HGH/SV) to lease RTA property near Donelson Station for a mixed-use development including housing, commercial, and retail space. The project aims to enhance the station area, maintain rail parking, and add a transit center supporting airport and local bus connections, while also generating long-term revenue for RTA.

Following RTA's Unsolicited Proposals Policy, the Board authorized a 24-month exclusive negotiation period on October 19, 2022, for the CEO and HGH/SV to develop a formal joint development agreement covering design, financial terms, and a long-term ground lease.

Since then, extensive planning, design, studies, and appraisals have been completed. RTA has also secured over \$29 million in local, state, and federal funding to support related public infrastructure, including station improvements, the transit center, quiet zone implementation, and intersection upgrades.

To allow time to finalize the agreement, the RTA Board extended negotiations by one year, to October 19, 2025. If acceptable terms with HGH/SV and the FTA cannot be reached, RTA will proceed independently with the transit center, station improvements, and infrastructure projects.

Mayor O'Connell asked if the negotiation period would be extended if terms were not finalized by October 19th. Ms. Frank indicated the Board would likely be asked to approve any extension. CEO Bland noted there are advantages to extending negotiations if the developer is not fully ready.

There was no further discussion.

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

Murfreesboro Park and Ride: RTA has taken possession of the former church property and completed demolition. Work is underway with the City of Murfreesboro on design and permitting, including access to the newly completed city transit center adjacent to the site.

Franklin Park and Ride: RTA is collaborating with the City of Franklin and a private developer to evaluate the feasibility of adding a park-and-ride facility within a new development project.

Titans Express: The WeGo Star will again operate as Titans Express for all Tennessee Titans home games. RTA is in discussions with the Titans to expand the partnership for the upcoming season.

Contactless Payment Launch: Contactless fare payment is now available across all WeGo services, including WeGo Public Transit, RTA Regional Bus, and the WeGo Star, allowing customers to pay using credit or debit cards.

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. Mayor Freddie O'Connell motioned to adjourn the meeting, which was adjourned at 10:10 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-25-027	Meeting Date:	10/15/2025
Item Title:	Monthly Financial Report Compared to Budget		

BACKGROUND:

Attached is a summary of the statement of operations for August 2025 compared to the approved fiscal year (FY) 2026 budget.

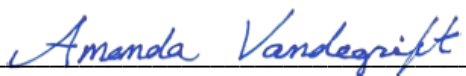
Revenues during the first two months of FY 2026 were 1.7% higher than budgeted, primarily due to differences in the timing of local, regional, and federal funding. Notably, passenger revenues continue to be lower than budgeted because of lower-than-anticipated regional bus fares. Expenses during the first two months of FY 2026 were 2.7% higher than budgeted, which was primarily due to higher-than-anticipated parts and other service costs in August. These expenses were partially offset by more favorable fuel prices and insurance renewals compared to the budget.

As of August 31, 2025, RTA owed Nashville MTA approximately \$250,568 for services provided. In turn, MTA owes RTA approximately \$64,164 for fares collected.

STATUS:

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

APPROVED:


Deputy CEO of Finance and Administration

10/15/2025

Date

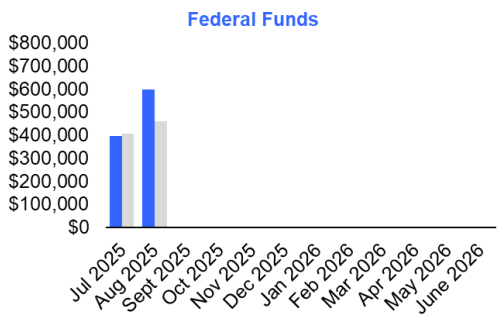
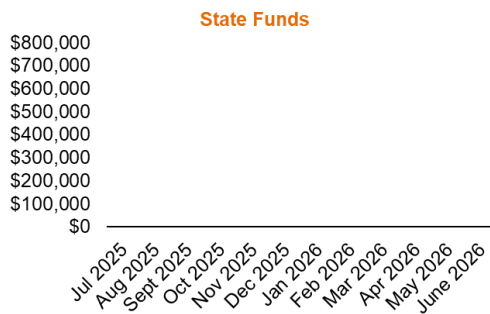
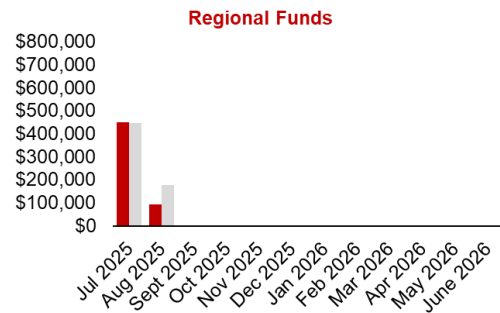
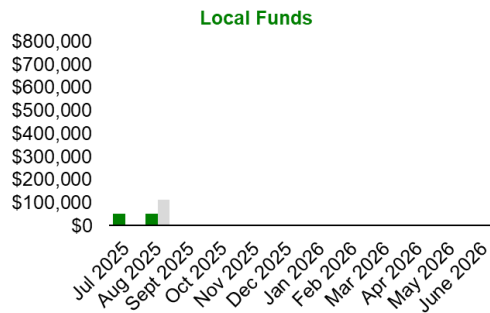
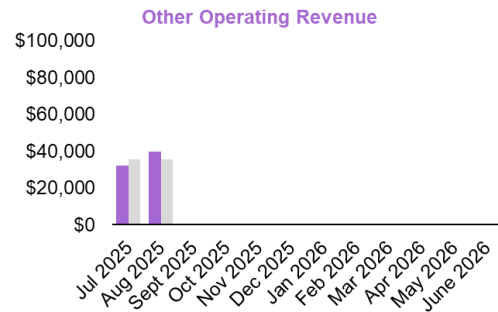
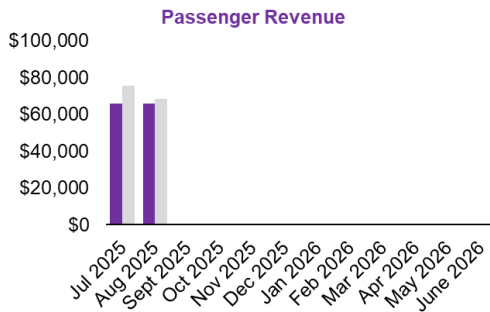
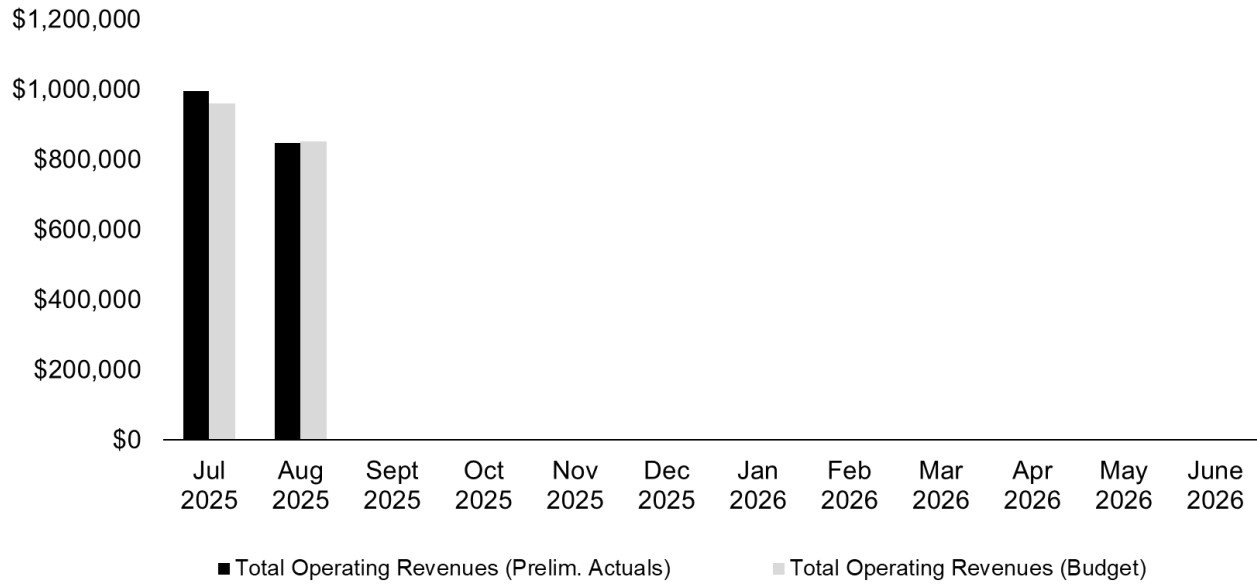
August 2025 Operating Revenue by Category:

	Aug 2025	Fiscal Year To Date	Approved FY 2026 Budget	% Budget To Date
Passenger Revenues (Budget)	68,300	143,610	883,313	16%
Passenger Revenues (Actuals)	65,689	131,708		15%
Other Operating Revenues (Budget)	35,510	70,850	422,560	17%
Other Operating Revenues (Actuals)	39,889	71,862		17%
Local Funds (Budget)	112,400	112,400	2,134,514	5%
Local Funds (Actuals)	52,000	104,830		5%
Regional Funds (Budget)	177,000	622,970	1,540,030	40%
Regional Funds (Actuals)	92,939	543,920		35%
State Funds (Budget)	-	-	779,100	-
State Funds (Actuals)	-	-		-
Federal Funds (Budget)	459,010	863,754	5,515,566	16%
Federal Funds (Actuals)	597,574	992,138		18%
Total Operating Revenues (Budget)	852,220	1,813,584	11,275,083	16%
Total Operating Revenues (Actuals)	848,091	1,844,458		16%

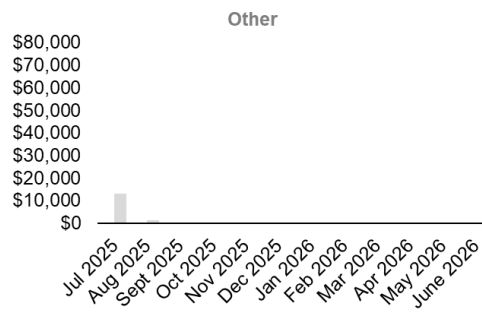
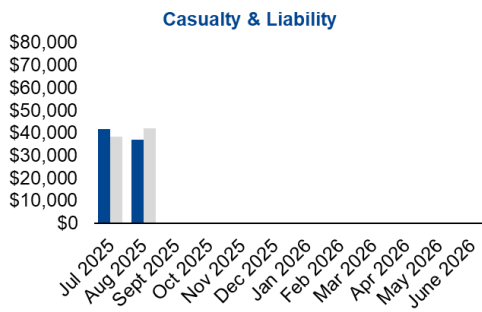
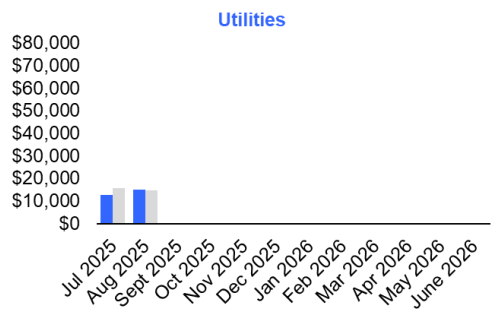
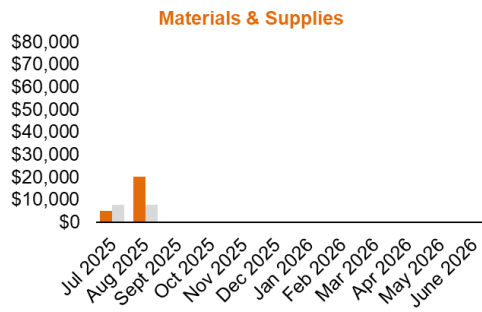
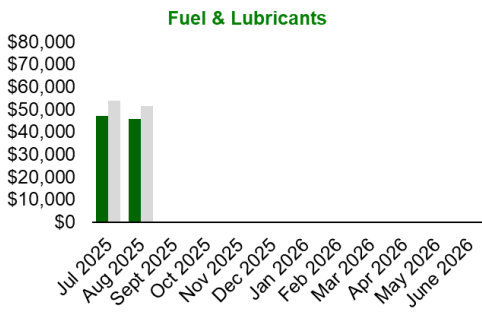
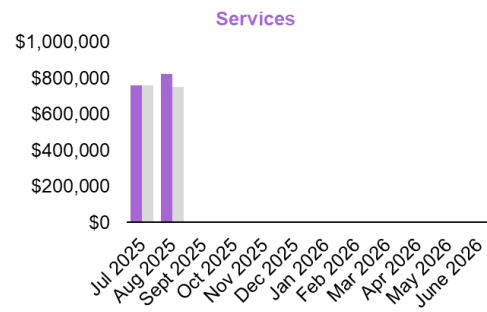
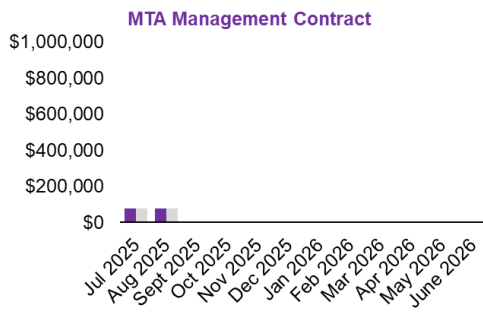
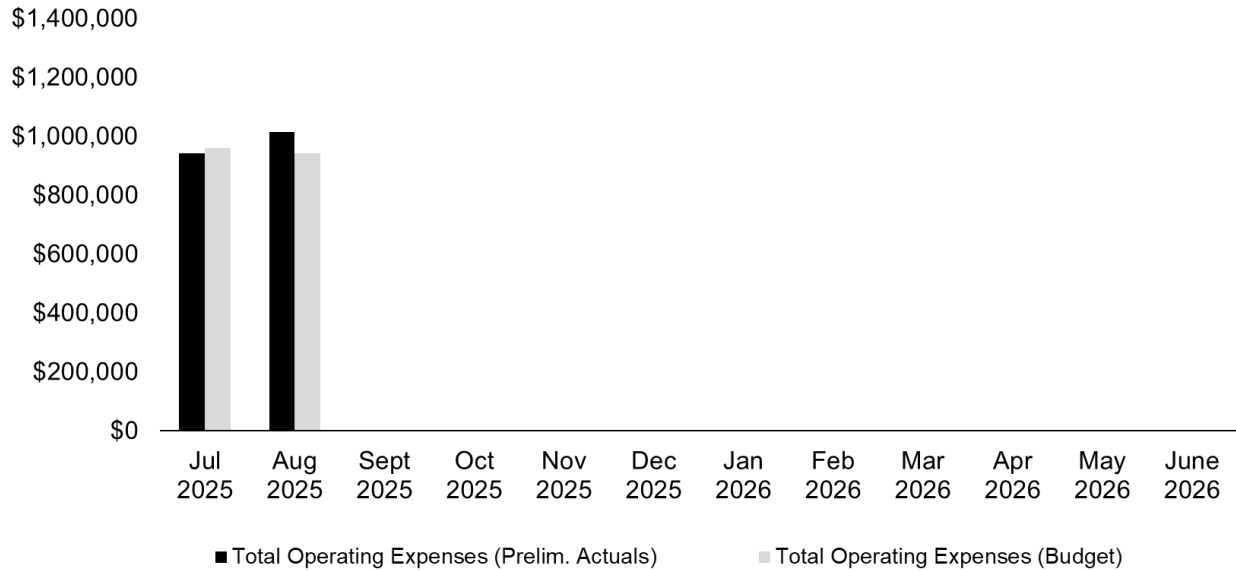
August 2025 Operating Expenses by Category:

	Aug 2025	Fiscal Year To Date	Approved FY 2026 Budget	% Budget To Date
MTA Management Contract (Budget)	75,350	150,700	904,200	17%
MTA Management Contract (Actuals)	75,350	150,700		17%
Services (Budget)	756,831	1,521,374	9,074,638	17%
Services (Actuals)	841,121	1,606,049		18%
Fuel & Lubricants (Budget)	51,480	105,410	616,500	17%
Fuel & Lubricants (Actuals)	45,799	92,987		15%
Materials & Supplies (Budget)	1,080	1,850	12,675	15%
Materials & Supplies (Actuals)	662	662		5%
Utilities (Budget)	14,830	30,380	151,550	20%
Utilities (Actuals)	14,993	27,483		18%
Casualty & Liability (Budget)	41,920	80,170	484,120	17%
Casualty & Liability (Actuals)	36,990	78,520		16%
Other (Budget)	1,088	14,171	30,900	46%
Other (Actuals)	-	-		-
Total Operating Expenses (Budget)	942,579	1,904,055	11,274,583	17%
Total Operating Expenses (Actuals)	1,014,916	1,956,401		17%

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 August 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	21,796	29,350	(7,554)	66,905	47,790	60,100	(12,310)	355,033
Fare Revenues - Train	40,500	33,850	6,650	66,952	75,700	69,310	6,390	409,380
Fare Revenues - Special Events	3,392	5,100	(1,708)	23,950	8,219	14,200	(5,981)	118,900
Advertising Revenue	-	-	-	-	-	-	-	-
Other Non-Transportation Revenue	51,914	52,510	(596)	256,433	232,888	235,850	(2,962)	632,317
Total Operating Revenue	117,603	120,810	(3,207)	414,240	364,597	379,460	(14,864)	1,515,630
Local Operating Assistance	52,000	112,400	(60,400)	113,395	104,830	112,400	(7,570)	2,134,514
Regional Operating Subsidies	80,914	160,000	(79,086)	363,343	382,894	457,970	(75,076)	1,330,273
State Operating Assistance	-	-	-	-	-	-	-	779,100
Total Operating Assistance	132,914	272,400	(139,486)	476,738	487,724	570,370	(82,646)	4,243,887
CMAQ Operating Revenues	357,930	256,320	101,610	478,827	550,074	457,850	92,224	3,100,252
Total CMAQ Revenue	357,930	256,320	101,610	478,827	550,074	457,850	92,224	3,100,252
Capital Operating Reimbursement	239,644	202,690	36,954	393,838	442,064	405,904	36,160	2,415,314
CARES Act Operating Reimbursement	-	-	-	106,226	-	-	-	-
CAmerican Rescue Plan OPS Reimbursement	-	-	-	-	-	-	-	-
TOTAL CAPITAL OPERATING REVENUES	239,644	202,690	36,954	500,064	442,064	405,904	36,160	2,415,314
Total Revenue	848,091	852,220	(4,129)	1,869,869	1,844,458	1,813,584	30,874	11,275,083
Labor & Fringes	75,350	75,350	-	150,700	150,700	150,700	-	904,200
Services	841,121	756,831	(84,290)	1,462,305	1,606,049	1,521,374	(84,675)	9,074,638
Fuel & Lubricants	45,799	51,480	5,681	100,313	92,987	105,410	12,423	616,500
Parts, Materials & Supplies	662	1,080	418	729	662	1,850	1,188	15,975
Utilities	14,993	14,830	(163)	28,605	27,483	30,380	2,897	179,450
Casualty & Liabilities	36,990	41,920	4,930	76,325	78,520	80,170	1,650	458,920
Other Miscellaneous Expenses	-	1,138	1,138	12,056	-	14,271	14,271	25,400
Total Expenses	1,014,916	942,629	(72,287)	1,831,033	1,956,401	1,904,155	(52,246)	11,275,083
Surplus/(Deficit) before GASB 33	(166,825)	(90,409)	(76,416)	38,836	(111,943)	(90,571)	(21,372)	-
CARES Act Capital Reimbursement	40,440	-	40,440	20,557	40,440	-	40,440	-
Capital Asset Purchases	554,258	-	554,258	29,544	554,258	-	554,258	-
Depreciation	(380,862)	-	(380,862)	(709,467)	(762,654)	-	(762,654)	-
(Loss)Gain on Sales	-	-	-	-	-	-	-	-
Surplus /(DEFICIT)	47,011	(90,409)	137,420	(620,530)	(279,900)	(90,571)	(189,329)	-

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

	This Month August	Fiscal YE 2025 June
ASSETS		
CURRENT ASSETS		
Cash and Equivalents	1,733,956	2,924,525
Investment Accounts	7,124,020	7,073,667
Receivables from Federal, State, and Local Gov't	1,297,582	1,082,812
Accounts Receivable	125,411	102,078
Inventory - parts	626,093	602,903
Prepaid Expenses and Other	361,902	29,724
TOTAL CURRENT ASSETS	11,268,964	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	932,540	800,945
	67,692,029	67,013,710
Less Accum Depreciation and Amortization	(32,189,928)	(31,427,273)
TOTAL PROPERTY AND EQUIPMENT, NET	35,502,101	35,586,437
TOTAL ASSETS	46,771,065	47,402,146
LIABILITIES		
CURRENT LIABILITIES		
Accounts Payable	746,994	1,214,884
Accrued Expenses	31,806	27,096
Deferred Revenue	6,094,327	5,982,327
Notes Payable	490,000	490,000
TOTAL CURRENT LIABILITIES	7,363,127	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	25,897,529	26,224,440
Current Year Surplus(Deficit)	(279,900)	(326,911)
TOTAL NET ASSETS	25,617,629	25,897,529
TOTAL LIABILITIES AND NET ASSETS	46,771,066	47,402,146

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivables	\$77,603	\$47,808	\$0	\$0	\$125,411
	100.0%	0.0%	0.0%	0.0%	100%
Accounts Payable	\$693,225	\$53,769	\$0	\$0	\$746,994
	43.3%	56.7%	0.0%	0.0%	100%

Regional Transportation Authority of Middle Tennessee

Board Action Item

Item Number:	R-A-25-018	Meeting Date:	10/15/2025
Item Title:	Resolution of FY2026 Annual Grant Applications		

BACKGROUND:

The Regional Transportation Authority of Middle Tennessee (RTA) has the authority to receive federal, state, and local financial assistance for transportation projects. In order for the RTA to apply and receive federal funds, the RTA must comply with Federal Certifications and Assurances and annually submit compliance in accordance with these terms. Recurring Federal Transit Administration (FTA), Federal Highway Administration, and State of Tennessee funding sources are as follows:

5307 Urbanized Area Formula Funds

When the apportionment is made available, RTA is eligible to use FTA 5307 Urbanized Area Formula Funds, along with the 10% State and 10% Local match.

5337 State of Good Repair Formula Funds

RTA is eligible to use FTA State of Good Repair Funds for the maintenance, rehabilitation, and replacement of existing fixed guideway systems to maintain a state of good repair. The FY2025 apportionment for the Nashville Urbanized Area, combined with the State and Local match, is \$5,285,253 (80% Federal/10% State/10% Local).

State Operating Assistance

RTA is eligible for operating assistance from the Tennessee Department of Transportation (TDOT). The amount for FY2025 is \$779,100, and an additional \$400,000 for commuter bus service.

IMPROVE Act Assistance

RTA can request up to \$5 million in assistance (requires a 20% match) for individual capital projects that support public transportation services.

RECOMMENDATION:

The attached 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 requests 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.

APPROVED:

Board Secretary

10/15/2025

Date

RESOLUTION NO. R-A-25-018

A RESOLUTION AUTHORIZING THE FILING OF APPLICATIONS WITH THE FEDERAL TRANSIT ADMINISTRATION AND THE TENNESSEE DEPARTMENT OF TRANSPORTATION FOR FINANCIAL ASSISTANCE

WHEREAS, the Regional Transportation Authority of Middle Tennessee is filing applications for funds with the Federal Transit Administration, the Tennessee Department of Transportation, and other grant contracting entities; and,

WHEREAS, the Federal Transit Administration is authorized to make grants for mass transportation projects under the Urban Mass Transportation Act of 1964, as amended; and,

WHEREAS, it is required by the United States Department of Transportation that in conjunction with the filing of these applications that the applicant agree to comply with all Federal legislation, regulations, and guidance pertaining to the requested financial assistance; and,

WHEREAS, since 1995, the Federal Transit Administration has consolidated Annual Certifications and Assurances and requires applicants to annually submit to compliance with said Certifications and Assurances.

NOW, THEREFORE, BE IT RESOLVED BY THE REGIONAL TRANSPORTATION AUTHORITY OF MIDDLE TENNESSEE

SECTION 1: That the Chief Executive Officer of the Regional Transportation Authority is authorized to execute and file applications on behalf of the Regional Transportation Authority of Middle Tennessee with the Federal Transit Administration, the Tennessee Department of Transportation, and other grant contracting entities to aid in the financial assistance of capital projects and operations.

SECTION 2: That the Chief Executive Officer of the Regional Transportation Authority is authorized to execute and file with such applications an assurance or any other document required by the Federal Transit Administration, the Tennessee Department of Transportation, and other grant contracting entities, effectuating the purposes of these grants.

SECTION 3: That the Chief Executive Officer of the Regional Transportation Authority is authorized to furnish such additional information as the Federal Transit Administration, the Tennessee Department of Transportation, and other grant contracting entities may require in connection with the applications or the projects.

SECTION 4: That the Chief Executive Officer of the Regional Transportation Authority is authorized to execute an agreement or award on behalf of the Regional Transportation Authority of Middle Tennessee with the Federal Transit Administration, the Tennessee Department of Transportation, and other grant contracting entities to aid in funding of Regional Transportation Authority projects.

ATTEST:

Junaid Odubeko
Legal Counsel

Date

Mayor Randall Hutto
Board Chair

Date

Regional Transportation Authority

of Middle Tennessee

Board Action Item

Item Number:	R-A-25-019	Meeting Date:	10/15/2025
Item Title:	Request to extend the Period of Exclusive Negotiations for the Joint Development of Donelson Station		

BACKGROUND:

On June 13, 2022, RTA received an unsolicited proposal from H.G. Hill and Southeast Venture (HGH/SV) to lease a portion of the existing RTA property adjacent to Donelson Station to facilitate the development of a mixed-use complex of housing, commercial, and retail space to complement the rail station and to generate long-term revenue for the Authority. As part of the overall project, parking for rail patrons would be sustained, and the overall functionality of the station would be improved. The proposal also includes an area for a transit center that would facilitate bus service to the airport and connections to other routes. The unsolicited proposal expresses the intent to comply with the requirements of RTA's regulatory bodies (USDOT, TDOT) in negotiating a development agreement for this property that would provide RTA with long-term revenue as well as improved facilities.

Following the necessary procedures in the Authority's formally adopted Unsolicited Proposals Policy, on October 19, 2022, the Board authorized the Chief Executive Officer to enter into a twenty-four (24)-month period of exclusive negotiation for RTA and HGH/SV to develop a formal joint development agreement that encompasses a design plan for the transit-related improvements, a long-term ground lease, and other long-term financial arrangements as the developer refines the plans for the rest of the project to present a final project plan for FTA and RTA Board approval.

On September 18, 2024, the Board extended the period of exclusive negotiation an additional twelve (12) months. Since the period of exclusive negotiation began, substantial work (market and parking studies, programming/design, property negotiations with a closing scheduled for this month, appraisals, etc.) critical to a formal joint development agreement has been completed. RTA has also secured local, state, and federal funding of just over \$29 million to advance public infrastructure improvements on this project, including station improvements, transit center construction, and various supporting infrastructure, such as quiet zone implementation and intersection upgrades. RTA is nearing 60% of the construction design for supporting transit infrastructure investment.

During the August 20 Board meeting, Debbie Frank, Deputy CEO for Growth and Development, provided a brief project update. While substantial progress has been made to date, additional time is needed to finalize the design plan, financial arrangements, and ground lease agreement. If terms cannot be reached that are acceptable to the RTA Board and FTA, the project will not proceed as a joint development. However, RTA would advance the transit center, station improvement, and public infrastructure elements of the project.

RECOMMENDATION:

Staff requests 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.

APPROVED:

Board Secretary

10/15/2025

Date

Regional Transportation Authority

of Middle Tennessee

Board Action Item

Item Number:	R-A-25-020	Meeting Date:	10/15/2025
Item Title:	RTA FY2025 and FY2026 Annual Operating Budget Amendments		

BACKGROUND:

RTA member jurisdictions make two forms of payment to the RTA: (1) all members pay dues, which (by statute) are assessed at \$0.10 per resident as counted in the most recent census and (2) jurisdictions that receive bus or rail service pay a proportional share of the cost of that service net of any fares collected and Federal/State Operating grants applied based on the level of service/cost of service and the number of local jurisdictions participating in a specific service corridor.

In 2017, the RTA Board established a corridor reserve policy in recognition of the uncertainty associated with the future availability of Federal CMAQ funding. The intent of the reserve policy was to allow each corridor to establish sufficient reserves to provide for an orderly “wind down” of service in the event major funding sources were discontinued. Over the ensuing years, each partner has accumulated varying levels of reserves, which are deposited in a separate bank account and tracked for each contributing jurisdiction. The balances of these reserve funds are reported out to the RTA Board annually and upon request. In 2022, the reserve approach was expanded to include the WeGo Star. Over the years, several jurisdictions have applied portions of their reserves to their annual service contribution requirement, while others have sustained their required annual contribution, allowing their reserve balances to build.

As originally written, the bus reserve policy only applied to operating costs and did not include member dues. During the last fiscal year, for the first time, a member jurisdiction that has not expressed an intent to leave Authority membership did not pay its annual dues assessment. This member jurisdiction has a significant reserve balance. RTA’s General Counsel examined the legality of applying reserves to outstanding dues balances, as well as service costs, and indicated that the enabling legislation was generally permissive of practices of encouraging and maximizing participation by member (and prospective) member jurisdictions, and that the law would not preclude the use of reserves toward annual membership dues, provided the Board-adopted policy allowed such an application. Based on this assessment, the Authority’s reserve policy was revised at the August 2025 Executive Committee meeting to allow reserves to be used to pay outstanding annual assessments owed by RTA members. As stated in the revised policy, such approval may be incorporated into the Authority’s annual budget approval action upon the majority vote of the RTA Board. For staff to make payment on outstanding FY2025 and FY2026 member dues, the Board must amend the approved operating budget resolutions.

RECOMMENDATION:

Staff requests 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.

APPROVED:

Board Secretary

10/15/2025

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-25-028	Meeting Date:	10/15/2025
Item Title:	Monthly Operating Statistics		

BACKGROUND:

Attached are the monthly operating statistics for August 2025.

While overall ridership increased by 4.6%, the trend was completely different between the regional bus and the WeGo Star commuter rail service. While the Star registered an increase of over 25%, the regional bus experienced a decline of 11.5%. About 4.5% of this decline can be attributed to the calendar, as we had one fewer weekday in August 2025 than in 2024. However, this still represents a net decline of 7% year over year. The only regional bus route experiencing a ridership increase was the 84 – Murfreesboro Express. All others experienced varying levels of decline that bear further examination.

Safety performance was mixed. The RTA bus system recorded four accidents in August compared to zero in the same month last year. All these accidents occurred on MTA-operated service, with Anchor completing the month accident-free. All four accidents were also extremely minor in nature.

With respect to service reliability performance, the transition to Anchor is complete and has gone much more smoothly than we could ever have anticipated. Trip completion rate improvements were largely driven by Anchor's completion of 100% of scheduled trips and overall, on-time performance of 90%. With respect to this latter figure, it is important to note that MTA operates in the highly congested and unpredictable I-24 corridor, while several of Anchor's routes operate in more free-flowing corridors.

In August, WeGo completed the full rollout of contactless payment across RTA and MTA services. Riders can now utilize their chip-enabled debit and credit cards to ride RTA services, improving convenience and reducing travel complexity.

CDM Smith and Fairpointe Planning, as independent consultants on behalf of RTA, performed the annual rail audit this past month to ensure the train service operates safely, reliably, and in compliance with Federal Transit Authority (FTA) and Federal Railroad Administration (FRA) regulations. We will present a more detailed report of their findings at the Board's November meeting, but the summary version is that our rail service provider continued to provide a high level of service, adheres to all applicable Federal regulations, and continues to maintain rail assets in fine condition.

CURRENT STATUS:

Staff will be available at the Committee meeting to address members' questions regarding the attached report.

APPROVED:



Chief Operating Officer

10/15/2025

Date

RTA Monthly Dashboard Report *

Metric	August 2025	August 2024	Pct. Change
Ridership			
Total RTA Bus Passengers	12,613	14,253	-11.5%
WeGo Star Passengers	12,967	10,195	27.2%
Total RTA Passengers	25,580	24,448	4.6%
Percentage of Pre-Pandemic Ridership	42.9%	41.0%	4.6%
Safety			
RTA Bus Total Accidents	4	0	N/A
WeGo Star Total Accidents	0	0	N/A
RTA Bus Total Miles btwn Accidents	12,163	N/A	N/A
WGS Total Miles btwn Accidents	N/A	N/A	N/A
Service Quality			
RTA Bus Total Trip Completion %	99.85%	99.76%	0.1%
WeGo Star Total Trip Completion %	99.60%	100.00%	-0.4%
RTA Bus Total Miles btwn Service Interruption	19,858.0	12,596.7	57.6%
WGS Total Miles btwn Service Interruption	6,644.1	N/A	N/A
On-Time Performance ^			
RTA Bus	78.2%	80.3%	-2.6%
WeGo Star	97.6%	90.5%	7.8%
Customer Care			
RTA Bus Total Passengers per Complaint	970	548	77.0%
WeGo Star Passengers per Complaint	12,967	5,098	154.4%

* 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".

N/A indicates zero incidents in reporting period.

RTA Monthly Dashboard Report *

Metric	FY2026 August	FY2025 August	Pct. Change
Ridership			
Total RTA Bus Passengers	24,188	26,543	-8.9%
WeGo Star Passengers	25,365	20,321	24.8%
Total RTA Passengers	49,553	46,864	5.7%
Percentage of Pre-Pandemic Ridership	44.5%	42.0%	5.7%
Safety			
RTA Bus Total Accidents	5	3	66.7%
WeGo Star Total Accidents	0	0	N/A
RTA Bus Total Miles btwn Accidents	19,895	33,525	-40.7%
WGS Total Miles btwn Accidents	N/A	N/A	N/A
Service Quality			
RTA Bus Total Trip Completion %	99.87%	99.82%	0.04%
WeGo Star Total Trip Completion %	99.81%	99.62%	0.19%
RTA Bus Total Miles btwn Service Interruption	22,354.2	16,762.6	33.4%
WGS Total Miles btwn Service Interruption	13,604.6	6,960.5	95.5%
On-Time Performance ^			
RTA Bus	79.3%	82.1%	-3.4%
WeGo Star	95.7%	92.4%	3.6%
Customer Care			
RTA Bus Total Passengers per Complaint	711	781	-8.9%
WeGo Star Passengers per Complaint	8,455	3,387	149.6%

* 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".

N/A indicates zero incidents in reporting period.

RTA Operations Dashboard Glossary

Metric		Definitions
Ridership		
Total Passengers		
RTA Bus		Total fixed route passenger boardings on all MTA operated RTA routes (64, 84, 86, 93) and Gray Line operated RTA routes (87, 88, 89, 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.

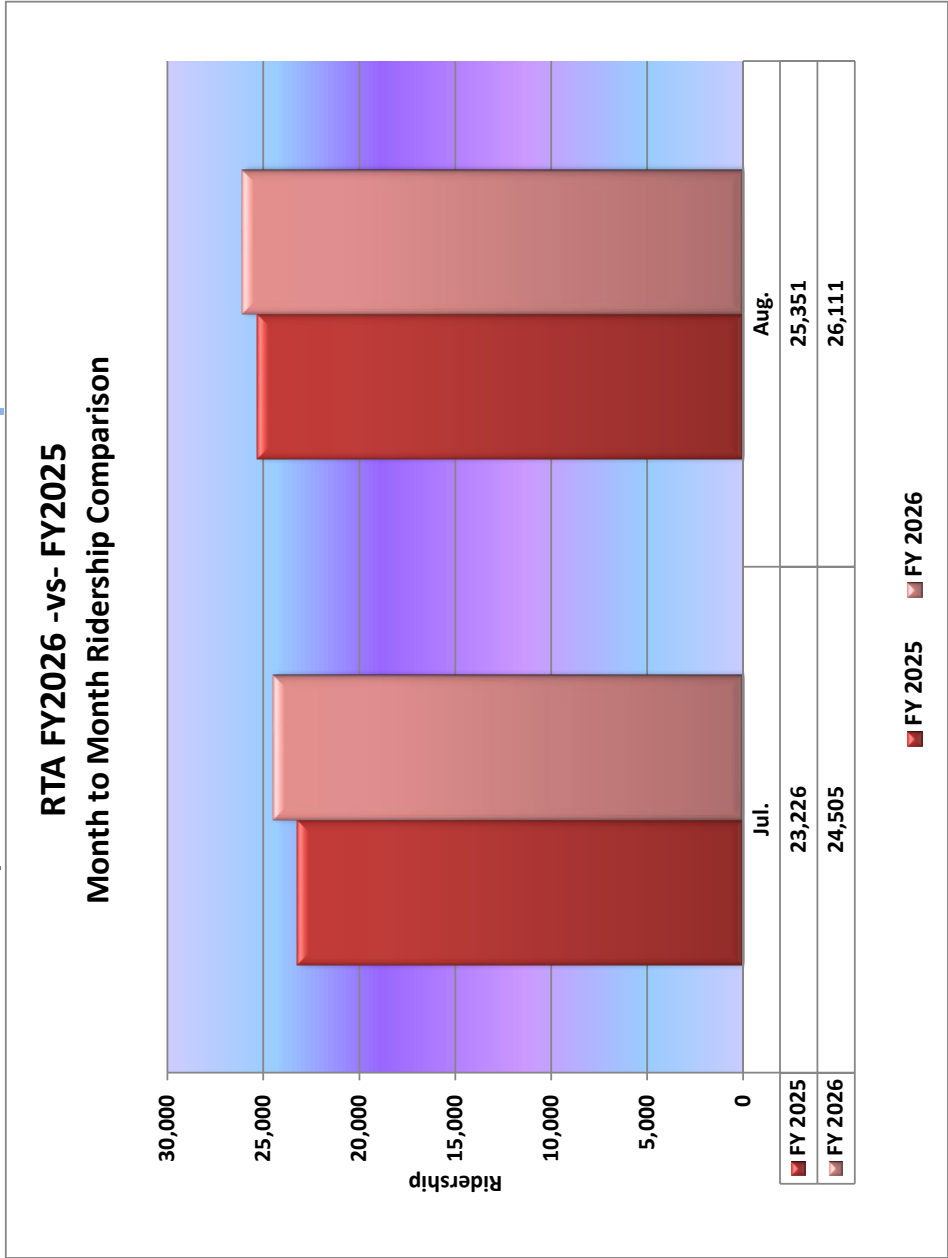
RTA Operations Dashboard Glossary

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		
	Aug-24	Aug-25	Percentage Change	FY 2025	FY 2026	Percentage Change
WeGo Star	10,195	12,967	27.2%	20,321	25,365	24.8%
Express Bus & Shuttle Services	14,253	12,613	-11.5%	26,543	24,188	-8.9%
RTA VanStar Vanpool Service	903	531	-41.2%	1,713	1,063	-37.9%
Total RTA Ridership	25,351	26,111	3.0%	48,577	50,616	4.2%





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

	Month to Month Comparison			Fiscal Year		Change
	Aug-24	Aug-25	Change	FY 2025	FY 2026	
MTA Local Bus Service	795,791	795,807	0.0%	1,491,636	1,519,577	1.9%
MTA Local Paratransit Service	33,947	41,255	21.5%	67,412	81,065	20.3%
RTA Regional Bus Service	14,253	12,613	-11.5%	26,543	24,188	-8.9%
RTA VanStar Vanpool Service	903	531	-41.2%	1,713	1,063	-37.9%
RTA Regional Rail Service	10,195	12,967	27.2%	20,321	25,365	24.8%
* RTA Special Events Rail Service	1,354	195	-85.6%	2,437	1,342	-44.9%
Subtotal RTA Rail Service	11,549	13,162	14.0%	22,758	26,707	17.4%
Subtotal MTA & RTA Bus & Rail Service	856,443	863,368	0.8%	1,610,062	1,652,600	2.6%
Williamson County VanStar Vanpool Service	5,968	5,953	-0.3%	12,017	11,964	-0.4%
Murfreesboro Transit Local Bus Service	10,092	9,350	-7.4%	20,072	18,416	-8.3%
Franklin Transit Local Bus Service	6,483	6,103	-5.9%	11,974	11,348	-5.2%
Clarksville Transit Local Bus Service	43,731	43,714	0.0%	83,663	85,987	2.8%
Total Area Ridership	922,717	928,488	0.6%	1,737,788	1,780,315	2.4%



REGIONAL TRANSPORTATION AUTHORITY ROUTE PERFORMANCE INDICATOR REPORT

For the Month of: August 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)	2,055	-11.9%	197	12	10.4
	Northwest Corridor (Routes 89 & 94)	2,284	-16.6%	345	8	6.6
	South Corridor (Route 95)	1,076	-9.3%	237	6	4.5
	Southeast Corridor (Route 84 & 86)	3,593	-5.9%	922	6	3.9
EXPRESS BUS ROUTE SERVICE						
84	Murfreesboro Express	2,774	20.3%	741	6	3.7
86	Smyrna - LaVergne	819	-45.9%	181	5	4.5
87	Gallatin - Hendersonville	2,055	-11.9%	197	12	10.4
88	Dickson	471	-29.8%	98	6	4.8
89	Springfield - Joelton	438	-6.6%	117	5	3.8
94	Clarksville	1,846	-18.6%	229	8	8.1
95	Spring Hill - Franklin	1,076	-9.3%	237	6	4.5
Express Bus Route Totals		9,479	-11.8%	1,799	7	5.3
OTHER ROUTES						
64	Star Downtown Shuttle	639	30.9%	52	4	12.3
93	Star West End Shuttle	2,495	-17.4%	82	20	30.3
RTA Bus Route Monthly Totals		12,613	-11.5%	1,933	8	6.5
COMMUTER RAIL SERVICE						
90	WeGo Star Commuter Rail	12,967	27.2%	240	51	54.1
RTA Commuter Rail and Bus Total		25,580	4.6%	2,173	13	11.8

Regional Transportation Authority

of Middle Tennessee

Board Action Item

Item Number:	R-A-25-021	Meeting Date:	10/15/2025
Item Title:	On Call Systems Maintenance Contract Award		

BACKGROUND:

From time to time, WeGo Public Transit's facilities group is called upon to undertake routine capital maintenance projects to sustain facilities and systems like rail stations, park and ride lots, buildings, and related systems in a state of good repair. Historically, the assignment of contractors to these projects was a cumbersome process, where each individual project (some quite small) would follow our standard procurement procedures for contractor selection, adding time and complexity to these projects. As most of the kinds of work that are contemplated in these contracts are routine and repetitive, and mirror similar work that we undertake for MTA facilities, the solicitation of "on-call" contractors was deemed to be a more efficient approach, and perfectly allowable under Local, State, and Federal procurement requirements. Essentially, the goal is to "pre-select" contractors for specific areas of work who could be issued task orders based on established pricing structures.

On July 21, 2025, the WeGo Public Transit Procurement Department issued a competitive Request for Proposals (RFP) seeking qualified contractors to provide On-Call Maintenance, Repair, and Systems services. The announcement was published on WeGo's website, through the procurement system OpenGov and Transit Talent. This indefinite delivery indefinite quantity (IDIQ) task order-based procurement is designed to provide the agency with a flexible contracting capacity for a broad range of civil infrastructure, facility, and systems repair work. Typical task orders may include:

- Civil work such as paving, sidewalks, drainage, and parking lot rehabilitation.
- Facility maintenance, including roofing, architectural, structural, shelter, and electrical systems.
- Systems work, including communications, security, and mechanical equipment upgrades.

The on-call contract structure enables the agency to maintain assets in good condition, respond promptly to urgent needs, and deliver projects efficiently through pre-qualified contractors.

By the August 29 deadline, we received three responsive proposals with fair and reasonable competitive hourly rates. The proposals came from two disadvantaged business firms, BCMason Group and M&P Services Inc., as well as Norwood Properties. All three firms are committed to meeting an overall contract DBE participation goal of 12%.

The Evaluation Committee reviewed the proposals based on the following criteria: Qualifications, Experience, and References; Understanding of the Scope of Work; Sampling of the Contractor's Statement of Work Plan and Representative Projects; and Cost. Based on this evaluation, the committee recommended awarding contracts to all three firms.

RECOMMENDATION:

Staff recommend 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.

APPROVED:

*Board Secretary***10/15/2025**

Date

Regional Transportation Authority

of Middle Tennessee

Board Action Item

Item Number:	R-A-25-022	Meeting Date:	10/15/2025
Item Title:	WeGo Star Annual Track Maintenance Program		

BACKGROUND:

Annual routine maintenance and rehabilitation work are required to ensure the safety and quality of the WeGo Star commuter rail service, as well as compliance with Federal Railroad Administration (FRA) requirements. The Regional Transportation Authority of Middle Tennessee (RTA), in coordination with the Nashville and Eastern Railroad Authority (NERA) and RJ Corman Railroad Company (RJC), maintains a tri-party agreement requiring regular maintenance and repair of the track and associated infrastructure.

Based on the 2025 corridor assessments, ultrasonic Sperry testing conducted in May 2024, and subsequent field inspections, we identified a need to advance rail replacement and associated crossing upgrades between Milepost (MP) 12.75–14.0. These projects should advance in 2026 to ensure continued safe and reliable service.

The proposed FY 2026 Work Program includes:

- Rail Replacement: 13,020 linear feet between MP 12.75–14.0
- At-Grade Crossing Rehabilitation:
 - Tulip Grove Crossing (MP 12.75) – 32 track feet
 - US 231 Crossing (MP 32.3) – 144 track feet
- Mobilization and Contingency Allowance

HDR Engineering, Inc., RTA's On-Call Engineering consultant, has validated the need, scope, and estimated costs of the project. Field inspections revealed rail sections dating to the 1920s with corrugation, headwear greater than 0.25", and deteriorating geometry. Addressing these conditions now will mitigate risks of rail service disruption, excessive wear, and safety hazards.

The total estimated cost for the FY 2026 program is \$1,528,759.90, which includes materials, labor, equipment, and a 10% contingency. Of this total, RTA's portion is \$1,375,883.91 (90%) with RJ Corman contributing \$152,875.99 (10%), consistent with the funding structure outlined in the tri-party agreement.

RECOMMENDATION:

RTA staff requests 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.

APPROVED:

10/15/2023

Board Secretary

Date

Regional Transportation Authority

of Middle Tennessee

Board Action Item

Item Number:	R-A-25-023	Meeting Date:	10/15/2025
Item Title:	Title VI Program Adoption		

BACKGROUND:

Title VI of the Civil Rights Act of 1964 states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance". The Federal Transit Administration (FTA) requires all recipients of federal funding to adopt and submit an agency Title VI Program every three years. The RTA Board approved the current RTA Title VI Program in November 2022, and the Program was submitted to the FTA in December 2022. The updated Title VI Program is required to be submitted to FTA by the end of 2025 upon approval by the recipient's board of directors or appropriate governing entity or official(s) responsible for policy decisions.

The RTA Title VI Program establishes specific system-wide service standards and policies as well as a Major Service Change Policy, a Disparate Impact Policy, a Disproportionate Burden Policy, policies for oversight of sub-recipients, a Language Assistance Plan (LAP), and a Public Participation Plan (PPP). The Public Participation Plan describes RTA's plans and strategies to engage minority and Limited English Proficiency (LEP) populations in its planning and programming activities. The PPP also details what should be placed in RTA's notices to the public, as well as the methods by which we communicate with the public. Additionally, the PPP defines what constitutes a "Major Service Change", including fare changes, and includes a description and explanation of how comments are considered through the service planning process for all proposed service changes. The PPP was updated by staff in January 2021 with a comprehensive look at how we engage with the community. The final Title VI Program 2025 document can be viewed [on the WeGo website](#).

The 2025 Title VI Program Update reflects changes to the demographic makeup of the RTA service area and the changes made to our system since 2022, utilizing census data. It also includes data from the most recent systemwide onboard passenger survey completed in the fall of 2022 that augments specific passenger demographic information and socio-economic information.

The Draft Program was released for a 21-day public review and comment period beginning on July 31, 2025, and ending on August 18, 2025. The public was given the opportunity to provide comments via phone, email, and at two public hearings held at WeGo Central and virtually via WebEx. Public notice was provided on the RTA website, media advisory, on social media, and in two local newspapers, including one Spanish-language publication. The document was made available online, and hard copies were made available at the public meetings.

RECOMMENDATION:

Upon review and revision of the Title VI Program, staff recommend that the RTA Board approve the 2025 update to the RTA Title VI Program to be submitted to the FTA.

APPROVED:

Board Secretary

10/15/2025

Date