



REGIONAL TRANSPORTATION AUTHORITY
Of Middle Tennessee

BOARD MEETING

Wednesday, November 19, 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 the October 15, 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-25-029** Pg. 7
 - Authorization to Purchase MCI Buses – Carl Rokos, Director of Maintenance **R-A-25-024** Pg. 13
5. Operations Committee Report – Mayor Rick Bell, Chair
 - RTA Monthly Operating Statistics – Andy Burke, COO **R-D-25-030** Pg. 14
 - Annual WeGo Star Audit Results – Nick Pecenka, Dir. of Operations **R-D-25-031** Pg. 22
6. Approval of the 2026 RTA Board Meeting Calendar – Vince Malone, COSA **R-A-25-025** Pg. 24
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

August 20, 2025

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

Executive Committee Members in Attendance:

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

Others Present:

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

- III. **Approval of Minutes:** Mayor Ken Moore made a motion to approve the minutes of the August 20, 2025, Executive Committee meeting. Ed Cole seconded the motion, and the Executive Committee unanimously approved the minutes.

- IV. **Public Comments:** NO members of the public requested time to speak.

- V. **Transit Citizens Leadership Academy Class Presentation: Jessica Dauphin, CEO, Transit Alliance of Middle TN:** The TCLA Class 27 presented a board briefing titled “Moving Forward Together: Building a Connected and Sustainable Transit Network.” The executive summary highlighted that Middle Tennessee stands at a critical juncture in shaping its transportation future. Rapid population growth, escalating construction costs, and fragmented transit systems present both pressing challenges and unique opportunities. Public support, evidenced by Nashville’s voter-approved Choose How You Move referendum, demonstrates a local commitment to investing in transit and related transportation improvements. However, rising costs and decentralized planning threaten to slow progress, underscoring the need for innovative funding, technology, and data-driven solutions, and robust rider and policymaker education. Middle Tennessee has a historic opportunity to create a connected, efficient, and sustainable transit network. By aligning innovative funding strategies, technology-driven service management, and education initiatives, the region can support economic vitality, strengthen communities, and serve as a model for forward-thinking transportation planning.

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

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

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

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

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

For FY2025, recurring funding sources include:

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

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

Staff requested that the Board:

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

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

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

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

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

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

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

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

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

RTA member jurisdictions make two types of payments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- Mobilization and contingency allowance

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Respectfully submitted:

Ed Cole, RTA Secretary & Davidson County
Governor Appointee

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-25-029	Meeting Date:	11/19/2025
Item Title:	Monthly Financial Report Compared to Budget		

BACKGROUND:

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

Revenues during the first three months of FY 2026 were 10% lower than budgeted, primarily due to differences in the timing of local, regional, and federal funding. Notably, RTA's direct apportionment from Metro Nashville was received in October, which was later than budgeted. Receipt of these funds will be reflected in the next monthly report. Staff continues to collect partner subsidies and dues for FY 2026, which is also trending later than budgeted. This timing difference will resolve as we continue to collect subsidies and dues over the next few months. Passenger revenues were closer to budgeted levels at just 2.3% lower compared to the first two months of the fiscal year (12.3% lower and 3.8% lower, respectively). Fares collected on WeGo Star services continue to trend higher than budgeted, while fares collected on regional bus services continue to trend lower than budgeted. In total, passenger fares were 6.1% lower than budgeted for the first three months of the fiscal year. We will continue to report on this trend as we advance further into the fiscal year.

Expenses during the first three months of FY 2026 were just 1.7% higher than budgeted, which was primarily due to higher-than-anticipated parts and other service costs in August. These expenses were partially offset by lower than budgeted September expenses, more favorable fuel prices, and more favorable insurance renewals compared to budget.

As of September 30, 2025, RTA owed Nashville MTA approximately \$508,448 for services provided. In turn, MTA owes RTA approximately \$60,574 for fares collected.

STATUS:

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

APPROVED:



Deputy CEO of Finance and Administration

11/19/2025

Date

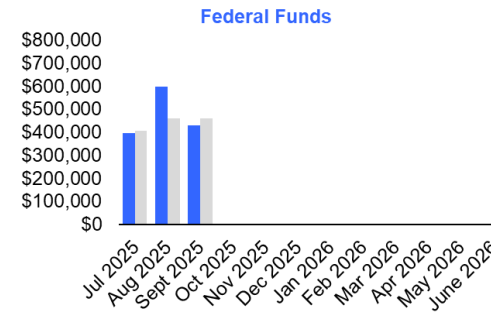
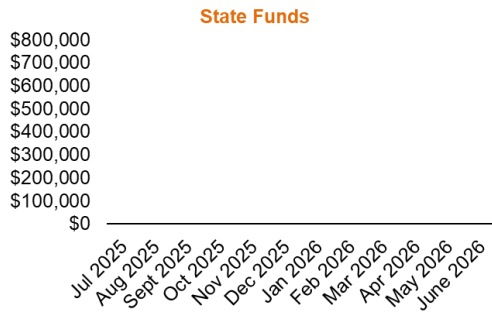
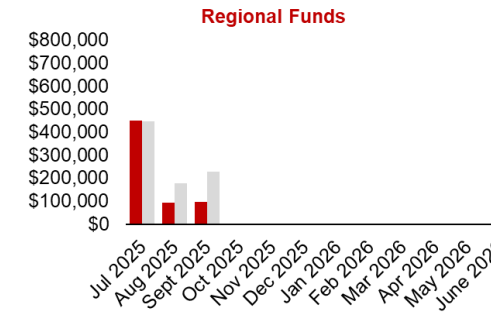
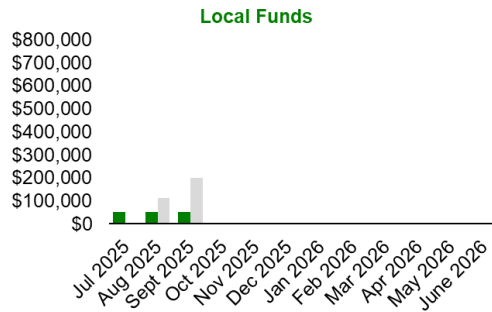
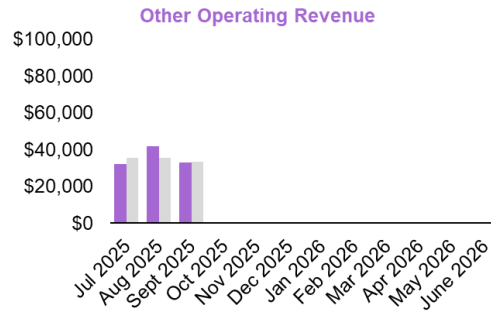
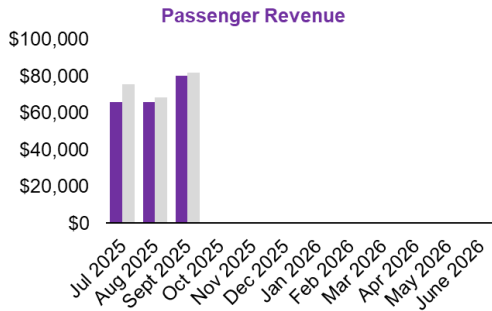
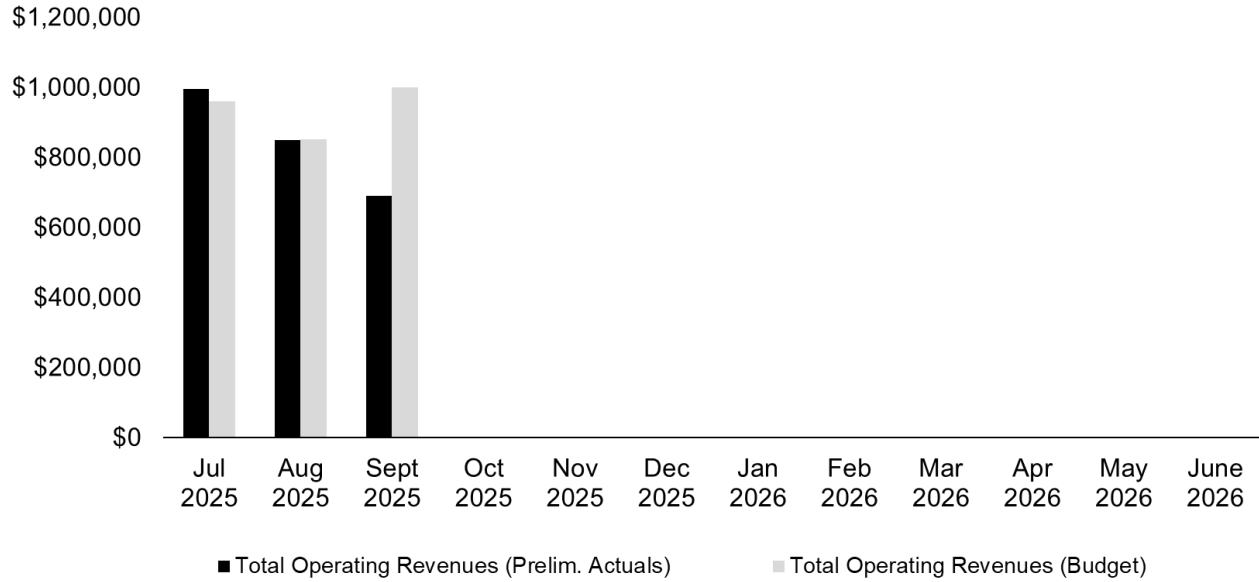
September 2025 Operating Revenue by Category:

	Sept 2025	Fiscal Year To Date	Approved FY 2026 Budget	% Budget To Date
Passenger Revenues (Budget)	81,930	225,540	883,313	26%
Passenger Revenues (Actuals)	80,053	211,761		24%
Other Operating Revenues (Budget)	33,510	104,360	422,560	25%
Other Operating Revenues (Actuals)	32,815	106,677		25%
Local Funds (Budget)	199,000	311,400	2,134,514	15%
Local Funds (Actuals)	51,257	156,087		7%
Regional Funds (Budget)	227,475	850,445	1,540,030	55%
Regional Funds (Actuals)	97,422	641,342		42%
State Funds (Budget)	-	-	779,100	-
State Funds (Actuals)	-	-		-
Federal Funds (Budget)	459,010	1,322,764	5,515,566	24%
Federal Funds (Actuals)	428,895	1,421,033		26%
Total Operating Revenues (Budget)	1,000,925	2,814,509	11,275,083	25%
Total Operating Revenues (Actuals)	690,442	2,536,901		23%

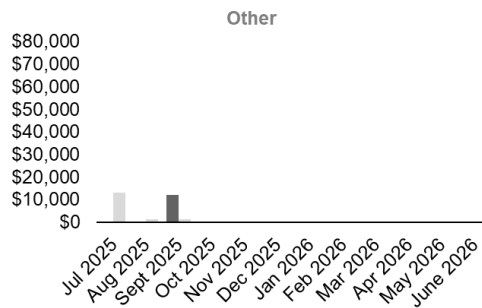
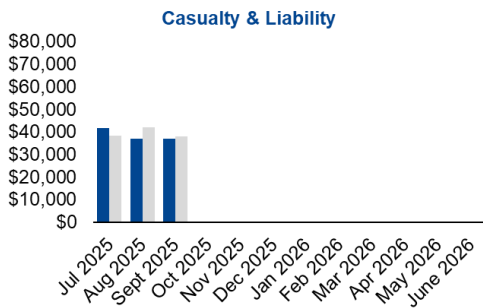
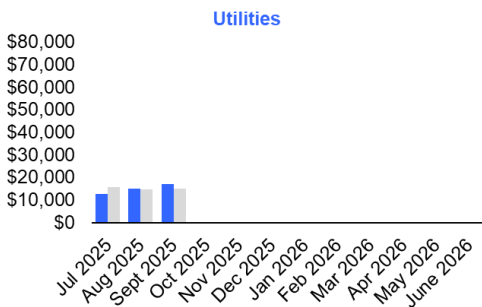
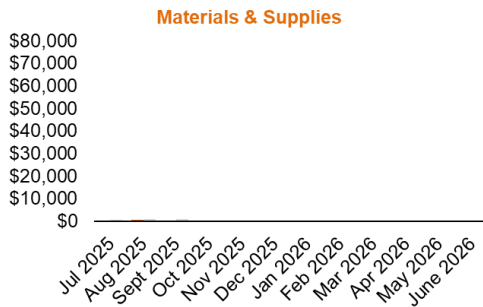
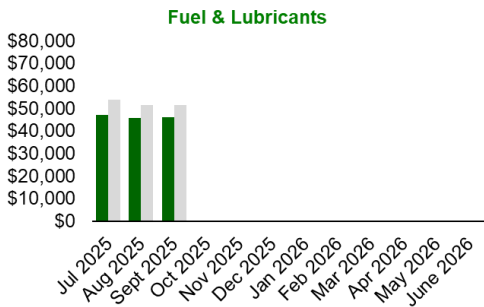
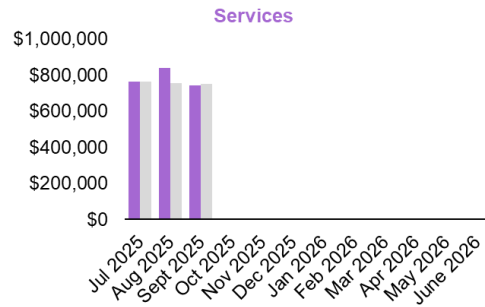
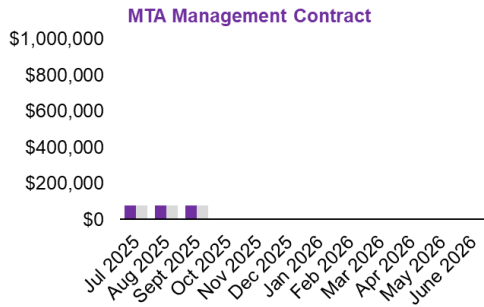
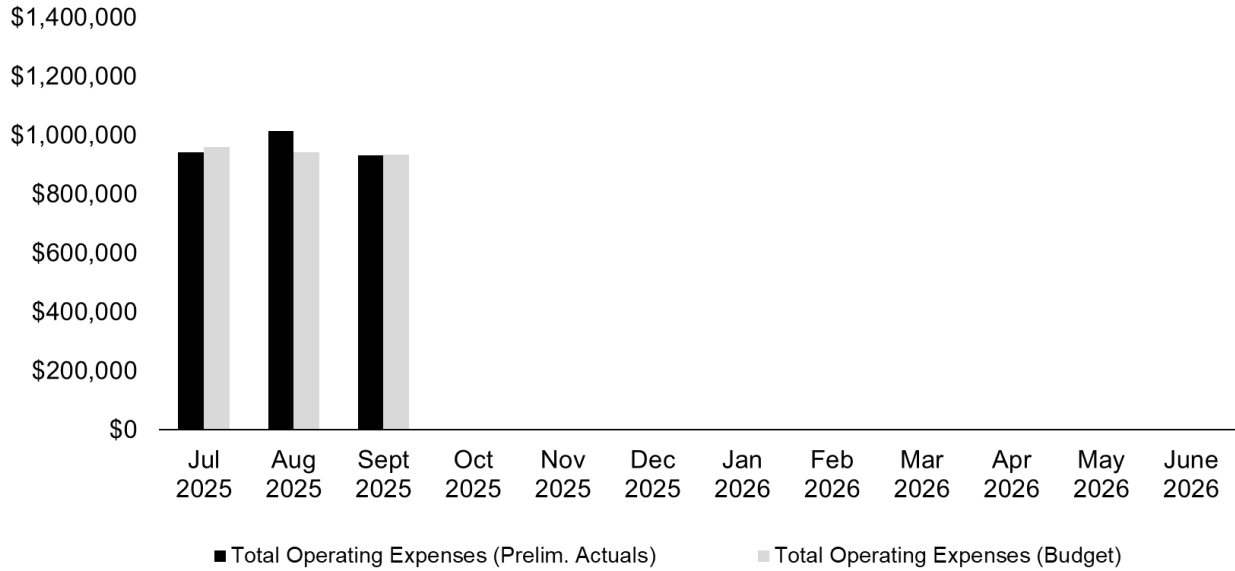
September 2025 Operating Expenses by Category:

	Sept 2025	Fiscal Year To Date	Approved FY 2026 Budget	% Budget To Date
MTA Management Contract (Budget)	75,350	226,050	904,200	25%
MTA Management Contract (Actuals)	75,350	226,050		25%
Services (Budget)	752,303	2,273,677	9,074,638	25%
Services (Actuals)	744,034	2,350,083		26%
Fuel & Lubricants (Budget)	51,480	156,890	616,500	25%
Fuel & Lubricants (Actuals)	46,070	139,058		23%
Materials & Supplies (Budget)	1,054	2,904	15,975	18%
Materials & Supplies (Actuals)	-	662		4%
Utilities (Budget)	14,840	45,220	179,450	25%
Utilities (Actuals)	16,965	44,448		25%
Casualty & Liability (Budget)	37,870	118,040	458,920	26%
Casualty & Liability (Actuals)	36,990	115,510		25%
Other (Budget)	1,103	15,374	25,400	61%
Other (Actuals)	12,000	12,000		47%
Total Operating Expenses (Budget)	934,000	2,838,155	11,275,083	25%
Total Operating Expenses (Actuals)	931,410	2,887,811		26%

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 September 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	24,743	29,350	(4,607)	96,112	72,532	89,450	(16,918)	355,033
Fare Revenues - Train	35,773	33,850	1,923	101,216	111,472	103,160	8,312	409,380
Fare Revenues - Special Events	19,537	18,730	807	35,000	27,756	32,930	(5,174)	118,900
Other Non-Transportation Revenue	54,936	40,985	13,951	322,128	289,824	276,835	12,989	632,317
Total Operating Revenue	134,989	122,915	12,074	554,456	501,585	502,375	(790)	1,515,630
Local Operating Assistance	51,257	199,000	(147,743)	464,426	156,087	311,400	(155,313)	2,134,514
Regional Operating Subsidies	75,301	220,000	(144,699)	439,190	458,195	677,970	(219,775)	1,330,273
State Operating Assistance	-	-	-	-	-	-	-	779,100
Total Operating Assistance	126,558	419,000	(292,442)	903,616	614,282	989,370	(375,088)	4,243,887
CMAQ Operating Revenues	237,462	256,320	(18,858)	678,970	787,536	714,170	73,366	3,100,252
Total CMAQ Revenue	237,462	256,320	(18,858)	678,970	787,536	714,170	73,366	3,100,252
Capital Operating Reimbursement	191,433	202,690	(11,257)	600,875	633,497	608,594	24,903	2,415,314
CARES Act Operating Reimbursement	-	-	-	261,779	-	-	-	-
TOTAL CAPITAL OPERATING REVENUES	191,433	202,690	(11,257)	862,654	633,497	608,594	24,903	2,415,314
Total Revenue	690,442	1,000,925	(310,483)	2,999,695	2,536,901	2,814,509	(277,608)	11,275,083
Labor & Fringes	75,350	75,350	-	226,050	226,050	226,050	-	904,200
Services	744,034	752,303	8,269	2,124,571	2,350,083	2,273,677	(76,406)	9,074,638
Fuel & Lubricants	46,070	51,480	5,410	147,829	139,058	156,890	17,832	616,500
Parts, Materials & Supplies	-	1,054	1,054	3,427	662	2,904	2,242	15,975
Utilities	16,965	14,840	(2,125)	42,432	44,448	45,220	772	179,450
Casualty & Liabilities	36,990	37,870	880	114,839	115,510	118,040	2,530	458,920
Other Miscellaneous Expenses	12,000	1,103	(10,897)	12,041	12,000	15,374	3,374	25,400
Total Expenses	931,410	934,000	2,590	2,671,188	2,887,811	2,838,155	(49,656)	11,275,083
Surplus/(Deficit) before GASB 33	(240,968)	66,925	(307,893)	328,507	(350,910)	(23,646)	(327,264)	-
CARES Act Capital Reimbursement	46,936	-	46,936	20,557	87,376	-	87,376	-
Capital Asset Purchases	179,450	-	179,450	128,708	733,708	-	733,708	-
Depreciation	(380,683)	-	(380,683)	(1,064,201)	(1,143,337)	-	(1,143,337)	-
(Loss)Gain on Sales	-	-	-	-	-	-	-	-
Surplus /(DEFICIT)	(395,264)	66,925	(462,189)	(586,429)	(673,164)	(23,646)	(649,518)	-

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

	This Month September	Fiscal YE 2025 June
ASSETS		
CURRENT ASSETS		
Cash and Equivalents	2,362,998	2,924,525
Investment Accounts	7,048,878	7,073,667
Receivables from Federal, State, and Local Gov't	1,131,205	1,082,812
Accounts Receivable	165,510	102,078
Inventory - parts	624,799	602,903
Prepaid Expenses and Other	324,912	29,724
TOTAL CURRENT ASSETS	11,658,302	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	1,081,080	800,945
	67,840,569	67,013,710
Less Accum Depreciation and Amortization	(32,570,611)	(31,427,273)
TOTAL PROPERTY AND EQUIPMENT, NET	35,269,958	35,586,437
TOTAL ASSETS	46,928,260	47,402,146
LIABILITIES		
CURRENT LIABILITIES		
Accounts Payable	809,099	1,214,884
Accrued Expenses	20,160	27,096
Deferred Revenue	6,094,327	5,982,327
Notes Payable	990,000	490,000
TOTAL CURRENT LIABILITIES	7,913,586	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)	(673,164)	(2,218,361)
TOTAL NET ASSETS	25,224,366	25,897,529
TOTAL LIABILITIES AND NET ASSETS	46,928,262	47,402,146

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivables	\$163,042	\$2,468	\$0	\$0	\$165,510
	98.5%	1.5%	0.0%	0.0%	100%
Accounts Payable	\$795,734	\$13,365	\$0	\$0	\$809,099
	98.3%	1.7%	0.0%	0.0%	100%

Regional Transportation Authority of Middle Tennessee

Board Action Item

Item Number:	R-A-25-024	Meeting Date:	11/19/2025
Item Title:	Authorization to Purchase MCI Buses		

BACKGROUND:

In an effort to ensure future RTA vehicle availability and consistency with the Capital Fleet Replacement Plan, staff request approval to order ten (10) 45' Motor Coach Industries (MCI) commuter coaches. These ten (10) buses will be used to deliver service that is currently being delivered with the contractor's assets. This will result in operating cost savings, as the contractor will no longer be obligated to pay for equipment necessary to operate RTA services, which are passed on to RTA.

Federal Transit Regulations enable agencies to purchase rolling stock and related equipment from any State's cooperative procurement contract or schedule. The State of Washington's contract with Motor Coach Industries (MCI) allows other Federally Funded Agencies the right to purchase from this contract. The Procurement Department followed Federal, State and Authority requirements by ensuring the State of Washington's contract that was awarded was a full and open competition and is not subject to geographical preferences.

The Pre-Audit for this purchase is being conducted by Transit Resource Center (TRC) (DBA – Ameritrans) to confirm that the bus components comply with the 70% Buy America requirement. TRC confirmed that the MCI components and subcomponents' Buy America percentage of the total material cost was 73.44%. All federal clauses will be included with the RTA purchase order presented to MCI in accordance with FAST Act requirements.

RECOMMENDATION:

Staff request that the Board 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). Federal funding is available for this procurement, including matching State and Local funds.

APPROVED:

Board Secretary

11/19/2025

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-25-030	Meeting Date:	11/19/2025
Item Title:	Monthly Operating Statistics		

BACKGROUND:

Attached are the monthly operating statistics for September 2025.

The WeGo Star achieved a 57.7% increase in monthly ridership compared to September 2024 and posted a 35% year-over-year increase for the first quarter of FY2026. RTA bus ridership for September remained flat year-over-year, while first-quarter FY2026 bus ridership declined 5% compared to FY2025. Route-level trends were mixed: declines were observed on Routes 86 (Smyrna–LaVergne), 87 (Gallatin–Hendersonville), and 88 (Dickson), while Routes 84 (Murfreesboro Express), 89 (Springfield–Joelton), 94 (Clarksville), and 95 (Spring Hill–Franklin) all recorded gains versus the prior year.

The RTA bus system recorded three minor accidents in September. No injuries were reported. The WeGo Star maintained a perfect safety record, with zero accidents for the month and a completely incident-free first quarter of FY2026, a reflection of disciplined operations and consistent adherence to safety protocols.

Reliability remained strong across all modes. RTA buses achieved 99.94% trip completion and an impressive 48,734 miles between service interruptions, the highest figure reported this fiscal year. The WeGo Star completed 100% of scheduled trips, continuing its streak of excellent service delivery. RTA buses recorded a 78.8% On-Time performance, a challenge overcoming heavy traffic congestion on major corridors, while WeGo Star increased to 98.4%.

The start of the Tennessee Titans' season provided another opportunity for the RTA to demonstrate its regional value. The WeGo Star and Route 87 provided special event service for both September home games. Passenger feedback continues to be positive, citing convenience, affordability, and reliability as key benefits. Future game-day service levels will be evaluated based on ongoing demand and coordination with the Titans organization.

CURRENT STATUS:

Staff will be available to address committee members' questions regarding the attached report.

APPROVED:



Chief Operating Officer

11/19/2025

Date

RTA Monthly Dashboard Report *

Metric	September 2025	September 2024	Pct. Change
Ridership			
			% Change
Total RTA Bus Passengers	13,342	13,264	0.6%
WeGo Star Passengers	14,233	9,024	57.7%
Total RTA Passengers	27,575	22,288	23.7%
Percentage of Pre-Pandemic Ridership	53.4%	43.2%	23.7%
Safety			
RTA Bus Total Accidents	3	1	200.0%
WeGo Star Total Accidents	0	1	-100.0%
RTA Bus Total Miles btwn Accidents	16,245	45,831	-64.6%
WGS Total Miles btwn Accidents	N/A	6,319	N/A
Service Quality			
RTA Bus Total Trip Completion %	99.94%	99.48%	0.46%
WeGo Star Total Trip Completion %	100.00%	99.17%	0.84%
RTA Bus Total Miles btwn Service Interruption	48,734.8	5,728.9	750.7%
WGS Total Miles btwn Service Interruption	N/A	3,159.5	N/A
On-Time Performance ^			
RTA Bus	78.8%	80.2%	-1.8%
WeGo Star	98.4%	95.4%	3.1%
Customer Care			
RTA Bus Total Passengers per Complaint	953	884	7.8%
WeGo Star Passengers per Complaint	14,233	4,512	215.4%

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

^ On Time Performance reporting began September 2017.

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

RTA Fiscal Year Dashboard Report *

Metric	FY2026 September	FY2025 September	Pct. Change
Ridership			
			% Change
Total RTA Bus Passengers	37,516	39,581	-5.2%
WeGo Star Passengers	39,598	29,345	34.9%
Total RTA Passengers	77,114	68,926	11.9%
Percentage of Pre-Pandemic Ridership	47.3%	42.3%	11.9%
Safety			
RTA Bus Total Accidents	8	4	100.0%
WeGo Star Total Accidents	0	1	-100.0%
RTA Bus Total Miles btwn Accidents	18,529	36,604	-49.4%
WGS Total Miles btwn Accidents	N/A	20,221	N/A
Service Quality			
RTA Bus Total Trip Completion %	99.89%	99.71%	0.18%
WeGo Star Total Trip Completion %	99.87%	99.48%	0.39%
RTA Bus Total Miles btwn Service Interruption	27,198.2	10,458.4	160.1%
WGS Total Miles btwn Service Interruption	20,221.0	5,055.3	300.0%
On-Time Performance ^			
RTA Bus	78.9%	81.5%	-3.3%
WeGo Star	96.6%	93.4%	3.5%
Customer Care			
RTA Bus Total Passengers per Complaint	782	808	-3.3%
WeGo Star Passengers per Complaint	9,900	3,668	169.9%

* 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 Passengers	
RTA Bus	Total fixed route passenger boardings on all MTA operated RTA routes (84, 86, 93, 96) and Anchor 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. (Anchor & 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. (Anchor & 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.

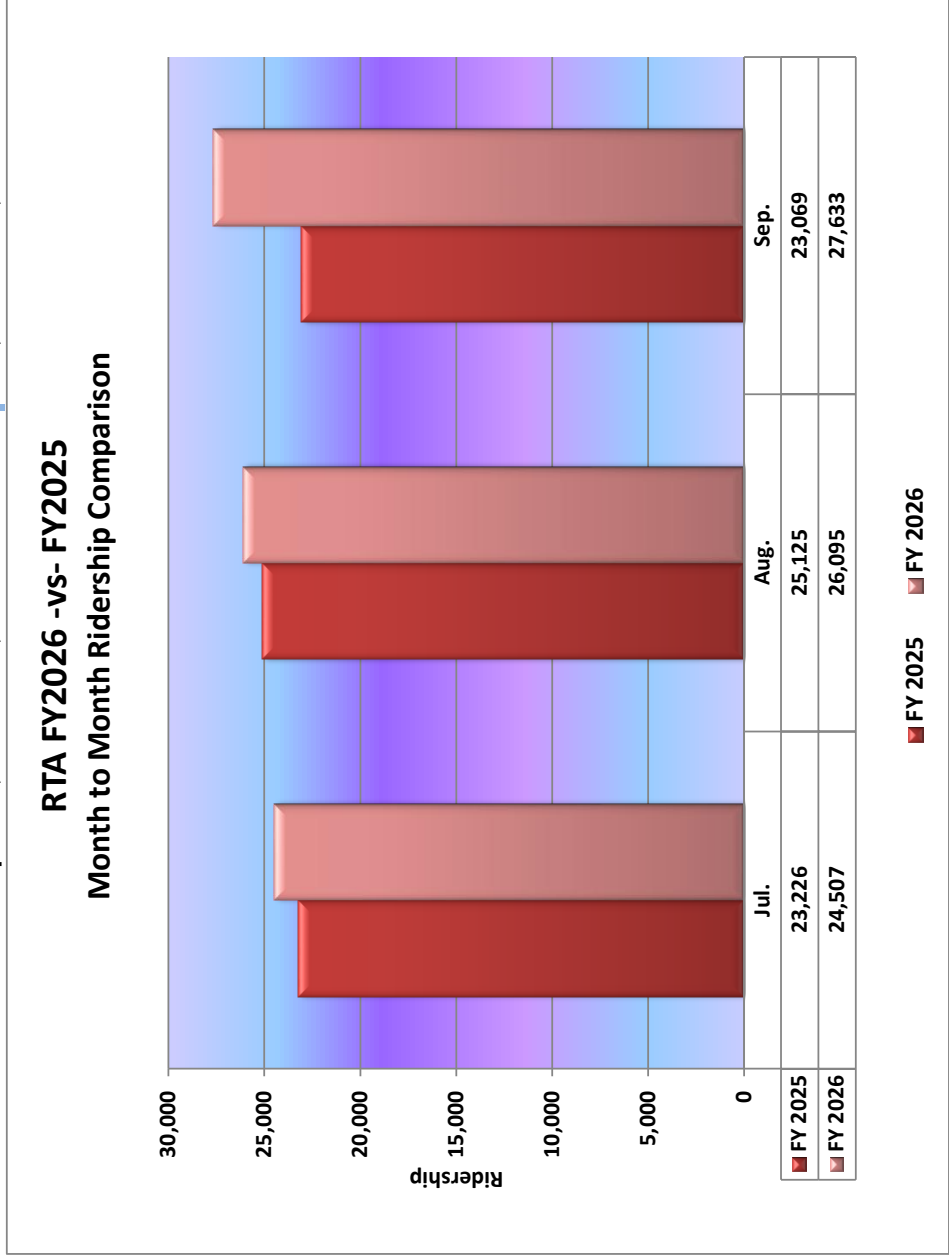
RTA Operations Dashboard Glossary

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. Anchor 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 Anchor personnel. (Anchor & 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		
	Sep-24	Sep-25	Percentage Change	FY 2025	FY 2026	Percentage Change
WeGo Star	9,024	14,233	57.7%	29,345	39,598	34.9%
Express Bus & Shuttle Services	13,264	13,342	0.6%	39,581	37,516	-5.2%
RTA VanStar Vanpool Service	781	58	-92.6%	2,494	1,121	-55.1%
Total RTA Ridership	23,069	27,633	19.8%	71,420	78,235	9.5%





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

	Month to Month Comparison			Fiscal Year		Change
	Sep-24	Sep-25	Change	FY 2025	FY 2026	
MTA Local Bus Service	768,029	819,662	6.7%	2,259,891	2,339,383	3.5%
MTA Local Paratransit Service	33,019	41,296	25.1%	100,431	122,361	21.8%
RTA Regional Bus Service	13,264	13,342	0.6%	39,581	37,516	-5.2%
RTA VanStar Vanpool Service	781	58	-92.6%	2,494	1,121	-55.1%
RTA Regional Rail Service	9,024	14,233	57.7%	29,345	39,598	34.9%
* RTA Special Events Rail Service	2,292	1,650	-28.0%	4,729	2,992	-36.7%
Subtotal RTA Rail Service	11,316	15,883	40.4%	34,074	42,590	25.0%
Subtotal MTA & RTA Bus & Rail Service	826,409	890,241	7.7%	2,436,471	2,542,971	4.4%
Williamson County VanStar Vanpool Service	5,395	6,163	14.2%	17,412	18,127	4.1%
Murfreesboro ROVER Local Bus Service	9,155	8,987	-1.8%	29,227	27,403	-6.2%
Franklin Transit Local Bus Service	9,826	7,549	-23.2%	21,800	18,897	-13.3%
Clarksville Transit Local Bus Service	39,714	47,535	19.7%	123,377	133,522	8.2%
Total Area Ridership	890,499	960,475	7.9%	2,628,287	2,740,920	4.3%



REGIONAL TRANSPORTATION AUTHORITY
ROUTE PERFORMANCE INDICATOR REPORT

For the Month of: September 25

Average Passengers

Rte. No.	Route Name	Monthly Ridership	Ridership Change vs Last Year	Revenue Hours Of Service	Per Trip	Per Hour
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CORRIDOR SERVICE COMPARISONS - COMMUTER BUS SERVICE

	North Corridor (Route 87)	2,102	-1.8%	208	12	10.1
	Northwest Corridor (Routes 89 & 94)	2,565	5.9%	345	9	7.4
	South Corridor (Route 95)	1,257	24.7%	237	7	5.3
	Southeast Corridor (Route 84 & 86)	3,586	-10.3%	915	6	3.9

EXPRESS BUS ROUTE SERVICE

84	Murfreesboro Express	2,813	3.5%	734	6	3.8
86	Smyrna - LaVergne	773	-39.5%	181	5	4.3
87	Gallatin - Hendersonville	2,102	-1.8%	208	12	10.1
88	Dickson	596	-2.6%	98	6	6.1
89	Springfield - Joelton	423	1.9%	117	5	3.6
94	Clarksville	2,142	6.7%	229	10	9.4
95	Spring Hill - Franklin	1,257	24.7%	237	7	5.3
	Express Bus Route Totals	10,106	-0.7%	1,803	7	5.6

OTHER ROUTES

64	Star Downtown Shuttle	709	31.1%	52	4	13.7
93	Star West End Shuttle	2,527	-0.7%	82	20	30.7
	RTA Bus Route Monthly Totals	13,342	0.6%	1,937	8	6.9

COMMUTER RAIL SERVICE

90	WeGo Star Commuter Rail	14,233	57.7%	240	56	59.4
	RTA Commuter Rail and Bus Total	27,575	23.7%	2,177	14	12.7

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-25-031	Meeting Date:	11/19/2025
Item Title:	Annual WeGo Star Audit Results		

BACKGROUND:

Since 2006, the annual Operations and Maintenance (O&M) Audit has served as third-party oversight on behalf of the RTA to ensure the transit system operator, TSG, follows Federal Railroad Administration (FRA) rules and regulations with respect to maintenance and inspections required for the vehicle fleet and properly retains necessary FRA documentation. This report summarizes key findings from the 2024 O&M Audit conducted by CDM Smith and Fairpointe Planning.

The WeGo Star completed 3,048 revenue trips and completed 87,308 miles in 2024 and supported 14 special events, such as CMA Fest, Titans Game, and other major holidays like the 4th of July and New Year’s Eve.

The scope of the audit reviewed several areas, such as:

- Delay and on-time performance
- Mean Distance Between Failures
- FRA-Required Inspection and records
- Results of the FRA inspections
- Maintenance Costs & Labor
- Compliance with drug/alcohol testing and efficiency testing programs.

Here are some of the Key Findings & Observations:

- 1. Ridership Growth:** Average Daily Ridership was 452 in 2024 (vs 375 in 2023). Q4 2024 saw the highest average daily ridership since 2020, with 488 passengers.
- 2. On-Time Performance (OTP):** Trains that arrive less than 5 minutes late.
 - a.** 2024: 96.5% (vs 97.7% in 2023)
 - Q3 OTP: 92.8% due to planned track work. Q2 OTP: 98.2%
 - b. Delays:** 96 (vs 64 in 2023)
 - Top Causes: Weather: 37, Track Obstruction: 34, Signal Issues: 11, Mechanical: 6
 - 25 of the 34 Track Obstruction delays were a result of planned track work.
 - c. Missed Trips / Annulments:** 12 (vs 6 in 2023)
 - Causes: Grade Crossing Accidents: 6, Mechanical: 2, Track Obstruction: 2, Weather: 2
- 3. Mechanical Failures:** The mean distance between service failures (MDBF) metric is used to measure the effectiveness of preventive and corrective maintenance measures employed by a railroad.
 - a. Mechanical Failures:** 2024: 6 (vs 6 in 2023)
 - b. Mean Distance Between Failures (MDBF):** 2024: 14,551 Miles (vs 14,769 Miles in 2023)
 - c. Most Frequent issue:** Head-End Power (HEP) failures on unit 122

- d. MDBF for all commuter rail lines in the United States in 2023 was 27,311 miles. Fewer miles run and older equipment create challenges for the WeGo Star; however, an investment of \$51,176 on HEP 122 should increase this measure in future years.

4. Maintenance Costs

- a. **Total 2024 Maintenance Parts Cost:** \$62,879 (vs \$15,217 in 2023)
 - Key Driver: \$51,176 spent on HEP rebuild for Unit 122
- b. **Labor Hours:** 1,289 hours (vs 1,301 in 2023)
- c. **Cost-Control Notes:** Part cost volatility tied to aging fleet and supply chain challenges.

5. Record Keeping and Compliance

- a. **FRA Inspections:** The Following reports were reviewed: Preventive Maintenance Reports, On-Time Performance Records, Random Drug and Alcohol Testing, Efficiency Testing
 - 2024: 5 total (4 Operating Practices (OP), 1 Motive Power & Equipment (MP&E))
 - Defects Found:
 - MP&E: Minor defects (e.g., traction motor boots, wipers, interior doors)
 - OP: No violations, but improvement needed in System Safety Program (SSP) documentation. This was corrected for 2025 per follow-up FRA Inspection.
 - Inspection Performance: 91% of locomotive inspections and 90% of cab car inspections were on time.
 - Inspection Records: All sampled inspections were documented satisfactorily
 - Drug and Alcohol Testing: In compliance; administered via NERR pool
 - Efficiency Testing: 2,280 tests in 2024 (down from 3,186 in 2023), still meeting federal requirements

STATUS:

The RTA Director of Operations will present summary findings to the Executive Committee at its November meeting, including any recommendations. As in past year’s audits, our consultants found that the contractor (Transit Services Group) was in overall compliance with all requirements, and continues to provide strong performance of system service, and effective maintenance and protection of RTA-funded assets.

A full copy of the consultants’ audit report is available to any interested member upon request.

APPROVED:



Chief Operating Officer

11/19/2025

Date

Regional Transportation Authority of Middle Tennessee

Board Action Item

Item Number:	R-A-24-025	Meeting Date:	11/19/2025
Item Title:	Approval of the 2026 RTA Board Meeting Calendar		

BACKGROUND:

Under Article 2, Section 3 of the by-laws of the Regional Transportation Authority of Middle Tennessee (“RTA”), the RTA shall meet at least quarterly at a time and place to be established by the Chair/President of the Board. RTA may meet more frequently as needed. Additionally, under Article 4, Section 5 of the by-laws, the Executive Committee shall meet monthly except for those months in which the Board shall meet. In order to effectively satisfy the established meeting requirements, a schedule of proposed 2026 meeting dates for both the RTA Board and Executive Committee is herein attached.

RECOMMENDATION:

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

APPROVED:

Board Secretary

11/19/2025

Date



2026 RTA Board Meetings Schedule

Board Meeting Time: 9:30 a.m.

Quarterly Committee Meetings

(Will only meet as necessary)

Audit Committee 11:00 a.m.		Finance Committee 11:15 a.m.		
Month	Board Meeting (Quarterly)	Executive Committee Meetings	Committee Meetings (Quarterly)	Meeting Location
January	21	21 (If necessary)	* 14	TBD
February		18		TBD
March		18		TBD
April		15		TBD
May		20		TBD
June	17	17 (If necessary)	* 10	TBD
July		15		TBD
August	19	19 (If necessary)	12	TBD
September		16		TBD
October		21		TBD
November	18	18 (If necessary)	11	TBD
December		16		TBD

The EXECUTIVE COMMITTEE DID NOT MEET IN JULY

* This is the SECOND Wednesday of the month.