



REGIONAL TRANSPORTATION AUTHORITY
Of Middle Tennessee

BOARD MEETING

Wednesday, February 18, 2026 | 9:30 a.m.

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

- 1. Call to Order**
- 2. Approval of January 21, 2026, Minutes**
- 3. Public Comments**
- 4. Audit Committee Report – Mayor Ken Moore, Chair**
 - Annual Audit Report – Amanda Vandegrift, Deputy CEO of Finance & Administration **R-A-26-003 Pg. 6**
- 5. Finance Committee Report – Mayor Ken Moore, Chair**
 - Monthly Financial Report Compared to Budget – Amanda Vandegrift, Deputy CEO of Finance & Administration **R-D-26-006 Pg. 7**
 - Donelson Transit Center Design Contract – Debbie Frank, DCEO of Growth & Development **R-A-26-004 Pg. 13**
- 6. Operations Committee Report – Mayor Rick Bell, Chair**
 - RTA Monthly Operating Statistics – Andy Burke, COO **R-D-26-007 Pg. 15**
 - FY2026-FY2030 Capital Investment Plan – Billy Higgins, Director of Grants Management & Compliance **R-A-26-005 Pg. 23**
 - Regional Vanpool Program Update – Debbie Frank, DCEO of Growth & Development **R-D-26-008 Pg. 36**
- 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

January 21, 2026

- 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, January 21, 2026, at the Greater Nashville Regional Council, located at 44 Vantage Way, Suite 450, Nashville, TN 37228. As there was no quorum of the full Board present, the Executive Committee meeting was officially called to order by Board Chair, Mayor Randall Hutto, at 9:33 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 – Robetson County
Kelly Dannenfelser – Williamson County (Gov. Appt.)
Ken Davis – Wilson County (Gov. Appt.)

Others Present:

Jason Gage – City of Brentwood
Ed Elam – Rutherford County
Jim Kerr – City of Murfreesboro (Alt.)
Sabrina Sussman – Davidson County (Alt.)
Gerald Herman – City of White House
Ray Render - Congressman John Rose Office - 6th District, TN

Mayor Hutto asked the group to join in prayer for Mayor Billy Vogle, who is currently facing health challenges. The prayer focused on comfort, healing, strength for his doctors, and appreciation for his leadership and impact on Middle Tennessee. He expressed gratitude for Mayor Vogle’s service, humor, and dedication to improving Middle Tennessee.

Following this moment of prayer, the meeting resumed in accordance with the formal agenda order.

- III. **Approval of Minutes:** Mayor Ken Moore made a motion to approve the minutes of the November 19, 2025, Executive Committee meeting. Ken Davis seconded the motion, and the Executive Committee unanimously approved the minutes.
- IV. **Public Comments:** NO members of the public requested time to speak.
- V. **Finance Committee Report:** Mayor Ken Moore introduced the following items for discussion and action:
- a. **Monthly Financial Report Compared to Budget (R-D-26-001):** Mayor Ken Moore presented the Statement of Operations for November 2025 compared to the approved fiscal year (FY) 2026 budget. In the absence of Ms. Amanda Vandegrift, Director of Finance, Shelly McElhaney was present and available to answer questions; however, the committee had none, and no further discussion followed.

b. Annual Risk Assessment (R-D-26-002): Mayor Ken Moore provided a summary report for the Annual Risk Assessment as follows:

RTA annually conducts a risk assessment of its internal controls, policies, and procedures using a four-quadrant matrix that ranks risks by likelihood and financial impact, with higher rankings indicating higher priority. The current assessment focuses on key finance and accounting risks.

Major risks include reliance on regional and local partner subsidies, which are essential to sustaining bus and commuter rail services. Federal COVID-19 relief funds were fully expended in FY2025, and some partners are using reserves that are not sustainable long term. RTA must secure increased partner contributions or new funding sources, with corridor funding discussions planned for early 2026. Several corridors are projected to exhaust reserves between 2029 and 2034.

Continued availability of Congestion Mitigation and Air Quality (CMAQ) funding is another critical risk. These discretionary federal funds are necessary to operate most regional bus services, but state matching funds are not guaranteed. Without CMAQ or new revenue sources, services may be reduced or discontinued once reserves are depleted.

Slow recovery of commuter ridership post-pandemic, which remains a significant challenge due to remote and hybrid work trends. The WeGo Star Future Direction Study recommends service and capital changes to attract new markets, but implementation will require substantial additional funding. These strategies will be further evaluated through the WeGo Forward regional service planning process.

RTA's heavy reliance on grant funding heightens the importance of strong grant management and compliance. Increased federal oversight and the upcoming FTA triennial review in 2026 require continued focus on controls, reporting, and audit readiness.

Other ongoing risks include reduced fare revenue (now about 8% of total revenue), depletion of COVID-19 relief funds, cash-flow management tied to grant reimbursements, and accounts payable timing. Cash flow is managed closely, supported by a line of credit and coordination with MTA, while accounts payable and procurement controls remain strong and are regularly audited.

There was no further discussion.

c. Annual Conflict of Interest (R-D-26-003): Mayor Ken Moore provided a summary report of the Annual Conflict of Interest as follows:

The MTA manages the Regional Transportation Authority of Middle Tennessee (RTA) under a five-year, fee-based contract that expires June 30, 2026. Under this agreement, MTA provides financial and administrative services to RTA. The two agencies remain separate entities, with distinct boards, finances, and charters, and no board overlap. Management fees are approved annually by both boards as part of their operating budgets.

Both boards have also approved revenue- and cost-sharing agreements governing WeGo Ride, Journey Pass, and the QuickTicket fare system. The arrangement provides RTA with benefits such as improved cash flow management and access to expanded staff expertise. To address potential conflicts of interest, an annual Conflict-of-Interest Review is conducted. The attached 2026 review outlines potential conflicts and the mitigation actions taken. The Deputy CEO of Finance and Administration will be available to address questions.

Ed Cole emphasized that the merger and shared support functions within RTA were a unique and significant decision, initially accompanied by concerns about potential conflicts of interest and organizational challenges. However, those concerns have not materialized. The current report

affirms that the structure is working effectively. He credited the commitment of staff and both boards for making this success possible and encouraged continued appreciation of that achievement.

There was no further discussion.

- d. **Hermitage Station Unsolicited Proposal (R-A-26-001)**: Debbie Frank, DCEO of Growth & Development, presented the following for action:

On September 2, 2025, WeGo received an unsolicited proposal from LDG Multifamily, LLC to develop mixed-income multifamily housing at 4125 Andrew Jackson Parkway in Hermitage, adjacent to the Hermitage WeGo Star Station Park-and-Ride. To support the project, LDG is requesting a long-term easement on approximately 1.03 acres of RTA-owned property for access, egress, and surface parking, with no permanent structures built on RTA land.

LDG would cover all costs related to rezoning RTA's property and would be fully responsible for regrading and improving the land to meet Metro Nashville requirements through a shared parking and development agreement. The proposal would not interfere with RTA operations and could generate income for the Authority based on the easement's fair market value.

After a January 13 presentation to the RTA Finance Committee, the Committee recommended that the RTA Board authorize staff to advertise the proposal competitively in accordance with FTA regulations and RTA policy. If no competing proposals emerge, staff will enter a 12-month exclusive negotiation period with LDG to conduct due diligence and regulatory review. Any final agreement would require separate approval by the RTA Board.

Ed Cole asked how the property was originally purchased. CEO Bland said the property was originally acquired as part of the STAR project using federal, state, and local funds, and the FTA retains a financial interest. The parcel is currently open space and only accessible through adjacent property, limiting alternative development interest.

Kelly Dannenfelsler asked what the parking capacity was. Ms. Frank responded that the proposed development would temporarily impact a few parking spaces, and the lot is not currently close to capacity. She added that any agreement would ensure long-term transit access and maintain community control of the site. The project was characterized as a win-win opportunity to support transit-oriented development and increase ridership.

Mayor Ken Moore made a motion to approve the Hermitage Station Unsolicited Proposal action item. Kelly Dannenfelsler seconded the motion, and the Executive Committee unanimously approved the minutes.

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

- a. **Monthly Operating Statistics (R-D-26-004)** Chief Operating Officer Andy Burke presented the RTA Monthly Dashboard Report for November 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. **Disadvantaged Business Enterprise Program Update (R-D-26-005)**: DeAntwaine Moye, Business Diversity Manager & DBE Liaison Officer, provided an update on the ongoing compliance efforts with the 2025 Interim Final Rule of the Disadvantaged Business Enterprise program.

The U.S. Department of Transportation issued a Disadvantaged Business Enterprise (DBE) Interim Final Rule (IFR) in October 2025 that significantly revises DBE regulations under 49 C.F.R. Part 26 to align the program with constitutional requirements. The rule took effect immediately and eliminates

race- and sex-based presumptions of disadvantage, replacing them with individualized determinations for all DBE applicants and firms.

For agencies such as WeGo, the IFR requires reevaluation of all existing DBE certifications, a temporary pause on new certifications and recertifications until Unified Certification Program (UCP) processes are updated, enhanced Good Faith Effort documentation standards, and the inclusion of IFR compliance language in new solicitations and contracts. Until the UCP completes required reevaluations, DBE participation may not be counted toward DBE goals.

WeGo is actively updating contract templates, issuing internal procurement guidance, coordinating with USDOT, outside counsel, and TDOT, and developing a communication plan for contractors. The agency will continue monitoring federal guidance to support full implementation and the reopening of certification processes.

There was no further discussion.

VII. Election of 2026 RTA Officers (R-A-26-002): Vince Malone, Chief Administrative Officer, presented the following for action:

Under the RTA bylaws, officers are elected annually at the first regular meeting of the calendar year by the full Board, or, if the Board meets first, by a majority vote of the Executive Committee. Nominations may be made from the floor. The RTA officers include a Chair, Vice Chair, and Secretary and must include at least one appointed member and one elected official. The 2025 officers were Chair Randall Hutto (Wilson County Mayor), Vice Chair Paige Brown (Gallatin Mayor), and Secretary Ed Cole (Davidson County Governor Appointee).

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

Ed Elam made a motion to retain the current slate of officers for the 2026 calendar year. Ed Cole seconded the motion, and the Executive Committee unanimously approved the slate of officers for 2026 as follows: Randall Hutto, Wilson County Mayor, as Chair; Paige Brown, City of Gallatin Mayor, as Vice Chair; and Ed Cole, Davidson County Governor's Appointee, as Secretary.

Kelly Dannenfelser moved to approve the Approval of the Election of 2026 RTA Officers action item. Ken Davis seconded the motion, and the Executive Committee approved it unanimously.

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

1. City of Murfreesboro Park and Ride Lot: We continue to advance the City of Murfreesboro Park and Ride lot project. We have received approval from the City of Murfreesboro for both our zoning change request and site plan, and we are currently finalizing a memorandum of understanding (MOU) with the City regarding the long-term maintenance and operation of the facility. We anticipate issuing a construction bid package over the next two months and expect to complete construction by the end of 2026.
2. Titans Service Update: The Titans service for the 2025 season concluded successfully. The WeGo Star carried a total of 7,284 passengers over the course of the season. Our new regional bus services from Sumner County and Bellevue carried 1,895 and 1,532 passengers, respectively. We plan to meet with the Titans over the next couple of months to begin planning for the 2026 season.
3. Donelson Station Project: Work on the Donelson Station project has slowed due to delays in closing on the NERA property necessary to complete the project; however, we expect this to occur very soon. We anticipate bringing several actions to the Board next month for consideration, including a utility relocation agreement with NES and a proposed design contract for the transit center building.

4. Originally, the off-street elements of the transit center were intended to be incorporated into a larger development project. As the developer has paused that project for economic reasons, we will instead pursue construction of a small, stand-alone building to serve this purpose. We also anticipate initiating public engagement on the project within the next two months.
5. Lastly, CEO Bland introduced a new addition to our staff. Lindsey Ganson recently joined WeGo as our Chief of Staff. In this role, she will work closely with RTA Board members to coordinate meetings and agenda planning and to support Monica and me. Lindsey joins us from Vanderbilt University and previously worked at Walk Bike Nashville and McNeely Pigott & Fox.

IX. Chair's Report: Mayor Hutto asked all board members to indicate their interest in serving on or being removed from RTA committees. The standing committees include the Executive, Audit, Finance, and Operations Committees, along with corridor-specific advisory committees made up of representatives from jurisdictions served by each corridor.

Most committees serve in an advisory role; however, the Executive Committee is authorized by the bylaws to act on behalf of the full Board if a quorum cannot be reached. Board members in good standing are eligible to serve on the Executive Committee after one year of service, with the expectation that they attend a majority of meetings. Members who attend fewer than 50% of Executive Committee and full Board meetings in the previous year are asked not to continue as voting Executive Committee members, though they remain full voting Board members and may attend all committee meetings.

All Board members receive committee materials and are welcome to attend any committee 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 Ken Moore motioned to adjourn the meeting, which was adjourned at 10:12 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-A-26-003	Meeting Date:	2/18/2026
Item Title:	FY2025 Annual Audit Report		

BACKGROUND:

RTA's outside accountants from Crosslin will review the completed Annual Comprehensive Financial Report for the fiscal year ended June 30, 2025. We are pleased to report that the RTA received a "clean" opinion on the report from our auditors and had no findings.

CURRENT STATUS:

Mark England and Jennifer Manternach from Crosslin will review the Annual Report and the required auditor communications. Hard copies of the Annual Report will be provided.

APPROVED:



Deputy CEO of Finance and Administration

2/18/2026

Date

Regional Transportation Authority of Middle Tennessee

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

Item Number:	R-D-26-006	Meeting Date:	2/18/2026
Item Title:	Monthly Financial Report Compared to Budget		

BACKGROUND:

Attached is a summary of the statement of operations for December 2025 compared to the approved fiscal year (FY) 2026 budget. Expenses during the first half of FY 2026 were 2.5% higher than budgeted, and revenues were 9.5% higher than budgeted.

In total, passenger fares were 10.2% lower than budgeted during the first half of the fiscal year. This negative variance was fully offset by other federal, local, and agency sources, including higher than budgeted rent revenues (54.7% higher) and interest income (7.3% higher). Timing-related variances include local funds (51.9% higher) and regional funds (6.3% lower). These variances will level out as we continue to advance through the fiscal year and collect the remaining partner subsidies and dues.

Service expenses were 3.9% higher than budgeted, primarily due to train parts usage and other unanticipated expense activities. This variance was partially offset by lower than anticipated fuel costs, lower utility costs, lower materials and supplies costs, and more favorable insurance renewals than were anticipated during the budget process.

As of December 31, 2025, RTA owed Nashville MTA approximately \$537,441 for services provided. In turn, MTA owes RTA approximately \$61,559 for fares collected.

STATUS:

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

APPROVED:

Deputy CEO of Finance and Administration

2/18/2026

Date

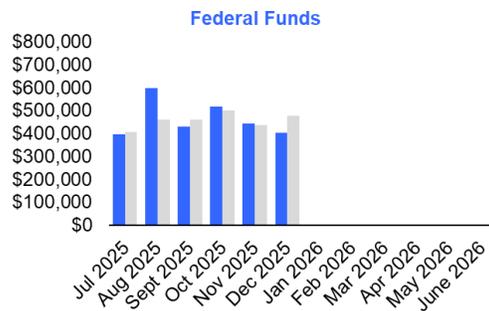
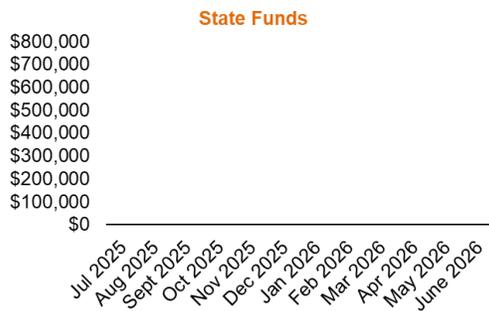
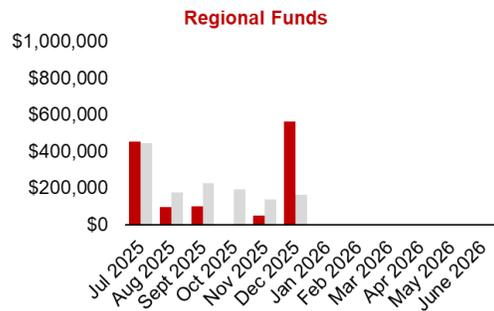
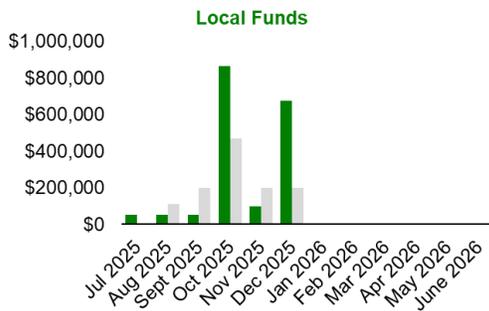
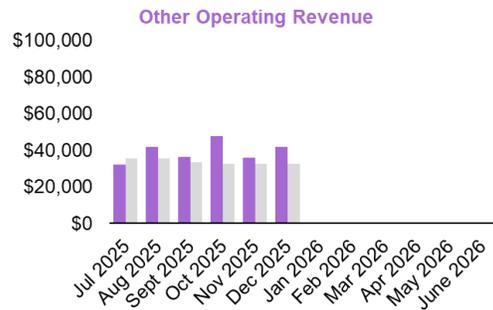
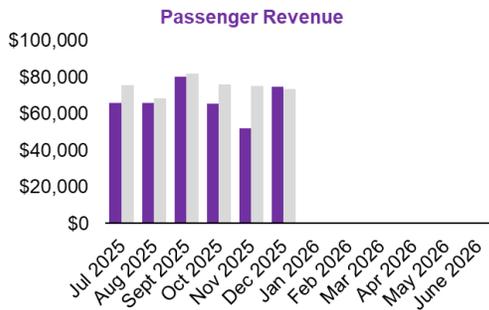
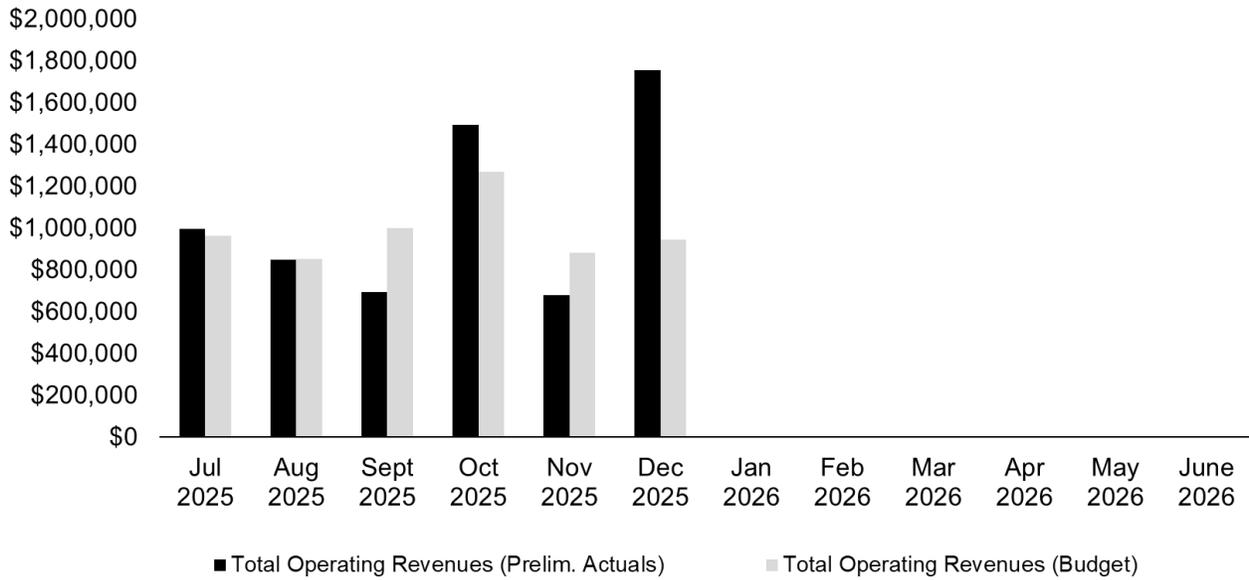
December 2025 Operating Revenue by Category:

	Dec 2025	Fiscal Year To Date	Approved FY 2026 Budget	% Budget To Date
Passenger Revenues (Budget)	73,260	450,110	883,313	51%
Passenger Revenues (Actuals)	74,852	404,099		46%
Other Operating Revenues (Budget)	32,510	201,890	422,560	48%
Other Operating Revenues (Actuals)	41,971	235,957		56%
Local Funds (Budget)	200,000	1,181,400	2,134,514	55%
Local Funds (Actuals)	673,966	1,794,135		84%
Regional Funds (Budget)	160,270	1,337,657	1,540,030	87%
Regional Funds (Actuals)	562,223	1,252,785		81%
State Funds (Budget)	-	-	779,100	-
State Funds (Actuals)	-	-		-
Federal Funds (Budget)	477,730	2,736,514	5,515,566	50%
Federal Funds (Actuals)	401,394	2,780,865		50%
Total Operating Revenues (Budget)	943,770	5,907,571	11,275,083	52%
Total Operating Revenues (Actuals)	1,754,406	6,467,841		57%

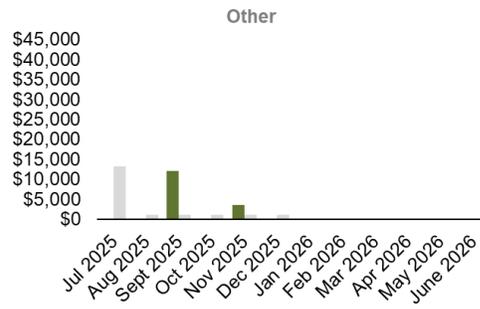
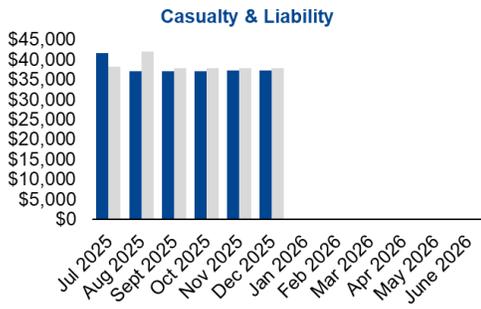
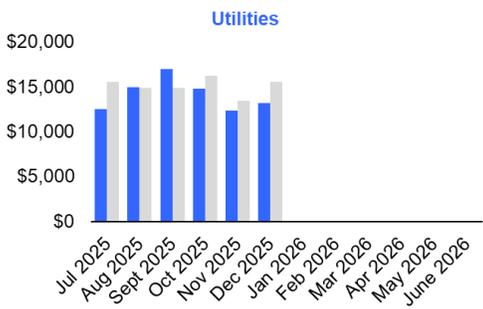
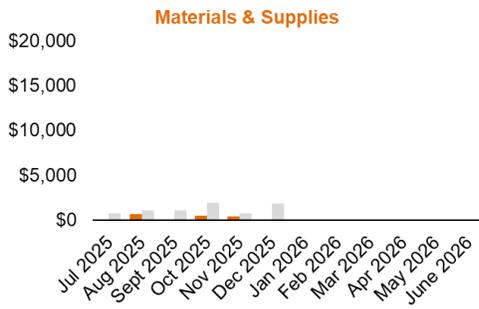
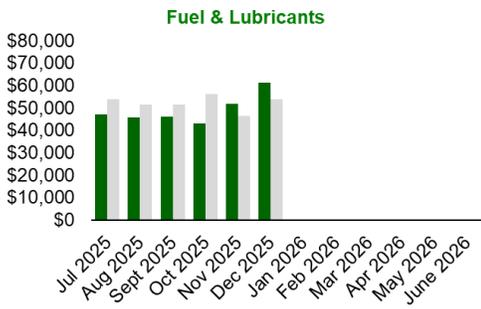
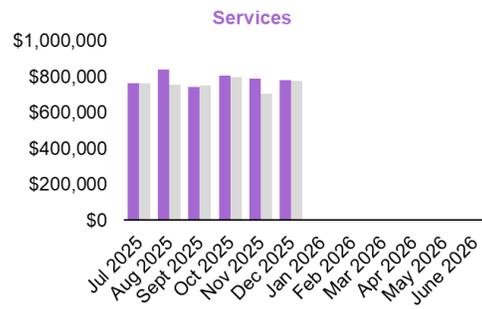
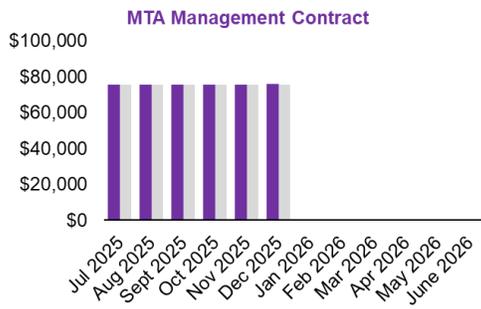
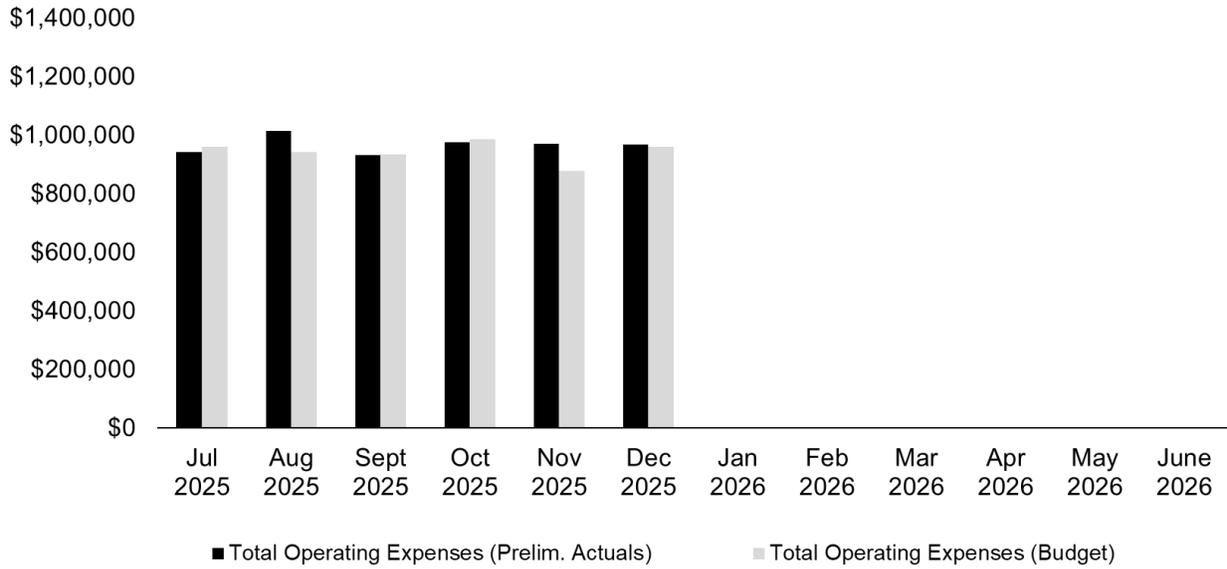
December 2025 Operating Expenses by Category:

	Dec 2025	Fiscal Year To Date	Approved FY 2026 Budget	% Budget To Date
MTA Management Contract (Budget)	75,350	452,100	904,200	50%
MTA Management Contract (Actuals)	75,867	452,617		50%
Services (Budget)	774,473	4,549,036	9,074,638	50%
Services (Actuals)	780,440	4,725,747		52%
Fuel & Lubricants (Budget)	53,930	313,670	616,500	51%
Fuel & Lubricants (Actuals)	61,281	294,904		48%
Materials & Supplies (Budget)	1,860	7,433	15,975	47%
Materials & Supplies (Actuals)	-	1,539		10%
Utilities (Budget)	15,550	90,410	179,450	50%
Utilities (Actuals)	13,208	84,744		47%
Casualty & Liability (Budget)	37,870	231,650	458,920	50%
Casualty & Liability (Actuals)	37,201	226,902		49%
Other (Budget)	1,083	18,632	25,400	73%
Other (Actuals)	-	15,582		61%
Total Operating Expenses (Budget)	960,116	5,662,931	11,275,083	50%
Total Operating Expenses (Actuals)	967,997	5,802,035		51%

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 December 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	23,587	30,750	(7,163)	175,009	144,102	178,910	(34,808)	355,033
Fare Revenues - Train	39,848	35,460	4,388	214,748	200,339	206,300	(5,961)	409,380
Fare Revenues - Special Events	11,417	7,050	4,367	93,014	59,658	64,900	(5,242)	118,900
Other Non-Transportation Revenue	55,490	43,490	12,000	430,757	432,623	411,647	20,976	632,317
Total Operating Revenue	130,342	116,750	13,592	913,529	836,722	861,757	(25,035)	1,515,630
Local Operating Assistance	673,966	200,000	473,966	882,633	1,794,135	1,181,400	612,735	2,134,514
Regional Operating Subsidies	548,704	149,290	399,414	1,182,013	1,056,119	1,127,900	(71,781)	1,330,273
State Operating Assistance	-	-	-	779,100	-	-	-	779,100
Total Operating Assistance	1,222,670	349,290	873,380	2,843,746	2,850,254	2,309,300	540,954	4,243,887
CMAQ Operating Revenues	294,092	268,530	25,562	1,426,205	1,648,040	1,519,340	128,700	3,100,252
Total CMAQ Revenue	294,092	268,530	25,562	1,426,205	1,648,040	1,519,340	128,700	3,100,252
Capital Operating Reimbursement	107,302	209,200	(101,898)	1,480,863	1,132,825	1,217,174	(84,349)	2,415,314
CARES Act Operating Reimbursement	-	-	-	300,000	-	-	-	-
TOTAL CAPITAL OPERATING REVENUES	107,302	209,200	(101,898)	1,780,863	1,132,825	1,217,174	(84,349)	2,415,314
Total Revenue	1,754,406	943,770	810,636	6,964,343	6,467,841	5,907,571	560,270	11,275,083
Labor & Fringes	75,867	75,350	(517)	452,100	452,617	452,100	(517)	904,200
Services	780,440	774,473	(5,967)	4,292,306	4,725,747	4,549,036	(176,711)	9,074,638
Fuel & Lubricants	61,281	53,930	(7,351)	316,040	294,904	313,670	18,766	616,500
Parts, Materials & Supplies	-	1,860	1,860	6,826	1,539	7,433	5,894	15,975
Utilities	13,208	15,550	2,342	88,139	84,744	90,410	5,666	179,450
Casualty & Liabilities	37,201	37,870	669	222,539	226,902	231,650	4,749	458,920
Other Miscellaneous Expenses	-	1,108	1,108	12,055	15,582	18,757	3,175	25,400
Total Expenses	967,997	960,141	(7,856)	5,390,004	5,802,035	5,663,056	(138,979)	11,275,083
Surplus/(Deficit) before GASB 33	786,409	(16,371)	802,780	1,574,339	665,806	244,515	421,291	-
CARES Act Capital Reimbursement	108,296	-	108,296	74,361	195,672	-	195,672	-
Capital Asset Purchases	115,879	-	115,879	592,540	1,770,580	-	1,770,580	-
Depreciation	(379,240)	-	(379,240)	(1,418,361)	(2,036,982)	-	(2,036,982)	-
(Loss)Gain on Sales	-	-	-	-	(244,513)	-	(244,513)	-
Surplus / (DEFICIT)	631,345	(16,371)	647,716	822,879	350,563	244,515	106,048	-

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

	This Month December	Fiscal YE 2025 June
ASSETS		
CURRENT ASSETS		
Cash and Equivalents	3,458,307	2,924,525
Investment Accounts	7,118,137	7,073,667
Receivables from Federal, State, and Local Gov't	1,408,694	1,082,812
Accounts Receivable	96,145	102,078
Inventory - parts	625,970	602,903
Prepaid Expenses and Other	215,207	29,724
TOTAL CURRENT ASSETS	12,922,460	11,815,709
PROPERTY AND EQUIPMENT		
Land	3,382,052	3,382,052
Buildings, Shelters, and Benches	19,902,777	19,411,777
Revenue Equipment and Parts	31,066,834	31,011,110
Office Furniture and Equipment	1,849,687	1,849,687
Guideway Improvements	10,558,139	10,558,139
Work in Progress	2,096,724	800,945
	68,856,213	67,013,710
Less Accum Depreciation and Amortization	(33,708,768)	(31,427,273)
TOTAL PROPERTY AND EQUIPMENT, NET	35,147,445	35,586,437
TOTAL ASSETS	48,069,905	47,402,146
LIABILITIES		
CURRENT LIABILITIES		
Accounts Payable	1,356,823	1,214,884
Accrued Expenses	13,722	27,096
Deferred Revenue	6,320,959	5,982,327
Notes Payable	340,000	490,000
TOTAL CURRENT LIABILITIES	8,031,504	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)	350,563	(2,218,361)
TOTAL NET ASSETS	26,248,093	25,897,529
TOTAL LIABILITIES AND NET ASSETS	48,069,907	47,402,146

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivables	\$96,145	\$0	\$0	\$0	\$96,145
	100.0%	0.0%	0.0%	0.0%	100%
Accounts Payable	\$933,248	\$423,575	\$0	\$0	\$1,356,823
	68.8%	31.2%	0.0%	0.0%	100%

Regional Transportation Authority

of Middle Tennessee

Board Action Item

Item Number:	R-A-26-005	Meeting Date:	2/18/2026
Item Title:	Donelson Station Transit Infrastructure Design Phase II		

BACKGROUND:

For several years, RTA has been advancing a strategic public investment in Donelson Station to strengthen regional mobility, improve multimodal connectivity, and enhance the customer experience for riders traveling between Davidson and Wilson Counties, the airport, and the Opry Mills area. The planned transit infrastructure improvements are a core mobility investment and were identified independent of any private mixed-use development. While the site is positioned to accommodate future joint development opportunities, the transit center and supporting infrastructure were programmed to move forward with or without adjacent development activity.

This investment represents a coordinated commitment of local, state, and federal funding, all of which has been secured to deliver the transit infrastructure and transit center improvements. The project is structured in three phases to ensure operational continuity, efficient sequencing, and long-term scalability of service.

Phase I – Core Infrastructure and Regional Access Improvements

Phase I establishes the primary access and circulation framework for the station. This phase includes the design, construction documents, and permitting for a new roadway connection to Donelson Pike with traffic signalization, the establishment of a quiet zone for railroad crossings, construction of a bus-only roadway with six bus bays that will connect directly to the future transit center building, and installation of pedestrian walkways, shelters, and associated amenities. On April 16, 2025, RTA authorized WeGo staff to advance Phase I design, which is currently 60% complete.

Phase II – Internal Circulation and Passenger Platform Enhancements

Phase II advances the design, construction documents, and permitting for the internal roadway network and stormwater infrastructure necessary for the land swap and future mixed-use development. This phase also includes the design of canopies at each bus bay and associated passenger amenities, along with the replacement of existing shelters on the WeGo Star platform with upgraded shelters or custom-designed canopies.

Board approval is being requested to authorize the Phase II design contract award. Wendel Architecture, PC, RTA's on-call consultant delivering Phase I, would continue with Phase II of the project. Both Phase I and Phase II of the transit infrastructure design would reach 100% design completion in summer 2026, and the project would then move into the procurement process for construction.

Phase III – Transit Center Building

Phase III represents the vertical investment in the transit center building itself and serves as the centerpiece of the overall mobility enhancement. The facility will be a climate-controlled transit center designed to provide a safe, welcoming, and efficient environment for passengers while also supporting WeGo's operational needs. Similar in quality and function to recently delivered transit centers, the building will elevate the rider experience

and reflect the Authority’s commitment to enhanced transit infrastructure. WeGo staff will issue an RFQ to select the design firm to complete the design, construction documents, and permitting for the transit center building in March 2026, with an anticipated RTA contract award in summer 2026.

Together, the three phases deliver a comprehensive public infrastructure investment that strengthens regional connectivity, enhances rider comfort and reliability, and positions Donelson Station as a modern multimodal transit center serving Middle Tennessee for decades to come.

RECOMMENDATION:

Staff recommends Board action to authorize the Chief Executive Officer to enter a Task Order agreement with the consultant, Wendel Architecture, PC, for a total project expense not to exceed \$427,300 (including a 15% contingency), for design services for the Donelson Transit Center Infrastructure Phase II.

To date, RTA has secured local, state, and federal funding of \$25.5 million to advance the public infrastructure improvements. State IMPROVE funds with a 20% local match will be used for this portion of the work.

APPROVED:

2/18/2026

Board Secretary

Date

Regional Transportation Authority of Middle Tennessee

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

Item Number:	R-D-26-007	Meeting Date:	2/18/2026
Item Title:	Monthly Operating Statistics		

BACKGROUND:

Attached are the monthly operating statistics for December 2025.

Total RTA ridership continued its month-over-month seasonal decline in December, but we expect ridership to increase in January. Total monthly ridership was up 7.2% compared to December 2024. Bus ridership declined 2.1% year over year, while WeGo Star ridership increased 19.6%. December ridership equated to 50% of pre-pandemic levels, which is higher than December 2023 and 2024. Total FY2026 ridership is up 8.2% compared to FY2025, driven primarily by a 23.1% increase in WeGo Star ridership. Bus ridership is down 3.5% year to date.

Safety performance remained strong. The WeGo Star and Anchor operated accident-free for the month. MTA-operated routes experienced two accidents; both were collisions with fixed objects, and neither included injuries.

Operational reliability continued at a high level. RTA bus services achieved 99.93% trip completion, and the WeGo Star achieved 100% trip completion. On-time performance improved month over month, with buses averaging 82.7% and the WeGo Star maintaining 98.5%.

WeGo closed out 2025 with the successful delivery of enhanced transit service for Jack Daniel’s New Year’s Eve Live: Nashville’s Big Bash, in coordination with the Nashville Convention and Visitors Corp and Metro partner agencies. Service enhancements built on prior years and included free fares after 6:00 p.m., WeGo Star service transporting 481 riders, and continuous bus shuttle operations between Bicentennial Capitol Mall and Broadway at 7th and 8th Avenues.

Operational improvements implemented this year included a dedicated bus lane on 4th Avenue, fenced loading zones outside Bicentennial Mall to improve safety and loading efficiency, and additional wayfinding signage to support passenger flow. Overall ridership was strong, and services were delivered without major accidents or incidents, demonstrating effective cross-agency coordination and disciplined event operations.

CURRENT STATUS:

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

APPROVED:



Chief Operating Officer

2/18/2026

Date

RTA Monthly Dashboard Report *

Metric	December 2025	December 2024	Pct. Change
Ridership			
Total RTA Bus Passengers	11,095	11,338	-2.1%
WeGo Star Passengers	10,361	8,666	19.6%
Total RTA Passengers	21,456	20,004	7.2%
Percentage of Pre-Pandemic Ridership	50.0%	46.7%	7.2%
Safety			
RTA Bus Total Accidents	2	1	100.0%
WeGo Star Total Accidents	0	0	N/A
RTA Bus Total Miles btwn Accidents	25,417	46,617	-45.5%
WGS Total Miles btwn Accidents	N/A	N/A	N/A
Service Quality			
RTA Bus Total Trip Completion %	99.93%	99.75%	0.19%
WeGo Star Total Trip Completion %	100.00%	99.17%	0.84%
RTA Bus Total Miles btwn Service Interruption	44,203.0	11,654.3	279.3%
WGS Total Miles btwn Service Interruption	N/A	3,162.6	N/A
On-Time Performance ^			
RTA Bus	82.7%	80.2%	3.1%
WeGo Star	98.5%	98.3%	0.2%
Customer Care			
RTA Bus Total Passengers per Complaint	1,110	1,620	-31.5%
WeGo Star Passengers per Complaint	N/A	N/A	N/A

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

^ On Time Performance reporting began September 2017.

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

RTA Fiscal Year Dashboard Report *

Metric	FY2026 December	FY2025 December	Pct. Change
Ridership			
Total RTA Bus Passengers	73,980	76,695	-3.5%
WeGo Star Passengers	74,229	60,305	23.1%
Total RTA Passengers	148,209	137,000	8.2%
Percentage of Pre-Pandemic Ridership	47.2%	43.6%	8.2%
Safety			
RTA Bus Total Accidents	15	6	150.0%
WeGo Star Total Accidents	0	4	-100.0%
RTA Bus Total Miles btwn Accidents	19,767	48,511	-59.3%
WGS Total Miles btwn Accidents	N/A	10,041	N/A
Service Quality			
RTA Bus Total Trip Completion %	99.92%	99.55%	0.38%
WeGo Star Total Trip Completion %	99.93%	99.28%	0.66%
RTA Bus Total Miles btwn Service Interruption	39,012.9	6,637.8	487.7%
WGS Total Miles btwn Service Interruption	40,480.8	3,651.3	1008.7%
On-Time Performance ^			
RTA Bus	79.8%	81.0%	-1.5%
WeGo Star	97.3%	96.1%	1.3%
Customer Care			
RTA Bus Total Passengers per Complaint	973	852	14.2%
WeGo Star Passengers per Complaint	10,604	4,639	128.6%

* 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"

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.

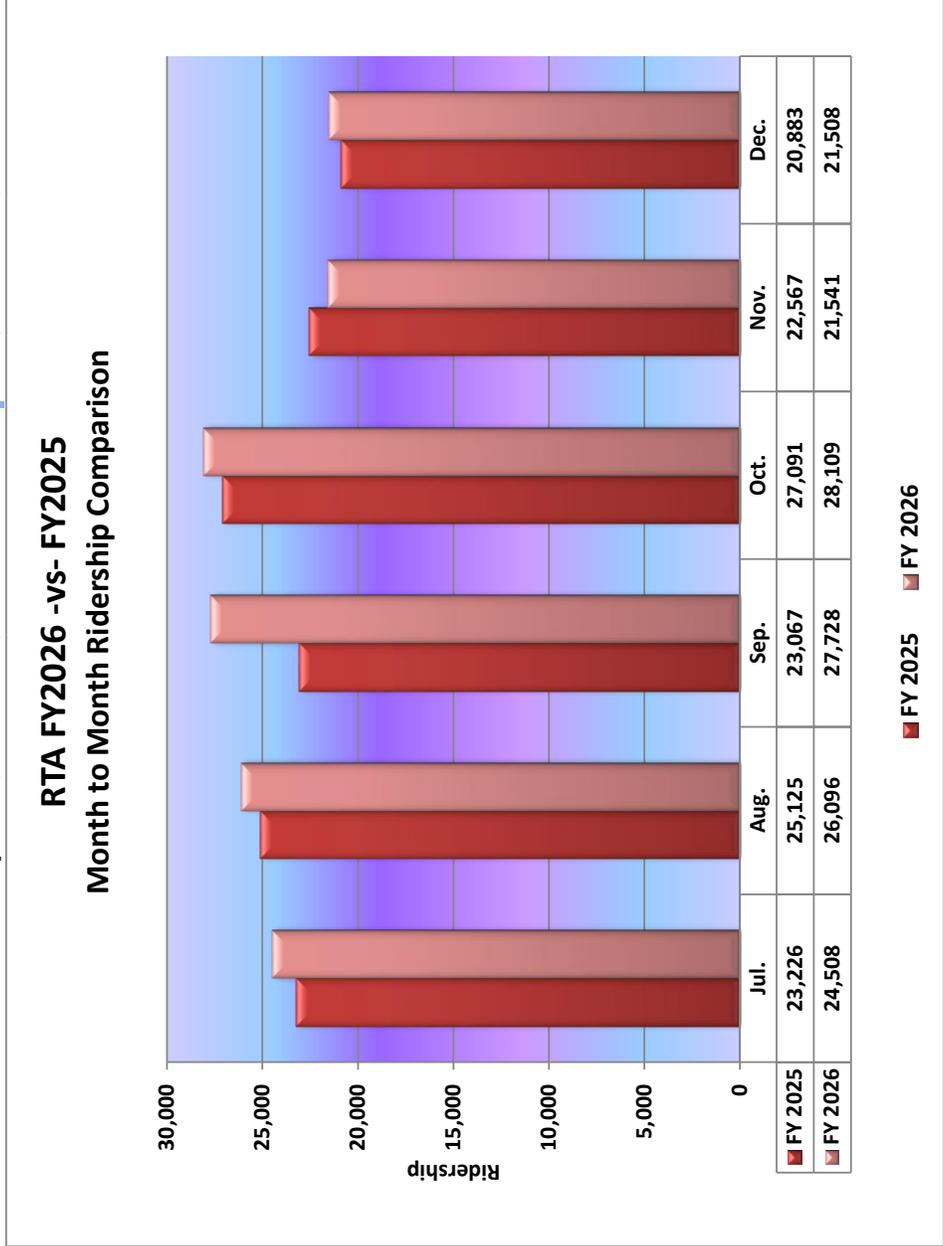
RTA Operations Dashboard Glossary

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. (Anchor & 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		
	Dec-24	Dec-25	Percentage Change	FY 2025	FY 2026	Percentage Change
WeGo Star	8,666	10,361	19.6%	60,305	74,229	23.1%
Express Bus & Shuttle Services	11,338	11,095	-2.1%	76,695	73,980	-3.5%
RTA VanStar Vanpool Service	879	52	-94.1%	4,959	1,281	-74.2%
Total RTA Ridership	20,883	21,508	3.0%	141,959	149,490	5.3%





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

	Month to Month Comparison			Fiscal Year		Change
	Dec-24	Dec-25	Change	FY 2025	FY 2026	
MTA Local Bus Service	670,933	767,248	14.4%	4,480,374	4,718,787	5.3%
MTA Local Paratransit Service	32,308	41,032	27.0%	201,963	247,298	22.4%
RTA Regional Bus Service	11,338	11,095	-2.1%	76,695	73,980	-3.5%
RTA VanStar Vanpool Service	879	52	-94.1%	4,959	1,281	-74.2%
RTA Regional Rail Service	8,666	10,361	19.6%	60,305	74,229	23.1%
* RTA Special Events Rail Service	2,107	1,945	-7.7%	10,297	8,292	-19.5%
Subtotal RTA Rail Service	10,773	12,306	14.2%	70,602	82,521	16.9%
Subtotal MTA & RTA Bus & Rail Service	726,231	831,733	14.5%	4,834,593	5,123,867	6.0%
Williamson County VanStar Vanpool Service	4,857	5,787	19.1%	33,046	33,113	0.2%
Murfreesboro ROVER Local Bus Service	8,078	7,404	-8.3%	56,758	51,489	-9.3%
Franklin Transit Local Bus Service	13,450	10,879	-19.1%	53,755	49,808	-7.3%
Clarksville Transit Local Bus Service	37,389	35,658	-4.6%	247,697	255,113	3.0%
Total Area Ridership	790,005	891,461	12.8%	5,225,849	5,513,390	5.5%

REGIONAL TRANSPORTATION AUTHORITY ROUTE PERFORMANCE INDICATOR REPORT

For the Month of: **December 25**



Rte. No.	Route Name	Monthly Ridership	Ridership Change vs Last Year	Revenue Hours Of Service	Average Passengers	
					Per Trip	Per Hour
CORRIDOR SERVICE COMPARISONS - COMMUTER BUS SERVICE						
	North Corridor (Route 87)	1,740	12.7%	217	9	8.0
	Northwest Corridor (Routes 89 & 94)	2,280	5.8%	362	7	6.3
	South Corridor (Route 95)	887	26.2%	249	5	3.6
	Southeast Corridor (Route 84 & 86)	2,817	18.9%	954	4	3.0
EXPRESS BUS ROUTE SERVICE						
84	Murfreesboro Express	2,212	19.2%	765	4	2.9
86	Smyrna - La Vergne	605	17.7%	190	4	3.2
87	Gallatin - Hendersonville	1,740	12.7%	217	9	8.0
88	Dickson	427	-5.5%	103	5	4.1
89	Springfield - Joelton	454	-6.8%	122	5	3.7
94	Clarksville	1,826	9.5%	240	8	7.6
95	Spring Hill - Franklin	887	26.2%	249	5	3.6
	Express Bus Route Totals	8,151	12.8%	1,885	6	4.3
OTHER ROUTES						
64	Star Downtown Shuttle	914	-43.9%	54	5	16.8
93	Star West End Shuttle	2,030	-18.3%	86	15	23.6
	RTA Bus Route Monthly Totals	11,095	-2.1%	2,025	6	5.5
COMMUTER RAIL SERVICE						
90	WeGo Star Commuter Rail	10,361	19.6%	251	39	41.3
	RTA Commuter Rail and Bus Total	21,456	7.3%	2,277	11	9.4

Regional Transportation Authority

of Middle Tennessee

Board Action Item

Item Number:	R-A-26-004	Meeting Date:	2/18/2026
Item Title:	Adoption of RTA FY2026-2030 Capital Investment Plan		

BACKGROUND:

The Regional Transportation Authority of Middle Tennessee's (RTA) Capital Investment Plan prioritizes needs, identifies funding sources, and sets timelines for RTA's capital projects over a five-year period. The plan outlines regulatory, state-of-good-repair, and growth and expansion needs that guide the RTA's future project development activity. Generally, projects identified in the first year of the plan are relatively firm in scope and budget, while projects in out-years are likely more conceptual.

Staff is presenting a recommended Capital Investment Plan for the period of FY2026-2030. Overall, investments totaling \$35,208,355 are recommended in Year One of the plan (FY2026), with a total project investment recommendation of \$146,516,094 over the life of the plan, including prior year investments that have not yet been encumbered or spent. Projects identified in FY2026 have access to full funding.

RECOMMENDATION:

Staff recommends that the RTA Executive Committee adopt the attached FY2026-2030 Capital Investment Plan.

APPROVED:

Board Secretary

2/18/2026

Date

FY2026-2030 RTA Capital Investment Plan

February 18, 2026

The Regional Transportation Authority of Middle Tennessee (RTA) Board of Directors recognizes the need to develop a broad multi-year funding policy for the capital investment plan to:

1. Maintain current RTA assets in a state of good repair
2. Advance the initiatives adopted in the strategic plan (2016 nMotion) to expand the use of mass transit in Middle Tennessee

This capital plan generally identifies sources and amounts of projected capital funding available to RTA as well as a framework for categorizing and prioritizing projects for funding decisions between FY2026 and FY2030. It also describes proposed capital projects and estimates available resources for those projects. Projects listed for FY2026 generally have been scoped and have identified funding sources associated with them. Once approved in the capital plan, RTA Board Members would then expect to see them reported out in a “project delivery” phase, such as design or procurement. Projects listed for FY2027 and beyond are more conceptual in nature, may require more detailed scoping, and may still need the identification of specific funding sources.

State of good repair projects are taken from RTA’s existing fleet plan as well as recent experience with facility capital maintenance projects and ongoing regulatory requirements. System and service improvements are listed to facilitate discussion of RTA priorities among members. Once adopted into the FY2026-2030 Capital Plan, staff will work with RTA’s funding partners (Federal Transit Administration, Tennessee Department of Transportation, Greater Nashville Regional Council, Metro Nashville, and other local partners) to identify opportunities for outside discretionary funding. Funds described in later sections of this document that might be applied include federal Congestion Mitigation and Air Quality (CMAQ) funds, state Improve Act funds, as well as several smaller sources.

This plan is broadly broken down into the following sections:

- A. **RTA Capital Funding Sources and Amounts** – Describes funding sources used for RTA capital projects.
- B. **Capital Funding Strategy** – Describes ranking process used to advance capital project recommendations to the RTA Board, which is consistent with Federal Transit Administration Asset Management Requirements.
- C. **Capital Funding Look Ahead** – Summarizes projection of available funds compared to capital projects.
- D. **Project Plan Budget** – A listing of proposed projects, scheduled years and budgets.
- E. **Project Descriptions** – A brief description of each project in the project plan budget.

A. RTA Capital Funding Sources and Amounts

RTA receives capital funding from the federal, state, and local sources that are summarized below.

1. Federal 5307 – Urbanized Area Formula Funds

The Federal Transit Administration (FTA) provides federal 5307 formula funding to public transit systems in Urbanized Areas (UZA) for public transportation capital projects, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. Federal 5307 formula funding is provided to the Nashville-Davidson UZA based on reported ridership data and other demographic data relative to the nation as a whole. Through annual agreements with regional partners at the Metropolitan Planning Organization (MPO) level, funding is split between the RTA, Metropolitan Transit Authority (MTA), Franklin Transit Authority, and Williamson County Vanpool. Federal 5307 formula funds can be “flexed” over to RTA’s operations budget to be used for capital cost of contracting for service as allowed by FTA regulation. These are typically “80%” funds, meaning that 80% of the funding shown is federal while 10% of the money comes from the state and 10% comes from local sources. However, operating costs are matched at a lower 50% rate.

RTA generally receives approximately \$2.8 million annually in 5307 funds for capital needs. RTA typically transfers a portion of these funds to the operations budget for rail capital costs of contracting and for contractor operations expenses for the Dickson commuter service, though the specific amount for these transfers are included as part of the annual operating budget process. In FY2026, The Greater Nashville Regional Council staff and the Nashville Urbanized area’s transit agencies agreed to a one-time increase to RTA’s amount of 5307 funding to ensure funding was available for RTA to purchase motor coach vehicles to decrease reliance on the new bus service contractor vehicles and keep operating costs down.

2. Federal 5337 – State of Good Repair – Fixed Guideway Funds

FTA provides federal 5337 formula funding to states and transit agencies through a statutory formula for capital projects to maintain a fixed guideway or a high intensity motorbus system in a state of good repair, including projects to replace and rehabilitate capital assets, along with the development and implementation of transit assetmanagement plans. Federal 5337 formula funding is provided to the Nashville-Davidson UZA based on reported and audited rail ridership data. RTA is the only regional provider eligible for 5337 funds. 5337 funds are typically “80%” funds, meaning that 80% of the funding shown is federal while 10% of the money comes from the state and 10% comes from local sources. Funding under this program may only be allocated to WeGo Star projects. Bus projects are not eligible. RTA generally receives approximately \$4.2 million annually in 5337 funds for capital needs.

3. Federal 5339 – Bus and Bus Facilities Formula & Discretionary Funds

FTA provides federal 5339 formula funding to states and transit agencies through a statutory formula for capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. Federal 5339 formula funding is provided to the Nashville-Davidson UZA based on reported bus ridership data. 5339 funds are typically “80%” funds, meaning that 80% of the funding shown is federal while 10% of the money comes from the state and 10% comes from local sources. The region typically receives approximately \$1.5 million in 5339 formula funds. As MTA

provides the greatest share of bus service in Middle Tennessee, the portion of these funds that would be fairly shared with RTA and the Franklin Transit Authority requires significant paperwork for limited revenue to those agencies. By mutual agreement, MTA receives the full allocation of regional 5339 funding.

In addition to the federal 5339 formula funds described above, FTA also awarded federal 5339 discretionary funds through a grant application process. RTA was successful in securing a \$10 million 5339 grant award for the Donelson Station Transit Center in 2024. This award includes a 20% local match for a total of \$12.5 million in capital funds for the Donelson Transit Center. RTA staff may choose to submit applications in future years to secure additional 5339 discretionary funding for capital projects that align with 5339 objectives of maintaining state of good repair bus equipment and facilities. These applications would require additional local matching funds.

4. Congressionally Directed Spending

In recent years, the Congressional funding practice previously referred to as “earmarks” was reinitiated in the form of direct spending requests by members of the United States Congress. In 2024, Congressman John Rose sponsored \$3.0 million in Congressionally Directed Spending for the Donelson Transit Center. This award includes a 20% local match for a total of \$3.75 million in capital funds for the Donelson Transit Center. RTA staff may choose to seek additional Congressional funding for identified capital projects. These applications would also require additional local matching funds.

5. Federal Congestion Mitigation and Air Quality (CMAQ)

Federal CMAQ funds are allocated by the Federal Highway Administration (FHWA) to the Tennessee Department of Transportation (TDOT) for a variety of transportation projects aimed at reducing emissions and improving air quality. TDOT awards funds annually through a competitive grant process. CMAQ funds are typically “80%” funds, meaning that 80% of the funding shown is federal while 10% of the money comes from the state and 10% comes from local sources. RTA can apply to TDOT for capital funding for bus acquisition, park and rides, and other projects that would result in a reduction of vehicle congestion and an associated improvement of local or regional air quality.

CMAQ funds are used by RTA as a critical funding source for the continued operations of express bus services in the Williamson, Rutherford, Sumner, Robertson, and Montgomery County corridors. This is an anomaly, as CMAQ funding to support service operation is generally limited to no more than 5 sequential years. Due to specific language in the MAP-21 - Moving Ahead for Progress in the 21st Century Federal Transportation Reauthorization Bill, services for which CMAQ funding was made available, obligated or expended in the federal fiscal year 2012, may renew their CMAQ eligibility continually. As a critical part of the operating budget, RTA intends to continue to apply for funding as part of future call for projects. Notably, the WeGo Star service and the Dickson County corridor are not eligible for this funding. As described above, Dickson County service is instead partially funded using federal 5307 funds. RTA and MPO staff are in the process of transferring previously awarded Carbon Reduction Program funds to traditional CMAQ funds for future bus operations.

In addition to funding to support the operation of commuter bus service, RTA periodically submits applications for CMAQ funds for identified capital projects in its capital budget, in close coordination with TDOT and regional leadership at the MPO (GNRC). RTA received a \$4.2 million CMAQ grant

award in 2025 for the upcoming purchase of motor coach vehicles to decrease reliance on the new bus service contractor vehicles and keep operating costs down. This award includes a 10% State match and 10% local match for a total of \$5.25 million in capital funds for bus fleet acquisition.

6. Other Federal Discretionary Grant Programs

RTA staff regularly monitors potential federal grant opportunities available through the FTA, FHWA, and Federal Railroad Administration (FRA), among others. This capital plan conservatively assumes no additional discretionary grant funds beyond those that have already been awarded. As the Board approves each subsequent capital plan, staff will work with our federal, state, regional, and local partners to identify and submit candidate projects for discretionary grant opportunities.

7. State IMPROVE Act Transit Investment Grant Program

TDOT allocates state funds for a broad range of transit capital projects through an annual competitive grant process. RTA annually identifies and submits candidate projects for IMPROVE Act funding. Recent successful awards included funding for regional park and ride facility expansion in 2022, real time information improvements at rail stations in 2024, and the Donelson Transit Center in 2025.

8. State Grant Match

RTA relies on state funds to match federal funds, which typically account for 10% of total project costs.

9. Local Capital Funding & Grant Match

RTA relies on funding from its regional partners to match federal funds. Historically, Metro Nashville has provided most of the required local matches for federal formula funding, CMAQ funds, IMPROVE Act funds, and other discretionary federal grants. However, other local entities have provided funding for specific projects within their jurisdictional boundaries (e.g., the City of Lebanon provided local funding to support the construction of the Hamilton Springs Station). Continued availability of local matching funds is critical to advancing future RTA projects and securing discretionary federal funding.

B. Capital Funding Strategy

The capital funding strategy prioritizes RTA's needs to maintain assets in a state of good repair, provide improvements to existing service for current riders, and reflect and advance the initiatives adopted in the strategic plan (2016 nMotion) to expand the use of mass transit in Middle Tennessee. Projects are categorized in the following order of priority.

- I. Safety, Regulatory, and Contracting
- II. State of Good Repair
- III. Service Expansion/Improvements

Additional information on these categories and individual projects included in the capital plan are provided in the next few sections.

C. RTA Capital Funding Look Ahead

The table and figures below illustrate the estimated revenues that may be available to the RTA for capital projects for FY2026 through FY2030. RTA has approximately \$35.2 million in identified project capital needs for FY2026 and known funding in the amount of \$83.6 million, including \$57.5 million of prior year funding. As in prior capital plans, this plan projects the continued use of carryover funds over the capital plan period alongside projected annual revenues. The current projection assumes a slight surplus at the end of the capital plan period. This is based on several assumptions that may or may not occur, including the continuation of the current or passage of a new surface transportation reauthorization package at or above existing funding levels, the continued use of CMAQ funds for bus operations, and the continued availability of local matching funds.

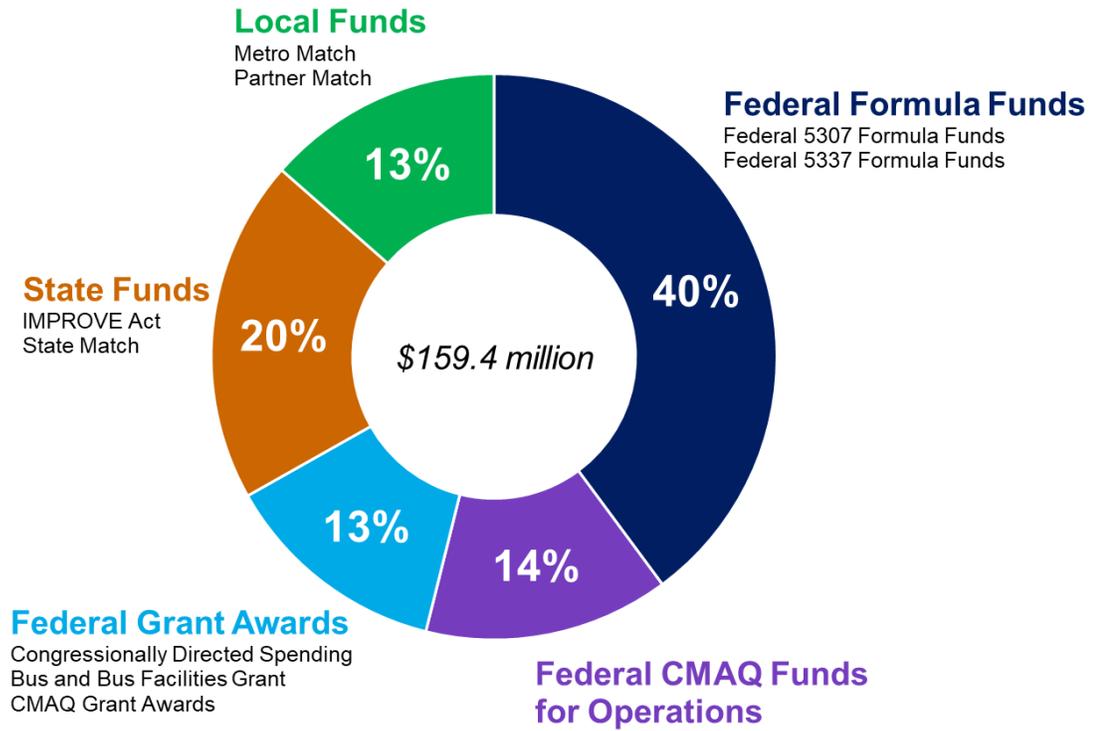
The capital plan assumes the continued availability of Metro matching funds to leverage the federal and state funding that is assumed to be awarded during the capital plan period. If these matching funds are not available, the negative effects on the system would be significant. For instance, if RTA is unable to provide the required match for federal formula funds, RTA could lose access to federal 5307 formula funding. In addition to scheduled capital projects, the operating budget depends on these funds for capital cost of contracting. As Metro Capital Spending Plan is approved and adopted each year, RTA staff will review the capital budget and make modifications to RTA's spending plan based local match availability. RTA will also continue to actively seek additional regional and state funding to support capital needs. Comparing funds available to projects programmed, Metro's Capital Spending Plan will need to include approximately a minimum of \$1.5 million annually to match reasonably projected state and federal formula funds, with additional match required for discretionary programs. In addition, another \$3.25 million in local match is required to access the \$10.0 million federal 5339 discretionary grant and \$3.0 million Congressionally Directed Spending that was awarded in 2024 for the Donelson Transit Center.

Table 1. Capital Plan Revenues

<i>Funding Source</i>	<i>Prior Year Balance Remaining</i>	<i>FY2026</i>	<i>FY2027</i>	<i>FY2028</i>	<i>FY2029</i>	<i>FY2030</i>	<i>Total</i>
<i>Prior Year Carryover</i>		\$ 57,467,488	\$ 48,421,091	\$ 32,327,226	\$ 28,251,785	\$ 18,007,395	
Federal Formula Funds	\$ 21,493,282	\$ 13,067,321	\$ 7,028,202	\$ 7,168,766	\$ 7,312,141	\$ 7,458,384	\$ 63,528,096
Federal 5307 Formula Funds	\$ 6,657,022	\$ 8,925,000	\$ 2,800,000	\$ 2,856,000	\$ 2,913,120	\$ 2,971,382	\$ 27,122,524
Federal 5337 Formula Funds	\$ 14,836,260	\$ 4,142,321	\$ 4,228,202	\$ 4,312,766	\$ 4,399,021	\$ 4,487,002	\$ 36,405,572
Federal CMAQ Funds for Operations	\$ 2,904,270	\$ 3,662,245	\$ 3,772,112	\$ 3,885,276	\$ 4,001,834	\$ 4,121,889	\$ 22,347,625
Federal Grant Awards	\$ 14,280,000	\$ 4,200,000	\$ 2,160,000	\$ -	\$ -	\$ -	\$ 20,640,000
Congressionally Directed Spending (Donelson Transit Center)	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000
Bus and Bus Facilities Grant (Donelson Transit Center)	\$ 10,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000
CMAQ Grant Awards (Park & Rides, 2026 Bus Replacements)	\$ 1,280,000	\$ 4,200,000	\$ 2,160,000	\$ -	\$ -	\$ -	\$ 7,640,000
State Funds	\$ 11,244,490	\$ 2,091,196	\$ 4,350,039	\$ 4,441,755	\$ 4,535,447	\$ 4,631,158	\$ 31,294,085
IMPROVE Act Funds	\$ 8,194,796	\$ -	\$ 3,000,000	\$ 3,060,000	\$ 3,121,200	\$ 3,183,624	\$ 20,559,620
State Match	\$ 3,049,694	\$ 2,091,196	\$ 1,350,039	\$ 1,381,755	\$ 1,414,247	\$ 1,447,534	\$ 10,734,465
Local Funds	\$ 9,192,297	\$ 3,141,196	\$ 2,640,039	\$ 2,146,755	\$ 2,194,547	\$ 2,243,440	\$ 21,558,274
Metro Match	\$ 9,192,297	\$ 3,141,196	\$ 2,640,039	\$ 2,146,755	\$ 2,194,547	\$ 2,243,440	\$ 21,558,274
Partner Match	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Capital Revenues	\$ 59,114,339	\$ 26,161,957	\$ 19,950,393	\$ 17,642,552	\$ 18,043,969	\$ 18,454,871	\$ 159,368,081
Capital Project Expenditures	\$ 1,646,850	\$ 35,208,355	\$ 36,044,257	\$ 21,717,993	\$ 28,288,359	\$ 23,610,279	\$ 146,516,094
<i>Carryover Funds</i>	<i>\$ 57,467,488</i>	<i>\$ 48,421,091</i>	<i>\$ 32,327,226</i>	<i>\$ 28,251,785</i>	<i>\$ 18,007,395</i>	<i>\$ 12,851,987</i>	

Figure 1. FY2026-2030 Summary of Total Capital Revenue and Expenditures

FY2026-2030 Capital Revenues



FY2026-2030 Capital Expenditures

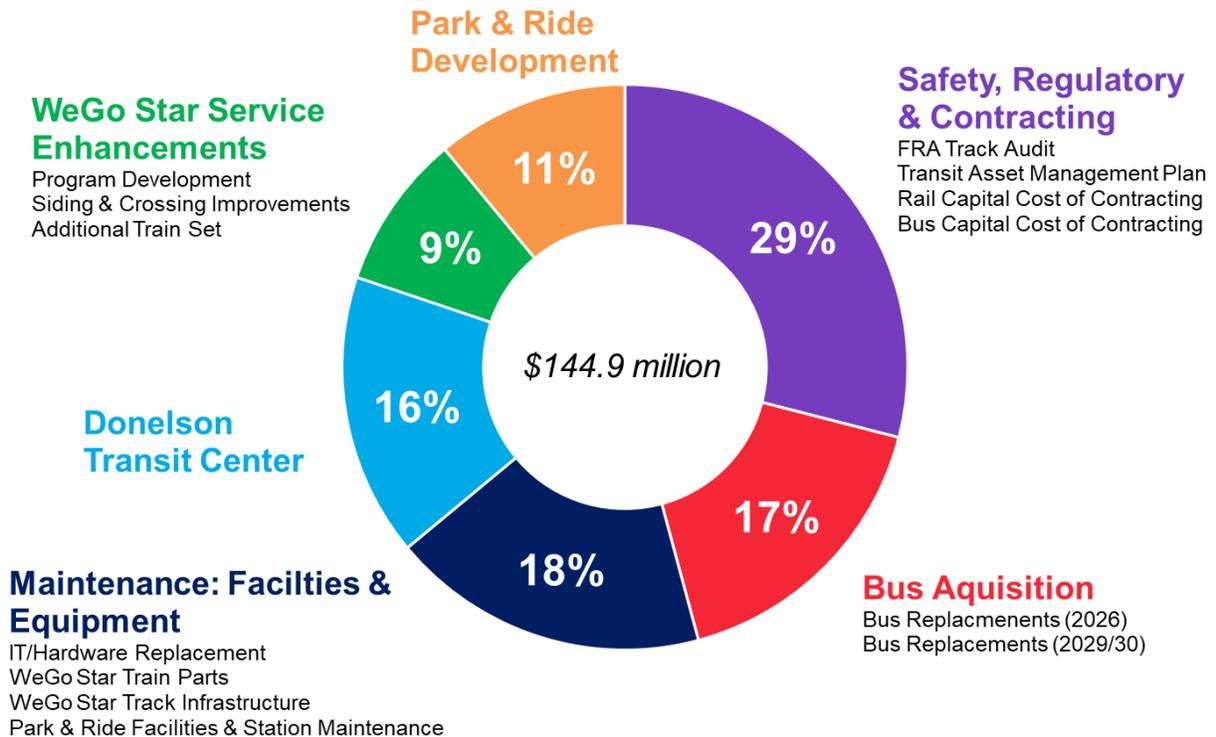
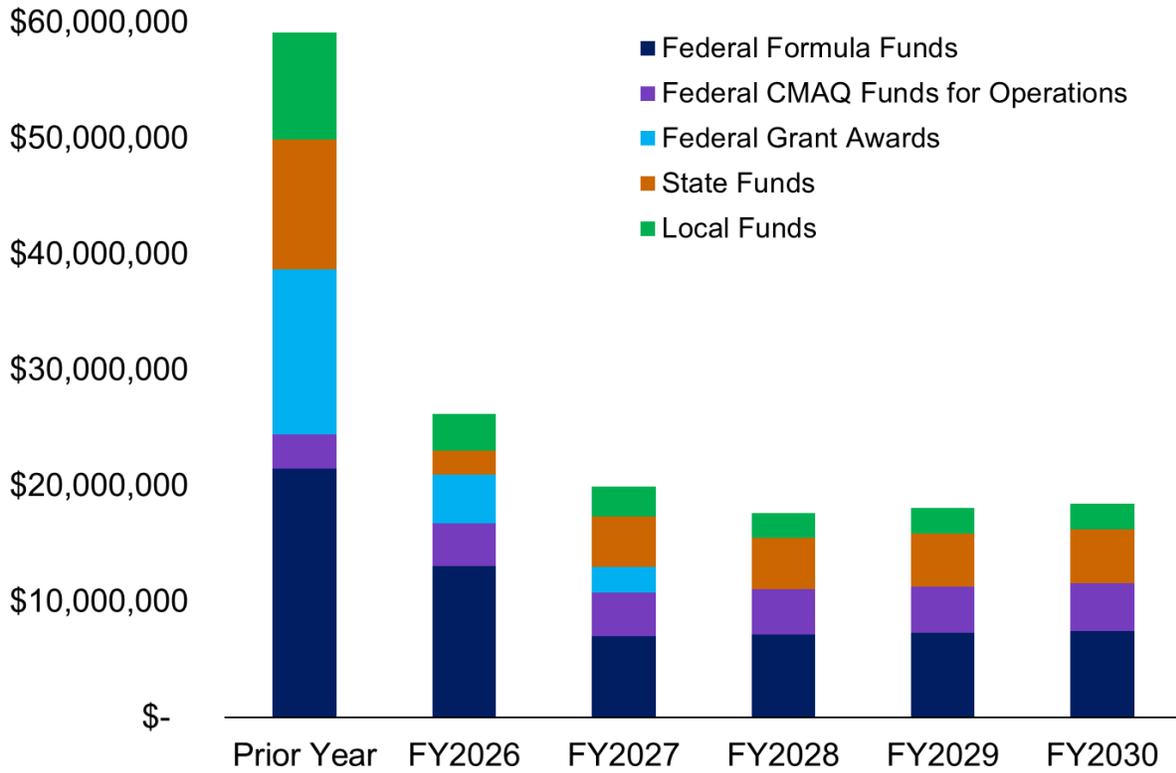
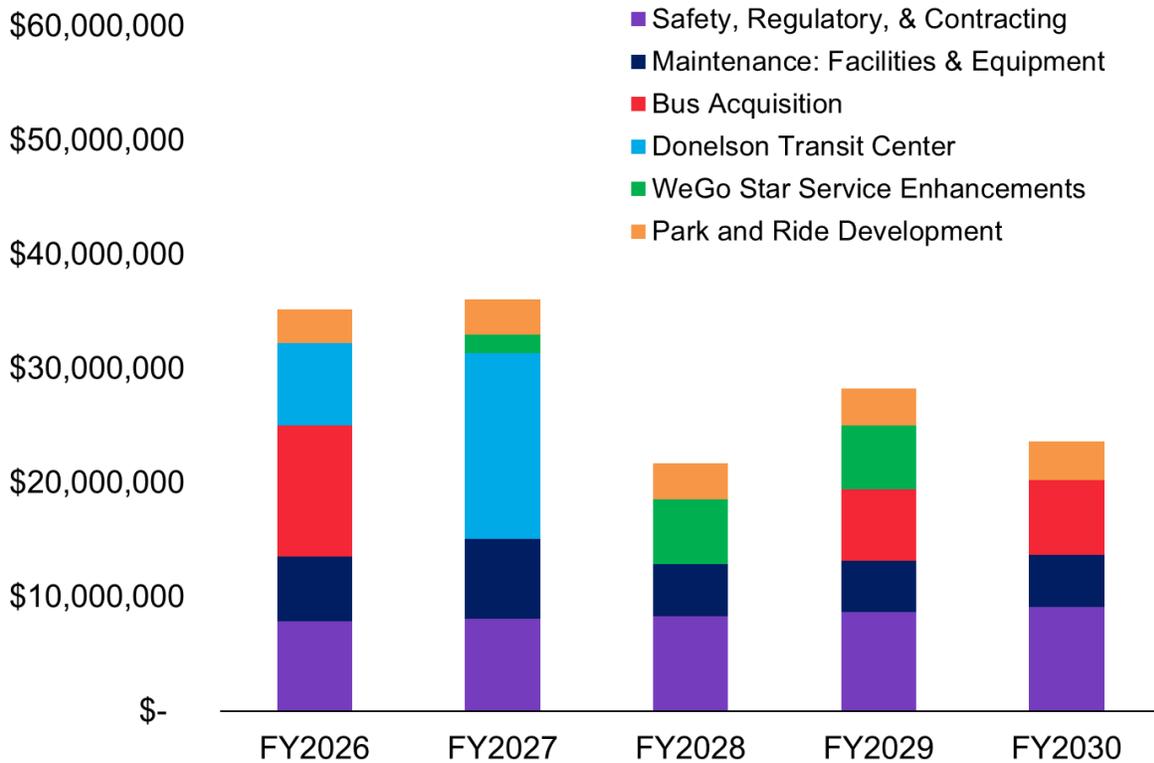


Figure 2. Annual Capital Revenue and Project Expenditures

FY2026-2030 Annual Capital Revenues



FY2026-2030 Annual Capital Project Expenditures



D. Project Plan Budget

The recommended detailed project plan budget tables are as follows:

Table 2. Capital Project Details

Capital Projects	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Safety, Regulatory, & Contracting	\$ 7,868,209	\$ 8,078,112	\$ 8,315,432	\$ 8,647,481	\$ 9,101,074	\$ 42,010,308
Annual FRA Track Audit	\$ 63,000	\$ 64,890	\$ 66,837	\$ 68,842	\$ 70,907	\$ 334,476
Transit Asset Management Plan	\$ 120,000	\$ -	\$ -	\$ -	\$ 140,000	\$ 260,000
Annual Rail Capital Cost of Contracting	\$ 2,704,173	\$ 2,882,755	\$ 2,964,214	\$ 3,135,726	\$ 3,283,968	\$ 14,970,836
Bus Service Capital Cost of Contracting (Dickson)	\$ 403,230	\$ 415,327	\$ 427,787	\$ 440,620	\$ 453,839	\$ 2,140,803
Bus Service Capital Cost of Contracting (Other Regional Routes)	\$ 4,577,806	\$ 4,715,140	\$ 4,856,594	\$ 5,002,292	\$ 5,152,361	\$ 24,304,194
Bus Acquisition	\$ 11,500,000	\$ -	\$ -	\$ 6,270,000	\$ 6,583,500	\$ 24,353,500
Bus Replacements (2026)	\$ 11,500,000	\$ -	\$ -	\$ -	\$ -	\$ 11,500,000
Bus Replacements (2029/30)	\$ -	\$ -	\$ -	\$ 6,270,000	\$ 6,583,500	\$ 12,853,500
Maintenance: Facilities & Equipment	\$ 5,639,510	\$ 7,036,145	\$ 4,587,861	\$ 4,492,697	\$ 4,549,178	\$ 26,305,392
IT/Hardware Replacement	\$ 25,750	\$ 26,523	\$ -	\$ -	\$ -	\$ 52,273
WeGo Star Train Parts	\$ 800,000	\$ 200,000	\$ 206,000	\$ 212,180	\$ 218,545	\$ 1,636,725
WeGo Star Rail Track Infrastructure	\$ 1,528,760	\$ 1,574,623	\$ 1,621,861	\$ 1,670,517	\$ 1,720,633	\$ 8,116,394
Park & Ride Facilities & Station Maintenance	\$ 3,285,000	\$ 5,235,000	\$ 2,760,000	\$ 2,610,000	\$ 2,610,000	\$ 16,500,000
Donelson Transit Center	\$ 7,200,636	\$ 16,250,000	\$ -	\$ -	\$ -	\$ 23,450,636
WeGo Star Service Enhancements	\$ -	\$ 1,590,000	\$ 5,632,000	\$ 5,600,000	\$ -	\$ 12,822,000
Program Development	\$ -	\$ 1,590,000	\$ -	\$ -	\$ -	\$ 1,590,000
Siding & Crossing Improvements	\$ -	\$ -	\$ 4,360,000	\$ 5,600,000	\$ -	\$ 9,960,000
Additional Train Set	\$ -	\$ -	\$ 1,272,000	\$ -	\$ -	\$ 1,272,000
Park and Ride Development	\$ 3,000,000	\$ 3,090,000	\$ 3,182,700	\$ 3,278,181	\$ 3,376,526	\$ 15,927,407
Total Capital Expenditures	\$ 35,208,355	\$ 36,044,257	\$ 21,717,993	\$ 28,288,359	\$ 23,610,279	\$ 144,869,243

E. Project Descriptions

The following are brief descriptions of each project contained in the capital plan.

Safety, Regulatory, and Contracting

Safety & Regulatory Projects

Safety and regulatory projects are critical to protecting the safety and security of RTA customers, employees, and assets. These projects also represent investments that are required to operate within the rules of the RTA's various regulatory bodies. FY2026 includes two safety and regulatory projects:

- Annual FRA Track Audit – Audit services provide a 3rd party oversight function to ensure the service provider, Transit Solutions Group (TSG), complies with FRA's rules & regulations and RTA's Operations & Maintenance contract. Beyond FRA compliance, this oversight is necessary as a condition of RTA's FTA funding to assure continuing control over federally funded assets.
- Transit Asset Management Plan Update – The Transit Asset Management Plan (TAM) is a federal requirement and provides a strategic and systematic planning tool to manage transit capital assets based on careful planning and improved decision-making. Transit asset conditions are used to manage capital assets and prioritize funding to improve or maintain the overall transit fleet and facilities to a target level of state of good repair. The current TAM Plan

can be found viewed [here](#) and must be updated every four years. This project would fund consulting costs to update the agency's TAM plan.

Capital Cost of Contracting

With limited funding for operations, RTA transfers a significant portion of its federal 5307 capital funds for the cost of contracting services:

- Annual Rail Capital Cost of Contracting – Annual transfer of capital funds to rail operational budget for Cost of Contracting expenses.
- Bus Service Capital Cost of Contracting (Dickson) – Through adoption of this capital plan and the FY2026 Annual Operating Budget, the RTA Board annually formalizes the “informal agreement” to allocate 5307 formula funds to the Dickson County Corridor bus service. Dickson County is the only corridor that is not eligible for the special exception to the 3-year limitation on CMAQ funding for operation of commuter bus service. In the interest of preserving a comprehensive regional network, the RTA Board agreed to apply system-wide resources to this purpose, and adoption of this capital plan and the RTA operating budget would extend this practice through FY2029.
- Bus Service Capital Cost of Contracting (Other Regional Routes) – All other regional bus routes use federal CMAQ funding for operations.

State of Good Repair Projects

Bus Replacements

Bus replacements projects are critical to maintaining state of good repair and enhancing the customer experience. The following projects are included in this category:

- Bus Replacements (2026) – Procure a total of 10 new, RTA-owned 45' over the road clean diesel coach buses to replace buses provided by Anchor and those operated by the Metropolitan Transit Authority that will have exceeded their useful lives. The advantage being, (1) a reduction in long-term operating costs due to the elimination of the bus leasing portion of the 3rd party contract and (2) the ability to acquire vehicles in the RTA "brand" paint scheme for enhanced visibility and marketing opportunities. This purchase was approved by the RTA Board in 2025.
- Bus Replacements (2029/30) In addition, the capital plan includes 10 replacements in FY2029 and 10 replacements in FY2030 to bring fleet into state of good repair according to the fleet management plan and in accordance with goals established in the RTA Transit Asset Management Plan for existing service levels.

Maintenance- Facilities and Equipment

WeGo Star maintenance and updates are critical to maintaining a state of good repair and existing service. The following projects are included in this category:

- IT/Hardware Replacements – Information technology hardware replacement to support on board and on street hardware and software related to fare collection system, video surveillance, 800Mhz voice, Ultra High Frequency data, on board routers, automated passenger counters,

Computer-Aided Dispatch/Automatic Vehicle Locator, Wi-Fi hardware, station hardware includes video surveillance and network equipment.

- WeGo Star Train Parts – Build up an inventory of spare parts for WeGo Star passenger cars to improve service, reduce potential costs, and avoid extensive delays caused by equipment breakdowns.
- WeGo Star Track Infrastructure – Conduct maintenance of track, ties, ballast, switches, bridges and at-grade crossings to ensure the safety and ride quality of the WeGo Star operating service in compliance with FRA requirements for commuter rail operations and consistent with the annual rail audit and the Tri-Party Agreement.
- Park & Ride Facilities and Station Maintenance – WeGo Star station and park and ride facility capital maintenance and upgrades, including but not limited to power and lighting, shelters, glass, parking lot/asphalt sealing, irrigation, storm sewer, plumbing, sidewalks, fencing, vandalism repair, painting, locksmith, hazardous waste services.

Service Expansion/Service Improvement

To provide increasingly meaningful service to Middle Tennessee residents, RTA's strategic plan (2016 nMotion) identified the following key improvements to its existing service:

- Donelson Station Transit Center – Over the past few years, substantial project development work (studies, programming/design, property negotiations, appraisals, etc.) have been completed for the planned Donelson Station Transit Center. RTA has secured a total of \$25.5 million in local, state, and federal funding to advance station improvements, transit center construction, and various supporting infrastructure such as quiet zone implementation and intersection upgrades. RTA anticipates advancing the transit center, station improvement, and public infrastructure elements of the project in 2026.
- WeGo Star Service Enhancements – A 2020 study outlined the potential for phased enhancements to the WeGo Star corridor to increase the number of daily trips and accommodate future extensions. With the pandemic and changing commute patterns, staff initiated the 2024 WeGo Star Future Direction study to examine future service models, financial models, and project development for the WeGo Star through a business case approach. The consultants outlined a sequenced series of projects in a preferred scenario that could, in the short-term, provide weeknight train service, expansion of service to Saturdays, mid-day regional bus service, microtransit connections around Wilson County stations, and track modifications at Martha Station allowing extension of all trips to Lebanon. The study recommendations and this capital plan notably do not include the long-term installation and maintenance of Positive Train Control. It is important to note that while capital funding may be available for these priorities, the capital funding requires matching support from RTA's local and regional partners and the improvements will require significant increases in annual operating support from RTA's local and regional partners to realize the anticipated operational benefits.
- Regional Bus Park-and-Ride Development – The RTA has identified the need for purpose-built and conveniently located park-and-ride facilities specifically designed to reduce overall travel times for commuters and to serve multiple modes of transportation. Currently, most RTA lots

are at local businesses or community organizations, often at no cost to RTA and without any formal long-term agreement. While this has been a low-cost approach to providing park and ride facilities, there have been many instances in recent years when property owners have asked RTA to stop using lots with little advance notice. In these situations, RTA had to find alternative sites for riders quickly, and in each case ridership on the route was negatively impacted by the change. In several cases, no alternative could be found. Developing purpose-built park and rides will give RTA long-term control of the sites, clarify maintenance responsibilities, and allow additional amenities as appropriate. To pursue the development of new park and rides, \$3.0 million is being proposed for FY2026 with incremental increases annually after that to help advance different project elements such as any land acquisition needed, planning, development or construction as specific partnerships and opportunities arise. RTA recently purchased property next to the Murfreesboro Transit's new center for development of a park and ride facility that will enhance commuter access as well as connectivity between regional and local services. Additionally, coordination with the City of Franklin is underway for a new facility. RTA was successful in securing CMAQ and IMPROVE Act funding previously for development of regional park and ride facilities. RTA staff will continue to pursue discretionary funding opportunities to improve locations across the region.

Funding Source	Prior Year						Total	
	Balance Remaining	FY2026	FY2027	FY2028	FY2029	FY2030		
	Prior Year Carryover	\$ 57,467,488	\$ 48,421,091	\$ 32,327,226	\$ 28,251,785	\$ 18,007,395		
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Bus and Bus Facilities Grant (Donelson Transit Center)		\$ 10,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000
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Bus Service Capital Cost of Contracting (Other Regional Routes)			\$ 4,577,806	\$ 4,715,140	\$ 4,856,594	\$ 5,002,292	\$ 5,152,361	\$ 24,304,194
Bus Acquisition			\$ 11,525,750	\$ 26,523	\$ -	\$ 6,270,000	\$ 6,583,500	\$ 24,405,773
Bus Replacements (2026)			\$ 11,500,000	\$ -	\$ -	\$ -	\$ -	\$ 11,500,000
Bus Replacements (2029/30)			\$ -	\$ -	\$ -	\$ 6,270,000	\$ 6,583,500	\$ 12,853,500
IT/Hardware Replacements			\$ 25,750	\$ 26,523	\$ -	\$ -	\$ -	\$ 52,273
WeGo Star Maintenance			\$ 5,613,760	\$ 7,009,623	\$ 4,587,861	\$ 4,492,697	\$ 4,549,178	\$ 26,253,120
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Total Capital Expenditures			\$ 35,208,355	\$ 36,044,257	\$ 21,717,993	\$ 28,288,359	\$ 23,610,279	\$ 144,869,243

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-25-009	Meeting Date:	2/18/2026
Item Title:	RTA Vanpool Program Update		

BACKGROUND:

Since the inception of the RTA in 1988, vanpools have been a foundational program. At its peak, the program supported a record 160 vanpools—one of the largest in the Southeast—connecting residents from outer counties to the greater Nashville area.

The program model provides agency-owned vans to groups of employees who collectively operate and share costs for commuting. The flexibility and affordability of this model have historically made it an attractive alternative for long-distance commuters.

In recent years, coordination and management of the vanpool program were contracted to The TMA Group and supported by Williamson County under the brand **VanStar**. Additional vehicles were acquired through Federal Transit Administration (FTA) funding, with contributions from TDOT and local sources (FTA 80%, TDOT 10%, Local Match 10%).

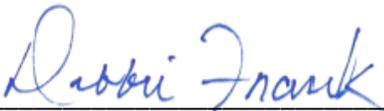
The vanpool program has long been a vital component of the regional transit system, offering a cost-effective, flexible transportation solution for employees with longer commutes. However, recent shifts in travel patterns, employment locations, and the rise of remote and hybrid work models, along with an aging vehicle fleet, have significantly impacted participation in the vanpool program.

As part of the **WeGo Forward** strategic planning process, RTA will take a closer look at vanpool services as an essential tool for improving regional network integration and addressing mobility needs across Middle Tennessee. For instance, WeGo Ride focuses on fixed-route, regional bus, and commuter rail (STAR) services; it will now also highlight the flexibility, affordability, and sustainability of vanpools as part of the regional mobility solution.

CURRENT STATUS:

Stanton Higgs, Chief Operating Officer at The TMA Group, will provide a Vanpool Program update to the RTA Board.

APPROVED:



2/18/2026

Deputy CEO of Growth & Development

Date