



**REGIONAL TRANSPORTATION AUTHORITY**  
Of Middle Tennessee

**BOARD MEETING**

**Wednesday, August 20, 2025 | 9:30 a.m.**

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

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- 1. Call to Order**
- 2. Approval of June 18, 2025 Minutes**
- 3. Public Comments**
- 4. Finance Committee Report – Mayor Ken Moore, Chair**
  - Monthly Financial Compared to Budget – Amanda Vandegrift, Deputy CEO of Finance & Administration **R-D-25-020** **Pg. 6**
  - RTA Local Funding Issues Update – Amanda Vandegrift, Deputy CEO of Finance & Administration **R-D-25-021** **Pg. 12**
  - Debt Obligation Notification for Line of Credit Extension – Amanda Vandegrift, Deputy CEO of Finance & Administration **R-D-25-022** **Pg. 15**
  - RTA Regional Bus Service Reserves Policy Revision – Amanda Vandegrift, Deputy CEO of Finance & Administration **R-A-25-016** **Pg. 21**
- 5. Audit Committee Report – Mayor Ken Moore, Chair**
  - RTA Auditing Services – Shelly McElhaney, Director of Finance **R-A-25-017** **Pg. 24**
- 6. Operations Committee Report – Mayor Rick Bell, Chair**
  - RTA Monthly Operating Statistics – Andy Burke, COO **R-D-25-023** **Pg. 25**
  - Donelson Joint Development Update – Debbie Frank, Deputy CEO of Growth & Development **R-D-25-024** **Pg. 33**
- 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.



**REGIONAL TRANSPORTATION AUTHORITY**  
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**EXECUTIVE COMMITTEE MEETING**

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**MINUTES**  
**EXECUTIVE COMMITTEE MEETING**  
**REGIONAL TRANSPORTATION AUTHORITY**

**June 18, 2025**

- I. **Call to Order:** The regular meeting of the Executive Committee of the Regional Transportation Authority (RTA) of Middle Tennessee was convened on Wednesday, June 18, 2025, at the Greater Nashville Regional Council, located at 44 Vantage Way, Suite 450, Nashville, TN 37228. As a quorum of the full board was not reached, the Executive Committee meeting was officially called to order at 9:31 a.m. by Board Chair, Mayor Randall Hutto

**Executive Committee Members in Attendance:**

Mayor Randall Hutto – Wilson County, Chair  
Mayor Freddie O'Connell – Davidson County  
Mayor Rick Bell – City of Lebanon  
Ed Cole – Davidson County – Davidson County (Gov. Appt.)  
Mayor Billy Vogle – Robetson County  
Kelly Dannenfelser – Williamson County (Gov. Appt.)  
Nicole Rowan – Sumner County (Gov. Appt.)  
Ken Davis – Wilson County (Gov. Appt.)

**Others Present:**

Mayor Nelson Andrews – City of Brentwood  
Jason Gage – City of Brentwood  
Mike Callis – City of Portland  
Mayor Jamie Clary – Hendersonville  
Matthew White – City of Mt. Juliet (Alt)  
Jim Kerr – City of Murfreesboro (Alt.)  
Gerald Herman – City of White House (Alt.)

- II. **Approval of Minutes:** Ed Cole made a motion to approve the minutes from the May 21, 2025, Executive Committee meeting. Nicole Rowan seconded the motion. The Executive Committee unanimously approved the minutes.

III. **Public Comments:**

- IV. **Finance Committee Report:** Board Secretary Ed Cole presented the following for discussion:

- a. **Monthly Financial Report Compared to Budget (R-D-25-016):** Amanda Vandegrift, Deputy CEO of Finance & Administration, presented the Statement of Operations for May 2025, comparing actual results to the approved FY2025 budget. She made herself available to answer questions; however, the committee had none, and no further discussion followed.
- b. **RTA/MTA WeGo Ride Program Revenue Sharing Agreement (R-A-25-008):** Amanda Vandegrift, Deputy CEO of Finance & Administration, presented the following item for action:

The Finance Committee recommended that the Board approve the renewal of the RTA/MTA WeGo Ride Program Revenue Sharing Agreement with RTA for the period of July 1, 2025, through June 30, 2026. Nashville MTA will continue to be the Master Contractor for the WeGo Ride Program and

will share revenues with RTA based on the calculated formula. Each Board will review the agreement on an annual basis to assess if any changes should be made to the Agreement going forward.

Ed Cole motioned to approve the RTA/MTA WeGo Ride Program Revenue Sharing Agreement. Ken Davis seconded the motion, and the Executive Committee unanimously approved it.

- c. **RTA/MTA Regional Bus & Shuttle Contract FY2026 Renewals (R-A-25-009)**: Amanda Vandegrift, Deputy CEO of Finance & Administration, presented the following item for action:

The Finance Committee recommended that the Board approve the renewal of contracts with MTA, consisting of Contract 1 for regional bus services and Contract 2 for connecting bus services supporting commuter rail. Both contracts are for a period of one year beginning July 1, 2025, through June 30, 2026, for the following base amounts: Contract #1 for a not-to-exceed amount of \$1,899,515 for regional bus service; and Contract #2 for a not-to-exceed amount of \$318,640 for connecting buses supporting commuter rail.

Mayor Freddie O'Connell motioned to approve the RTA/MTA Regional Bus & Shuttle Contract FY2026 Renewals. Mayor Rick Bell seconded the motion, and the Executive Committee unanimously approved it.

- d. **RTA/MTA Management Contract Renewal (R-A-25-010)**: Amanda Vandegrift, Deputy CEO of Finance & Administration, presented the following item for action:

The Finance Committee recommended that the Board approve the new amount for the contract for MTA to manage and oversee all operations of the RTA at an annual cost of \$904,200, or \$75,350 per month. The contract price shall become effective July 1, 2025, and terminate June 30, 2026.

Ken Davis motioned to approve the RTA/MTA Management Contract Renewal. Ed Cole seconded the motion, and the Executive Committee unanimously approved it.

- e. **RTA Revolving Line of Credit Renewal (R-A-25-011)**: Amanda Vandegrift, Deputy CEO of Finance & Administration, presented the following item for action:

The Finance Committee recommended that the Board authorize the CEO to enter into the final year of a five-year revolving line of credit agreement for up to \$5million with Fifth Third Bank based upon the terms explained above for the period from July 1, 2025, to June 30, 2026.

Mayor Freddie O'Connell motioned to approve the RTA Revolving Line of Credit Renewal. Nicole Rowan seconded the motion, and the Executive Committee unanimously approved it.

- f. **WeGo Star Liability Insurance (R-A-25-012)**: Amanda Vandegrift, Deputy CEO of Finance & Administration, presented the following item for action

The Finance Committee recommended that the Board approve the insurance policy for \$29 million of train liability insurance coverage (with a \$58 million aggregate) for the policy year from July 1, 2025 through June 30, 2026 to be awarded to Aspen Specialty Insurance and Liberty Surplus Insurance Corporation for a total base annual premium of \$313,468 with the caveat that if the annual ridership exceeds the benchmark of 186,000 rides, RTA will pay additional premium at a rate of \$1.69 per ride given over the benchmark. RTA will continue to maintain the supplemental insurance reserve of \$1 million, making our total liability insurance coverage \$30 million.

Mayor Freddie O'Connell motioned to approve the WeGo Star Liability Insurance. Ken Davis seconded the motion, and the Executive Committee unanimously approved it.

- g. **FY2026 Proposed Operating Budget (R-A-25-013):** Amanda Vandegrift, Deputy CEO of Finance & Administration, presented the following item for action:

The Finance Committee recommended that the Board adopt the proposed FY2026 operating budget that was presented at the meeting.

Mayor O'Connell raised a question regarding whether the increases needed for the Wilson County Corridor would still result in reserve depletion after FY26. Ms. Vandegrift explained that if the minimum required contributions are not met, reserves will be depleted; this will continue to be reviewed annually. An increase of \$42,000 per corridor would be sufficient to avoid using reserves for FY26 on the WeGo Star Corridor. However, beginning in the following year, a slightly higher contribution would be required due to annual growth.

Ed Cole motioned to approve the FY2026 Proposed Operating Budget. Mayor Freddie O'Connell seconded the motion, and the Executive Committee unanimously approved it.

- h. **NERA Property Purchase at Donelson (R-A-25-014):** Debbie Frank, Deputy CEO of Growth & Development, presented the following item for action:

The Finance Committee recommended that the Board authorize the Chief Executive Officer to execute the Assignment of the Purchase and Sale Agreement and complete the acquisition of a 0.92-acre tract from the Nashville & Eastern Railroad Authority for \$1,007,000.00. This acquisition will support planned transit infrastructure upgrades at Donelson Station, advancing WeGo's efforts to enhance transit service at the WeGo Star Donelson Station.

Mayor Callis inquired about the value of the property appraised. CEO Bland responded that it was appraised at \$1,007,000.

Mayor Freddie O'Connell motioned to approve the NERA Property Purchase at Donelson. Ken Davis seconded the motion, and the Executive Committee unanimously approved it.

- i. **Murfreesboro Park-N-Ride Real Property Purchase (R-A-25-015):** Vince Malone, Chief of Staff & Administration, presented the following item for action:

The Finance Committee recommended that the Board approve the sale purchase transaction of real property located at 725 Bridge Avenue in Murfreesboro, TN in the amount of \$490,000.00 to develop a park and ride location adjacent to the Murfreesboro transit center, and provide authority to the Chief Executive Officer of the Regional Transportation Authority of Middle Tennessee to execute any, and all necessary sale purchase documents to finalize and deliver the property to the Regional Transportation Authority of Middle Tennessee. This real property transaction and acquisition will utilize funds from TDOT through the state IMPROVE Act, as well as local funds.

Mayor O'Connell noted that, as Steve and Vince mentioned, the integration with RTA service should be operationally straightforward. CEO Bland agreed, adding that the RTA has worked closely with the project team to ensure the facility design meets transit requirements. This includes increasing canopy heights to accommodate larger buses and conducting a comprehensive traffic analysis as part of the planning process. Once completed, the facility will function primarily as a parking lot with pedestrian connections directly to the transit center, resulting in a seamless and well-integrated user experience.

Nicole Rowan motioned to approve the Murfreesboro Park-N-Ride Real Property Purchase. Mayor Freddie O'Connell seconded the motion, and the Executive Committee unanimously approved it.

- V. **Operations Committee Report:** Committee Chair Mayor Rick Bell presented the following for discussion:

- a. **Monthly Operating Statistics (R-D-25-017)**: Mayor Rick Bell presented the RTA Monthly Dashboard Report for May 2025 to the Executive Committee. Andy Burke, Chief Operating Officer, was present and available to answer questions.

Mayor O'Connell inquired about the partnership with Amazon, asking whether it falls under the WeGoRide program or represents a different type of partnership. Mr. Burke clarified that the partnership with Amazon is indeed part of the WeGoRide program. He noted that it is a relatively new initiative, and that analysis will be conducted to evaluate ridership and usage as the service develops.

CEO Steve Bland added that the board had previously approved shuttle contracts that connect rail service to other areas. He noted that Route 64 serves as a downtown loop, while Route 93 serves the Midtown/Vanderbilt area. One focus is on exploring routing alternatives for Route 64 as the Nashville Yards development continues. In addition to Amazon, several other companies relocating to Nashville Yards, such as Pinnacle Bank, have become significant WeGoRide customers.

- b. **Commuter Bus Transition Update (R-D-25-018)**: Director of Operations Nick Pecenka provided the following update on the Commuter Bus Transition:

Following board approval in April, WeGo Public Transit contracted with Anchor Transportation to operate five commuter routes (87 Gallatin, 88 Dickson, 89 Springfield, 94 Clarksville, 95 Spring Hill). To ensure a smooth handover from Gray Line, the transition date was advanced to June 30, allowing for a weekend switchover.

Key transition activities include:

- Contract Execution: Fully finalized with Anchor.
- Staffing: 16 primary and 2 spare drivers secured; several former Gray Line drivers joined Anchor. Jim Delaney appointed Commuter Program Manager.
- Training: Safety, ADA, fare system, and route-specific training scheduled for the week of June 11.
- Fleet Transfer: Joint inspections of 10 RTA-owned buses previously operated by Gray Line are underway; contingency plans are in place for unresolved issues.
- Anchor Fleet: 8 buses prepared; fare equipment to be transferred in the week of June 23.
- Future Procurement: Staff will request board approval to replace Anchor's buses with agency-owned vehicles to improve oversight and service quality.
- Routing & Signage: All routes uploaded to Anchor's SAMSARA system; signage updates and minor stop adjustments are in progress.
- Compliance & Safety: Anchor is fully compliant with DOT, FMCSA, and FTA regulations and is actively engaged in WeGo's safety oversight, including participation in the Safety Committee.

Mayor O'Connell expressed his appreciation to Gray Line for their years of service, noting their valuable contributions to the team and support in ensuring a smooth transition.

Mr. Pecenka availed himself to answer questions; however, the committee had none, and no further discussion followed.

**VI. CEO's Report**: CEO Bland presented the following report:

CEO Bland provided an update on the WeGo Forward Plan, an update to the former nMotion Plan. Engagement efforts have recently begun in the outer counties, and members and mayors were encouraged to share contacts for outreach within their communities. The draft state of the system report and first-round stakeholder interviews have been completed, with a summary report forthcoming. Over the next month, internal workshops will be held to explore various service options and alternatives.

Lastly, CEO Bland welcomed and introduced the following individuals:

- Mayor Andrews of Brentwood and Jason Gage, the new City Manager of Brentwood.
- Jubal Paris, the new Director of Major Projects, who will oversee major transit centers and regional projects.
- Captain Brian Williams, Transit Liaison with Metro Nashville Police, reintroduced himself and introduced Commander Ken Walburn, Hermitage Precinct Commander, noting the significant WeGo Transit presence in the Hermitage area.

**VII. Chair's Report:** Mayor Hutto thanked everyone for their hard work and for attending the meeting.

**VIII. Other Business:** There was no other business to come before this board.

**IX. Adjournment:** With no further business, Mayor Hutto called for a motion to adjourn. Mayor Freddie O'Connell motioned to adjourn the meeting, which was adjourned at 10:15 a.m.

Respectfully submitted:

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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-25-020                                  | Meeting Date: | 8/20/2025 |
| Item Title:  | Monthly Financial Report Compared to Budget |               |           |

### BACKGROUND:

Attached is a summary of the statement of operations for June 2025 compared to the approved fiscal year (FY) 2025 budget. Unaudited expenses in FY 2025 were just 0.1% lower than budgeted. The Materials & Supplies category exceeded budgeted levels by 25% (or \$21,976) due to a single high-cost part used to repair one of our locomotive engines in August 2024, and other special project and wreck repairs were incurred in October 2024 and January 2025, respectively. This variance was fully offset by other expense categories that were lower than budgeted levels. For example, the Utilities category was 11% (or \$20,122) under budgeted levels due to lower-than-anticipated electricity usage from cold weather events.

Unaudited revenues in FY 2025 were 1.2% lower than budgeted. Key revenue trends include:

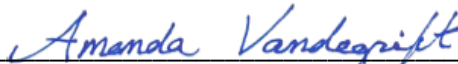
- Passenger revenues exceeded budgeted levels by 31% or \$214,925 due to higher-than-anticipated WeGo Star and special events ridership. Over 80% (or \$173,104) of this variance was related to higher-than-anticipated WeGo Star passenger revenues.
- Rent revenues exceeded budgeted expectations by approximately 8% (or \$7,682) due to additional rentals that occurred early in the fiscal year. Investment income exceeded budgeted expectations by approximately 3% (or \$8,875) due to more favorable interest rates than budgeted.
- Federal 5307 formula fund usage has exceeded budgeted levels due to state of good repair expenses. This variance is fully offset by federal CMAQ fund usage being lower than budgeted due to missed trips experienced throughout the fiscal year due to inclement weather and/or manpower shortages. Notably, under the new Anchor regional bus service contract, there were zero missed trips in July, which required RTA to provide the contractually agreed-upon \$5,000 bonus for the first time in recent history.
- All remaining Federal COVID-19 funds were drawn in January 2025. As a result, this source will no longer be included in RTA's budgets beginning with next month's report for July 2025.
- An additional 17% (or \$115,700) in state funds was received than was conservatively budgeted.
- All \$2,126,026 in anticipated Local Funds and \$1,385,736 in anticipated Regional Funds have been received, except for Sumner County's \$6,124 in unpaid FY 2025 membership dues.

As of June 30, 2025, RTA owed Nashville MTA approximately \$400,239 for services provided. In turn, MTA owes RTA approximately \$69,215 for fares collected.

### STATUS:

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

### APPROVED:

  
Deputy CEO of Finance and Administration

8/20/2025

Date



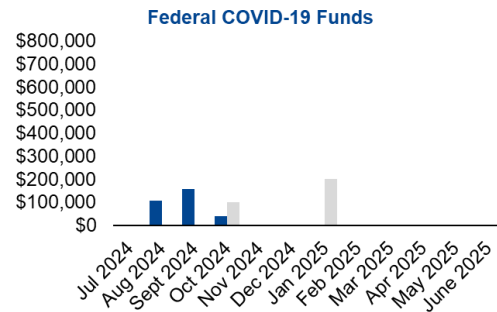
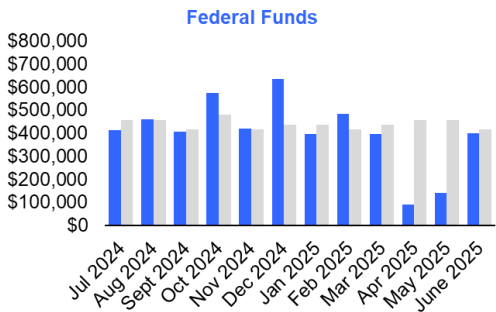
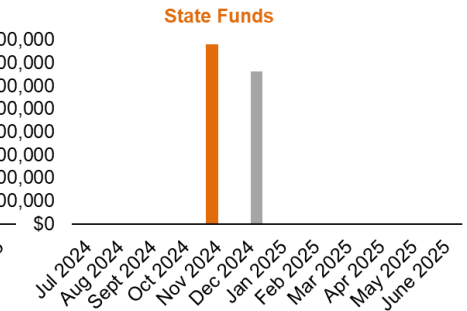
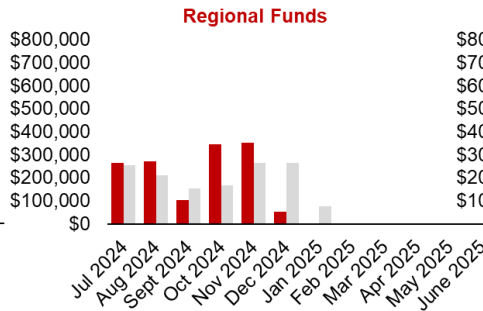
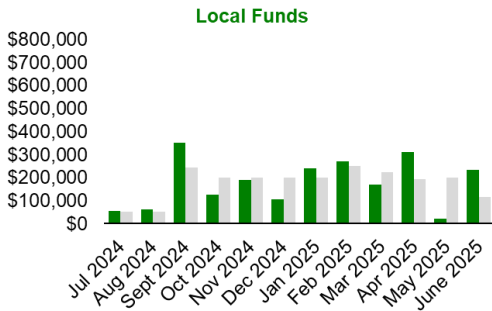
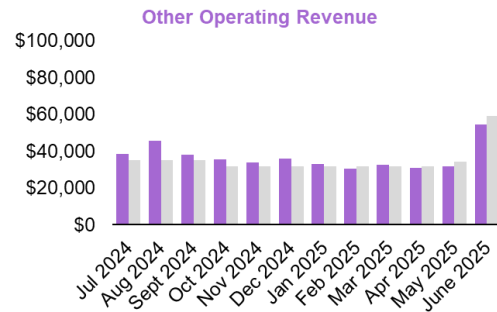
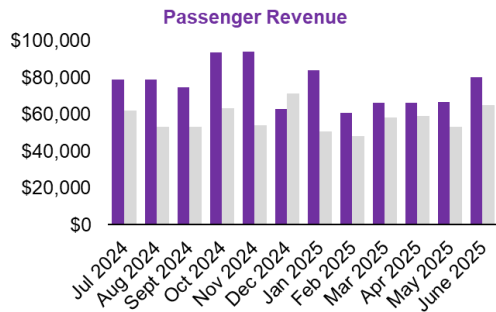
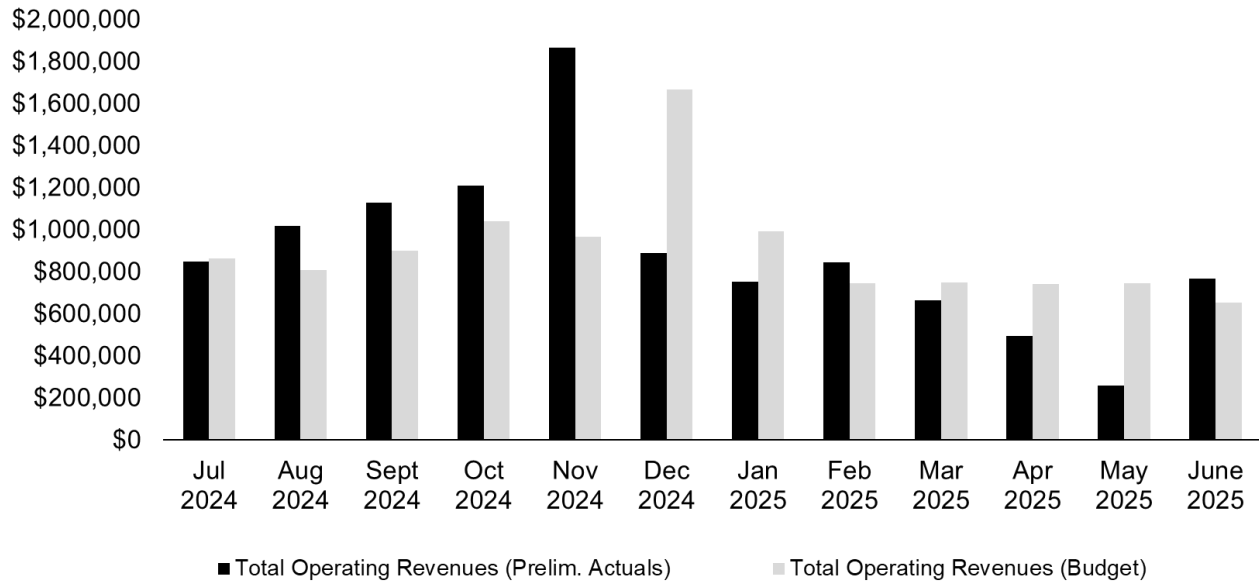
### June 2025 Operating Revenue by Category:

|   | June 2025      | Fiscal Year Unaudited | Approved FY 2025 Budget | % Budget To Date |
|---|----------------|-----------------------|-------------------------|------------------|
| Passenger Revenues (Budget)               | 64,974         | 691,616               | 691,616                 | 100%             |
| Passenger Revenues (Actuals)              | 80,070         | 906,541               |                         | 131%             |
| Other Operating Revenues (Budget)         | 58,910         | 420,890               | 420,890                 | 100%             |
| Other Operating Revenues (Actuals)        | 54,322         | 440,046               |                         | 105%             |
| Local Funds (Budget)                      | 115,000        | 2,126,056             | 2,126,056               | 100%             |
| Local Funds (Actuals)                     | 234,048        | 2,126,026             |                         | 100%             |
| Regional Funds (Budget)                   | -              | 1,391,860             | 1,391,860               | 100%             |
| Regional Funds (Actuals)                  | -              | 1,385,736             |                         | 100%             |
| State Funds (Budget)                      | -              | 663,400               | 663,400                 | 100%             |
| State Funds (Actuals)                     | -              | 779,100               |                         | 117%             |
| Federal Funds (Budget)                    | 416,303        | 5,287,073             | 5,287,073               | 100%             |
| Federal Funds (Actuals)                   | 399,811        | 4,815,182             |                         | 91%              |
| Federal COVID-19 Funds (Budget)           | -              | 300,000               | 300,000                 | 100%             |
| Federal COVID-19 Funds (Actuals)          | -              | 300,000               |                         | 100%             |
| <b>Total Operating Revenues (Budget)</b>  | <b>655,187</b> | <b>10,880,895</b>     | <b>10,880,895</b>       | <b>100%</b>      |
| <b>Total Operating Revenues (Actuals)</b> | <b>768,251</b> | <b>10,752,630</b>     |                         | <b>99%</b>       |

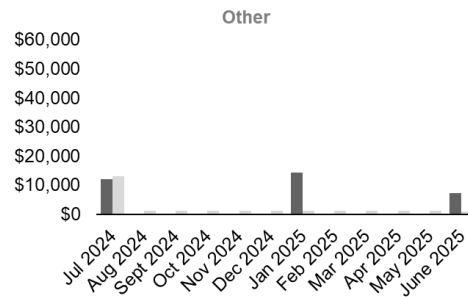
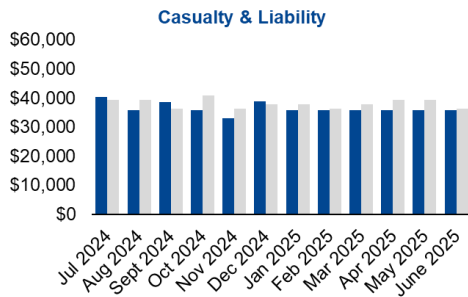
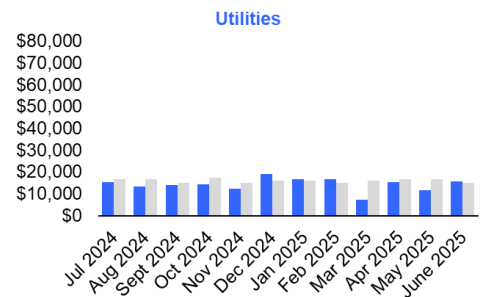
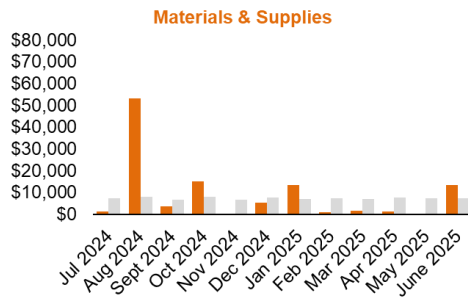
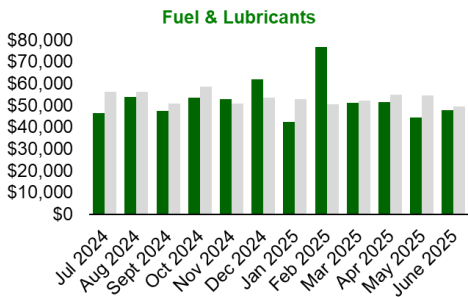
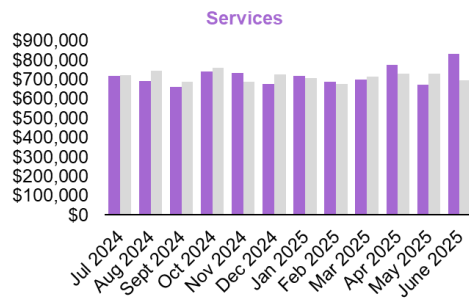
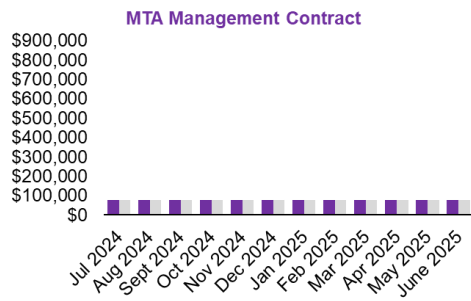
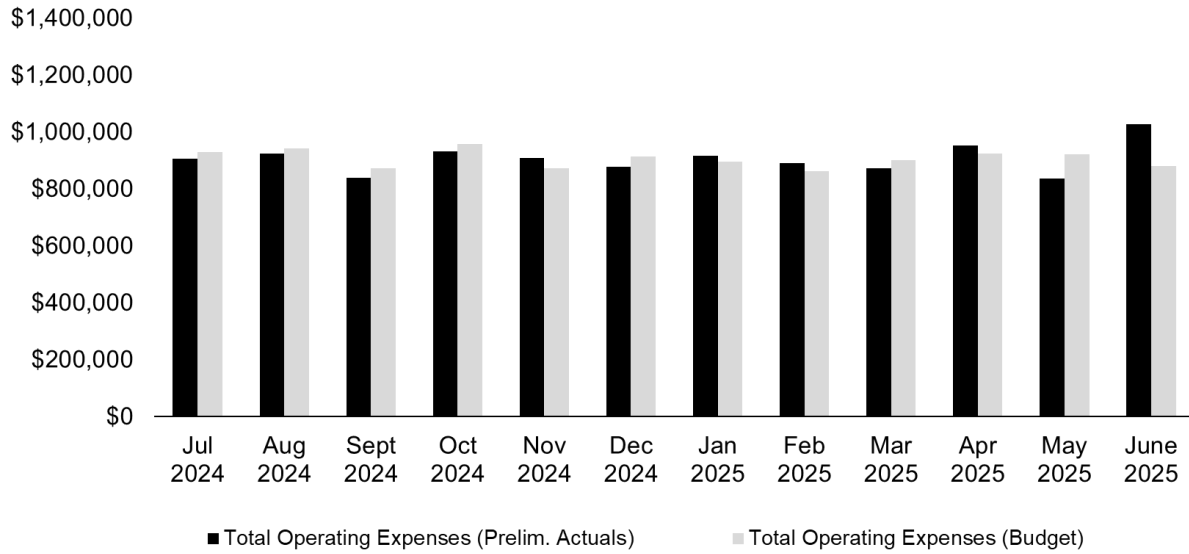
### June 2025 Operating Expenses by Category:

|   | June 2025        | Fiscal Year Unaudited | Approved FY 2025 Budget | % Budget To Date |
|---|------------------|-----------------------|-------------------------|------------------|
| MTA Management Contract (Budget)          | 75,350           | 904,200               | 904,200                 | 100%             |
| MTA Management Contract (Actuals)         | 75,350           | 904,200               |                         | 100%             |
| Services (Budget)                         | 695,214          | 8,574,245             | 8,574,245               | 100%             |
| Services (Actuals)                        | 832,572          | 8,600,298             |                         | 100%             |
| Fuel & Lubricants (Budget)                | 49,570           | 640,700               | 640,700                 | 100%             |
| Fuel & Lubricants (Actuals)               | 47,822           | 630,315               |                         | 98%              |
| Materials & Supplies (Budget)             | 7,225            | 87,675                | 87,675                  | 100%             |
| Materials & Supplies (Actuals)            | 13,341           | 109,651               |                         | 125%             |
| Utilities (Budget)                        | 15,160           | 191,975               | 191,975                 | 100%             |
| Utilities (Actuals)                       | 15,640           | 171,853               |                         | 90%              |
| Casualty & Liability (Budget)             | 36,210           | 456,700               | 456,700                 | 100%             |
| Casualty & Liability (Actuals)            | 35,899           | 437,933               |                         | 96%              |
| Other (Budget)                            | 998              | 25,400                | 25,400                  | 100%             |
| Other (Actuals)                           | 7,134            | 33,756                |                         | 133%             |
| <b>Total Operating Expenses (Budget)</b>  | <b>879,727</b>   | <b>10,880,895</b>     | <b>10,880,895</b>       | <b>100%</b>      |
| <b>Total Operating Expenses (Actuals)</b> | <b>1,027,758</b> | <b>10,888,006</b>     |                         | <b>100%</b>      |

## Operating Revenue Monthly Comparisons FY 2025 Actuals vs Budget



## Operating Expenditures Monthly Comparisons FY 2025 Actuals vs Budget



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

|   | Month<br>Actual  | Month<br>Budget  | Month Var.<br>[F/(U)] | Prior<br>Y-T-D     | Current<br>Y-T-D   | Budget<br>Y-T-D   | Y-T-D Var.<br>[F/(U)] | Annual<br>Budget  |
|---|------------------|------------------|-----------------------|--------------------|--------------------|-------------------|-----------------------|-------------------|
| <b>REVENUES</b>                         |                  |                  |                       |                    |                    |                   |                       |                   |
| Fare Revenues - Bus                     | 21,443           | 24,314           | (2,871)               | 280,480            | 314,505            | 308,724           | 5,781                 | 308,724           |
| Fare Revenues - Train                   | 50,776           | 23,970           | 26,806                | 378,326            | 477,496            | 304,392           | 173,104               | 304,392           |
| Fare Revenues - Special Events          | 7,852            | 16,690           | (8,838)               | 90,608             | 114,540            | 78,500            | 36,040                | 78,500            |
| Advertising Revenue                     | -                | -                | -                     | -                  | -                  | -                 | -                     | -                 |
| Other Non-Transportation Revenue        | 54,322           | 58,910           | (4,588)               | 578,688            | 643,679            | 630,647           | 13,032                | 630,647           |
| <b>Total Operating Revenue</b>          | <b>134,392</b>   | <b>123,884</b>   | <b>10,508</b>         | <b>1,328,103</b>   | <b>1,550,219</b>   | <b>1,322,263</b>  | <b>227,956</b>        | <b>1,322,263</b>  |
| Local Operating Assistance              | 234,048          | 115,000          | 119,048               | 1,606,795          | 2,126,026          | 2,126,056         | (30)                  | 2,126,056         |
| Regional Operating Subsidies            | -                | -                | -                     | 806,588            | 1,182,103          | 1,182,103         | -                     | 1,182,103         |
| State Operating Assistance              | -                | -                | -                     | 663,400            | 779,100            | 663,400           | 115,700               | 663,400           |
| <b>Total Operating Assistance</b>       | <b>234,048</b>   | <b>115,000</b>   | <b>119,048</b>        | <b>3,076,783</b>   | <b>4,087,229</b>   | <b>3,971,559</b>  | <b>115,670</b>        | <b>3,971,559</b>  |
| CMAQ Operating Revenues                 | 197,171          | 238,423          | (41,252)              | 1,040,012          | 2,508,894          | 3,027,963         | (519,069)             | 3,027,963         |
| <b>Total CMAQ Revenue</b>               | <b>197,171</b>   | <b>238,423</b>   | <b>(41,252)</b>       | <b>1,040,012</b>   | <b>2,508,894</b>   | <b>3,027,963</b>  | <b>(519,069)</b>      | <b>3,027,963</b>  |
| Capital Operating Reimbursement         | 202,640          | 177,880          | 24,760                | 1,951,488          | 2,306,288          | 2,259,110         | 47,178                | 2,259,110         |
| CARES Act Operating Reimbursement       | -                | -                | -                     | 3,138,727          | 300,000            | 300,000           | -                     | 300,000           |
| →American Rescue Plan OPS Reimbursement | -                | -                | -                     | -                  | -                  | -                 | -                     | -                 |
| <b>TOTAL CAPITAL OPERATING REVENUES</b> | <b>202,640</b>   | <b>177,880</b>   | <b>24,760</b>         | <b>5,090,215</b>   | <b>2,606,288</b>   | <b>2,559,110</b>  | <b>47,178</b>         | <b>2,559,110</b>  |
| <b>Total Revenue</b>                    | <b>768,251</b>   | <b>655,187</b>   | <b>113,064</b>        | <b>10,535,113</b>  | <b>10,752,630</b>  | <b>10,880,895</b> | <b>(128,265)</b>      | <b>10,880,895</b> |
| Labor & Fringes                         | 75,350           | 75,350           | -                     | 860,940            | 904,200            | 904,200           | -                     | 904,200           |
| Services                                | 843,106          | 701,124          | (141,982)             | 8,452,622          | 8,699,269          | 8,649,245         | (50,024)              | 8,649,245         |
| Fuel & Lubricants                       | 47,822           | 49,570           | 1,748                 | 621,406            | 630,315            | 640,700           | 10,385                | 640,700           |
| Parts, Materials & Supplies             | 2,807            | 1,315            | (1,492)               | 12,842             | 10,680             | 12,675            | 1,995                 | 12,675            |
| Utilities                               | 15,640           | 15,160           | (480)                 | 159,462            | 171,853            | 191,975           | 20,122                | 191,975           |
| Casualty & Liabilities                  | 35,899           | 36,210           | 311                   | 414,570            | 437,933            | 456,700           | 18,767                | 456,700           |
| Other Miscellaneous Expenses            | 7,134            | 998              | (6,136)               | 22,286             | 33,756             | 25,400            | (8,356)               | 25,400            |
| <b>Total Expenses</b>                   | <b>1,027,758</b> | <b>879,727</b>   | <b>(148,031)</b>      | <b>10,544,127</b>  | <b>10,888,006</b>  | <b>10,880,895</b> | <b>(7,111)</b>        | <b>10,880,895</b> |
| <b>Surplus/(Deficit) before GASB 33</b> | <b>(259,507)</b> | <b>(224,540)</b> | <b>(34,967)</b>       | <b>(9,014)</b>     | <b>(135,376)</b>   | <b>-</b>          | <b>(135,376)</b>      | <b>-</b>          |
| CARES Act Capital Reimbursement         | -                | -                | -                     | 845,217            | 77,637             | -                 | 77,637                | -                 |
| Capital Asset Purchases                 | 42,949           | -                | 42,949                | 1,131,433          | 1,848,923          | -                 | 1,848,923             | -                 |
| Depreciation                            | (349,274)        | -                | (349,274)             | (4,232,642)        | (3,518,317)        | -                 | (3,518,317)           | -                 |
| (Loss)Gain on Sales                     | -                | -                | -                     | 2,021              | -                  | -                 | -                     | -                 |
| <b>Surplus /(DEFICIT)</b>               | <b>(565,833)</b> | <b>(224,540)</b> | <b>(341,293)</b>      | <b>(2,262,984)</b> | <b>(1,727,132)</b> | <b>-</b>          | <b>(1,727,132)</b>    | <b>-</b>          |

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

|  | This Month<br>June | Fiscal YE 2024<br>June |
|--|--------------------|------------------------|
| <b>ASSETS</b>                                    |                    |                        |
| <b>CURRENT ASSETS</b>                            |                    |                        |
| Cash and Equivalents                             | 2,924,525          | 2,943,748              |
| Investment Accounts                              | 7,073,667          | 7,061,210              |
| Receivables from Federal, State, and Local Gov't | 900,537            | 576,573                |
| Accounts Receivable                              | 103,278            | 59,321                 |
| Inventory - parts                                | 609,405            | 379,143                |
| Prepaid Expenses and Other                       | 24,003             | 68,483                 |
| <b>TOTAL CURRENT ASSETS</b>                      | <b>11,635,415</b>  | <b>11,088,478</b>      |
| <b>PROPERTY AND EQUIPMENT</b>                    |                    |                        |
| Land   | 3,382,052          | 3,382,052              |
| Buildings, Shelters, and Benches                 | 19,407,308         | 19,407,308             |
| Revenue Equipment and Parts                      | 30,986,574         | 30,584,535             |
| Office Furniture and Equipment                   | 709,580            | 651,158                |
| Guideway Improvements                            | 9,481,818          | 9,481,818              |
| Work in Progress                                 | 2,869,506          | 1,388,686              |
|  | 66,836,838         | 64,895,557             |
| Less Accum Depreciation and Amortization         | (30,584,565)       | (27,066,248)           |
| <b>TOTAL PROPERTY AND EQUIPMENT, NET</b>         | <b>36,252,273</b>  | <b>37,829,309</b>      |
| <b>TOTAL ASSETS</b>                              | <b>47,887,688</b>  | <b>48,917,787</b>      |
| <b>LIABILITIES</b>                               |                    |                        |
| <b>CURRENT LIABILITIES</b>                       |                    |                        |
| Accounts Payable                                 | 1,209,198          | 945,134                |
| Accrued Expenses                                 | 27,096             | 26,896                 |
| Deferred Revenue                                 | 5,982,327          | 6,039,558              |
| Notes Payable                                    | 490,000            | -                      |
| <b>TOTAL CURRENT LIABILITIES</b>                 | <b>7,708,621</b>   | <b>7,011,588</b>       |
| Federal Govt Capital Grants                      | 13,790,309         | 13,790,310             |
| <b>INVESTED IN CAPITAL ASSETS</b>                | <b>13,790,309</b>  | <b>13,790,310</b>      |
| <b>NET ASSETS</b>                                |                    |                        |
| Unrestricted                                     | 28,115,890         | 30,378,874             |
| Current Year Surplus(Deficit)                    | (1,727,132)        | (2,262,985)            |
| <b>TOTAL NET ASSETS</b>                          | <b>26,388,758</b>  | <b>28,115,889</b>      |
| <b>TOTAL LIABILITIES AND NET ASSETS</b>          | <b>47,887,688</b>  | <b>48,917,787</b>      |

|                      | Current   | > 30 days | > 60 Days | > 90 days | Total       |
|----------------------|-----------|-----------|-----------|-----------|-------------|
| Accounts Receivables | \$103,278 | \$0       | \$0       | \$0       | \$103,278   |
|                      | 100.0%    | 0.0%      | 0.0%      | 0.0%      | 100%        |
| Accounts Payable     | \$785,623 | \$423,575 | \$0       | \$0       | \$1,209,198 |
|                      | 65.0%     | 35.0%     | 0.0%      | 0.0%      | 100%        |

# Regional Transportation Authority

## *of Middle Tennessee*

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

|              |                                 |               |           |
|--------------|---------------------------------|---------------|-----------|
| Item Number: | R-D-25-021                      | Meeting Date: | 8/20/2025 |
| Item Title:  | RTA Local Funding Issues Update |               |           |

### BACKGROUND:

#### RTA Corridor Funding Partner Status

The attached tables summarize the Regional Transportation Authority of Middle Tennessee (RTA) member dues and contributions required to support the Fiscal Year (FY) 2026 Approved Budget. This now includes changes related to the new contract with Anchor for regional bus services. Invoices for FY 2026 member dues and subsidy contributions were sent to RTA member partners in March 2025. As of August 6, 2025, we received \$135,547 in dues from 14 members and \$339,386 in contributions from Wilson County, Williamson County, Spring Hill, Franklin, Springfield, Lavergne, Smyrna, and Mt. Juliet.

One RTA member, Sumner County, did not pay the required membership dues of \$6,124 in FY 2025. The proposed changes to the RTA Bus Corridor Reserve Policy, considered as part of the next agenda item, would allow the RTA Board to use Sumner County reserves to pay these outstanding dues. Sumner County and Hendersonville continue to fully use reserves instead of providing contributions. Nine partners – Smyrna, Murfreesboro, MTSU, Lavergne, Rutherford County, City of Dickson, Dickson County, City of Springfield, and Robertson County – are providing fewer subsidies than required to support operations, requiring the continued depletion of reserves. While some partners have sufficient reserves available to continue this practice in the near term, many others will need to provide additional contributions beginning as early as this fiscal year (FY2026) to continue existing service:

- **WeGo Star** required \$126,000 in increased annual contributions to continue existing services in FY 2026. At the April 9, 2025, Wilson County Corridor Committee meeting, a verbal agreement was made for three partners (Mt. Juliet, Lebanon, and Wilson County) to increase their contributions by \$42,000 each. To date, we have only received the agreed-upon increases from Wilson County.
- **Southeast Corridor (84X/86X)** services require additional contributions from all corridor partners to continue existing operations in the near term. The most urgent partners for FY2026 were MTSU, Smyrna, and Lavergne, with all three reserves projected to be fully depleted in FY2026. Smyrna and Lavergne provided increased contributions to cover FY2026 services; however, MTSU has a remaining \$15,588 outstanding for the 84X service in FY2026. We expect this conversation to continue into the next calendar year as we begin to develop the FY2027 budget and determine required contributions for the year, where MTSU, Murfreesboro, Smyrna, and Lavergne may require an additional increase to continue existing 84X and 86X services. Rutherford County's reserve is estimated to be fully depletion in FY2029. The Rutherford County Corridor Committee will continue to discuss these issues in 2025, considering both contribution increases and/or service modifications.
- **87X** services are partially funded by Gallatin, but Sumner County and Hendersonville are estimated to fully expend their reserves by FY2031 and FY2032, respectively.
- **88X** services are estimated to fully expend available reserves by FY2029. In the near-term, the City of Dickson and Dickson County will need to increase contributions to the minimum required levels to maintain the remaining reserve funds and continue service beyond FY2029.
- **89X** partner City of Springfield and Robertson County are estimated to fully expend available reserves by FY2033 and FY2034, respectively. These two partners will need to increase contributions to the minimum required levels to maintain the remaining reserve funds and continue service beyond FY2034.

Alternatively, the 94X, 95X, and Davidson County (bus) reserves will continue to grow each year if partners continue to provide similar contribution levels. Notably, if the Southeast Corridor (84X/86X), 87X, and 89X were to discontinue service, RTA would no longer be eligible to use the federal Congestion Mitigation and Air Quality (CMAQ) funds to operate services along these corridors in the future. This would significantly increase future partner subsidies needed, making it less likely for partners and the RTA to restart any of these services in future years.

### RTA Federal and State Funding Status

Most RTA regional bus services are predominantly funded by federal CMAQ funds using an 80/20 match. The 2012 federal surface transportation reauthorization bill (MAP-21) introduced an exception that allows existing services to continue using CMAQ funds for operations with no time limit or expiration. WeGo STAR and Route 88X are not eligible for this funding. To date, a total of \$6,415,146 in federal funds is currently available for eligible RTA regional bus services in the CMAQ grant TN-2025-055-00. Approximately \$808,000 is expected to be used to close out FY2025. In addition to these funds, there is also \$3,479,406 in Carbon Reduction Program (CRP) federal funds awarded in January 2024 that we are currently working with TDOT to exchange for CMAQ funds. These resources are estimated to be depleted in early FY2029. WeGo STAR uses Federal 5307 Formula Funds with an 80/20 match for eligible maintenance and capital costs of contracting. Through prior RTA Board approval, some of the §5307 bus capital funds have been flexed for operating use with a 50/50 match requirement to fund contractor operation-related expenses on the 88X Dickson due to the ineligibility of this service for ongoing CMAQ support. A total of \$392,376 in §5307 formula funds is available for the 88X in TN-2024-020.

### Estimated RTA Partner Reserve Depletion Dates

| Service                              | RTA Partners           | FY26 Minimum Partner Contribution | FY26 Partner Contribution | FY26 Reserves Used | FY26 Increase Needed | Total FY26 Partner Contribution | Reserve Balance FYE26 | Estimated FY Reserve Depleted |
|--------------------------------------|------------------------|-----------------------------------|---------------------------|--------------------|----------------------|---------------------------------|-----------------------|-------------------------------|
| <b>WeGo Star</b>                     | Mt. Juliet             | \$72,000                          | \$72,000                  |                    |                      | \$72,000                        | \$60,000              | <b>FY27</b>                   |
|                                      | Lebanon                | \$96,408                          | \$96,408                  |                    |                      | \$96,408                        | \$108,816             | <b>FY28</b>                   |
|                                      | Wilson County          | \$92,000                          | \$92,000                  |                    |                      | \$92,000                        | \$100,000             | <b>FY28</b>                   |
|                                      | Davidson County - Rail | \$1,871,800                       | \$1,871,800               |                    |                      | \$1,871,800                     | \$1,365,592           |                               |
| <b>84X/86X</b><br>Southeast Corridor | City of Murfreesboro   | \$57,799                          | \$33,610                  | \$24,189           |                      | \$57,799                        | \$26,840              | <b>FY27</b>                   |
|                                      | MTSU                   | \$57,799                          | \$25,000                  | \$17,211           | \$15,588             | \$57,799                        |                       | fully depleted                |
|                                      | Smyrna                 | \$21,531                          | \$10,000                  | \$11,531           |                      | \$21,531                        | \$5,885               | <b>FY27</b>                   |
|                                      | Lavergne               | \$21,531                          | \$15,924                  | \$5,607            |                      | \$21,531                        | \$845                 | <b>FY27</b>                   |
|                                      | Rutherford County      | \$79,330                          | \$49,220                  | \$30,110           |                      | \$79,330                        | \$114,557             | <b>FY29</b>                   |
| <b>87X</b>                           | Sumner County          | \$32,304                          |                           | \$32,304           |                      | \$32,304                        | \$192,312             | <b>FY31</b>                   |
|                                      | Gallatin               | \$32,304                          | \$55,597                  |                    |                      | \$55,597                        | \$326,165             |                               |
|                                      | Hendersonville         | \$32,304                          |                           | \$32,304           |                      | \$32,304                        | \$214,971             | <b>FY32</b>                   |
| <b>88X</b>                           | City of Dickson        | \$53,255                          | \$24,000                  | \$29,255           |                      | \$53,255                        | \$104,511             | <b>FY29</b>                   |
|                                      | Dickson County         | \$53,255                          | \$24,000                  | \$29,255           |                      | \$53,255                        | \$104,511             | <b>FY29</b>                   |
| <b>89X</b>                           | City of Springfield    | \$24,357                          | \$15,000                  | \$9,357            |                      | \$24,357                        | \$102,109             | <b>FY33</b>                   |
|                                      | Robertson County       | \$24,357                          | \$15,000                  | \$9,357            |                      | \$24,357                        | \$140,197             | <b>FY34</b>                   |
| <b>94X</b>                           | City of Clarksville    | \$40,683                          | \$51,301                  |                    |                      | \$51,301                        | \$257,328             |                               |
|                                      | Montgomery County      | \$40,683                          | \$51,301                  |                    |                      | \$51,301                        | \$257,328             |                               |
| <b>95X</b>                           | Franklin               | \$32,791                          | \$56,185                  |                    |                      | \$56,185                        | \$281,231             |                               |
|                                      | Williamson County      | \$32,791                          | \$78,040                  |                    |                      | \$78,040                        | \$410,319             |                               |
|                                      | Spring Hill            | \$32,791                          | \$42,237                  |                    |                      | \$42,237                        | \$254,275             |                               |
| <b>All Bus</b>                       | Davidson County - Bus  | \$262,714                         | \$320,200                 |                    |                      | \$320,200                       | \$1,480,831           |                               |

**STATUS:**

Deputy CEO for Finance and Administration Amanda Vandegrift will review the status of partner funding (local, state, and federal) and answer questions.

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**APPROVED:**

*Deputy CEO of Finance and Administration*

**8/20/2025**

*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-25-022   | Meeting Date: | 8/20/2025 |
| Item Title:  | Debt Obligation Notification for Line of Credit Extension |               |           |

### BACKGROUND:

In the June 2025 meeting, the RTA Board authorized the renewal of its line of credit with Fifth Third Bank up to \$5 million, effective July 1, 2025, with a starting line of credit of \$1.5 million. While line of credit usage has significantly decreased in recent years, it remains difficult to forecast the availability of future federal grant funding. Over the years, there have been numerous times the federal government has delayed the release of funding awards, creating cash flow issues for RTA. Consequently, the line of credit continues to be an important tool for RTA to manage cash flow.

The State of Tennessee Comptroller's Office requires all public entities to submit a report of debt obligation within 45 days of entering into any debt agreement. This report must also be presented to the governing body of the public entity and be included in a public meeting. As such, a copy of the accepted submission, included here for reference, was filed with the Comptroller's Office on July 23, 2025. Acknowledgement of Acceptance was electronically received from the Comptroller's office on July 30, 2025.

### CURRENT STATUS:

On July 1, 2025, we entered into a Revolving Credit Promissory Note with Fifth Third Bank for up to \$5 million with an expiration of the note on June 30, 2026. This note is needed to cover our cash flow needs throughout the year. The terms of the loan are as follows:

|               |  |
|---------------|--|
| Term          | 1 year   |
| Maturity Date | June 30, 2026  |
| Interest Rate | Variable – Prime minus 1.8%  |
| Legal Fees    | \$1,250 paid to Dickenson Wright Law Firm representing Fifth Third Bank  |
| Non-Use Fee   | 7.5 basis points on the daily unused principal amount of the Note, charged quarterly. The maximum fee will not exceed \$3,750. |

As soon as any designated grant funds are received, any related outstanding loan balance will be paid down to minimize our interest expense.

### APPROVED:

  
Deputy CEO of Finance and Administration

8/20/2025

Date



## Report On Debt Obligation

Receipt Date: 07/25/2025

| Entity and Debt Information                  |   |                            |
|--|---|----------------------------|
| <b>Entity Name</b>                           |   |                            |
| Regional Transportation Authority            |   |                            |
| <b>Entity Address</b>                        |   |                            |
| 430 Myatt Drive Nashville, Tennessee 37115   |   |                            |
| <b>Debt Issue Name</b>                       |   |                            |
| Line of Credit Note, Series 2025             |   |                            |
| <b>Series Year</b>                           |   |                            |
| 2025   |   |                            |
| <b>Debt Issue Face Amount</b>                |   |                            |
| \$5,000,000.00                               |   |                            |
| <b>Face Amount Premium or Discount?</b>      |   |                            |
| N/A  |   |                            |
| <b>Tax Status</b>                            |   |                            |
| Tax - Exempt                                 |   |                            |
| <b>Interest Type</b>                         | <b>Other Interest Type Description</b>                                |                            |
| Other  | PRIME less 1.8% and a Non-Use fee of 7.5 Basis Points, paid quarterly |                            |
| <b>Debt Obligation</b>                       |   |                            |
| Note - Revenue Anticipation Note             |   |                            |
| <b>Moody's Rating</b>                        | <b>Standard &amp; Poor's Rating</b>                                   | <b>Fitch Rating</b>        |
| Unrated                                      | Unrated   | Unrated                    |
| <b>Other Rating Agency Name</b>              | <b>Other Rating Agency Rating</b>                                     |                            |
| N/A  | N/A   |                            |
| <b>Security</b>                              |   |                            |
| Revenue                                      |   |                            |
| <b>Type of Sale Per Authorizing Document</b> |   |                            |
| Negotiated Sale                              |   |                            |
| <b>Dated Date</b>                            | <b>Issue/Closing Date</b>   | <b>Final Maturity Date</b> |
| 6/30/2025                                    | 6/30/2025   | 6/30/2026                  |

### Debt Purpose

| Purpose            | Percentage | Description                       |
|--------------------|------------|-----------------------------------|
| Other              | 100%       | Public Transportation / Cash Flow |
| Education          | 0%         | N/A                               |
| General Government | 0%         | N/A                               |
| Refunding          | 0%         | N/A                               |
| Utilities          | 0%         | N/A                               |

### Cost of Issuance and Professionals

Does your Debt Issue have costs or professionals?

Yes

| Description               | Amount     | Recurring Portion | Firm Name        |
|---------------------------|------------|-------------------|------------------|
| Legal Fees - Bank Counsel | \$1,500.00 | N/A               | Fifth Third Bank |
| TOTAL COSTS               | \$1,500.00 |                   |                  |

### Maturity Dates, Amounts, and Interest Rates

#### Comments

| Year         | Amount         | Interest Rate   |
|--------------|----------------|-----------------|
| 2026         | \$5,000,000.00 | PRIME Less 1.8% |
| TOTAL AMOUNT | \$5,000,000.00 |                 |

\*See final page for Submission Details and Signatures\*

### Submission Details and Signatures

Is there an official statement or disclosure document, as applicable, that will be posted to EMMA: <https://emma.msrb.org/>

No

#### Signature - Chief Executive or Finance Officer of the Public Entity

**Name**

Shelly McElhaney

**Title/Position**

Director of Finance

**Email**

shelly.mcelhaney@nashville.gov

**Alternate Email**

N/A

#### Signature - Preparer (Submitter) of This Form

**Name**

Janet Poynter

**Title/Position**

Accounting Manager

**Email**

janet.poynter@nashville.gov

**Alternate Email**

N/A

**Relationship to Public Entity**

Accounting Manager

**Organization**

The Regional Transportation Authority

#### Verification of Form Accuracy

By checking the box below as the signing of this form, I attest the following:

1. I certify that to the best of my knowledge the information in this form is accurate.
2. The debt herein complies with the approved Debt Management Policy of the public entity.
3. If the form has been prepared by someone other than the CEO or CFO, the CEO or CFO has authorized the submission of this document.

☒ Verify Form Accuracy

**Date to be Presented at Public Meeting**

08/20/2025

**Date to be emailed/mailed to members of the governing body**

08/20/2025

**Final Confirmation:**

I hereby submit this report to the Division of Local Government Finance of the Tennessee Comptroller of the Treasury and understand my legal responsibility to: File this report with the members of the governing body no later than 45 days after the issuance or execution of the debt disclosed on this form. The Report is to be delivered to each member of the Governing Body and presented at a public meeting of the body. If there is not a scheduled public meeting of the governing body within forty-five (45) days, the report will be delivered by email or regular US mail to meet the 45-day requirement and also presented at the next scheduled meeting.

# Regional Transportation Authority

*of Middle Tennessee*

## Board Action Item

|              |   |               |           |
|--------------|---|---------------|-----------|
| Item Number: | R-A-25-016  | Meeting Date: | 8/20/2025 |
| Item Title:  | RTA Regional Bus Service Reserves Policy Revision |               |           |

### BACKGROUND:

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

In 2017, the RTA Board established a corridor reserve policy to recognize the risk associated with certain funding sources for regional bus service, particularly the Federal CMAQ program. The intent of the reserve policy was to allow each corridor to establish sufficient reserves to provide for an orderly “wind down” of service in the event major funding sources were discontinued. Over the ensuing years, each corridor accumulated varying levels of reserves, which are deposited in a separate bank account and tracked for each contributing jurisdiction. The balances of these reserve funds are reported out to the RTA Board annually and upon request. Use of the reserves is governed by the RTA’s Regional Bus Service Reserve Policy, adopted by the RTA Board on December 13, 2017. In 2022, the reserve approach was expanded to include the WeGo Star Corridor. Over the years, several jurisdictions have applied portions of their reserves to their annual service contribution requirement, while others have sustained their required annual contribution, allowing their reserve balances to continue to build. As originally written, the reserve policy states that reserves may only be applied to operating costs, and not to member dues.

This year, for the first time, a member jurisdiction that has not expressed an intent to leave Authority membership has not paid its annual dues assessment. This member has a significant reserve balance. This issue was brought to the attention of the Finance Committee, which requested that the Authority’s General Counsel examine the legality of applying reserves to outstanding dues balances, as well as service costs. The General Counsel indicated that the Authority’s enabling legislation was generally permissive of practices of the Authority to encourage and maximize participation by member (and prospective) member jurisdictions, and that the law would not preclude the use of reserves toward annual membership dues, provided the Authority’s Board adopted a policy that allowed such an application.

Based on this assessment, it is recommended that the following change (in bold) be made to the Authority’s reserve policy, which is attached with the recommended amendment:

The reserve may only be used for regional bus service operating costs and will be used at the discretion of each individual member to cover any potential shortfalls as determined through the annual budget process. **The reserve may be used by the RTA Board, upon a majority vote of the RTA Board, to pay outstanding annual assessments owed by RTA members. Such approval may be incorporated into the Authority’s annual budget approval action.**

**RECOMMENDATION:**

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

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**APPROVED:**

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*Board Secretary*

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**8/20/2025**

*Date*

## Regional Transportation Authority of Middle Tennessee

# REGIONAL BUS SERVICE RESERVES

**History:** *In October 2017, the Comptroller of the Treasury of the State of Tennessee published a performance audit report that highlighted the need to develop an official policy regarding the establishment of a reserve for the Regional Transportation Authority of Middle Tennessee's (RTA) regional bus service and a method to manage the reserve. In practice, the RTA established a reserve through the budget process in 2016 in an attempt to stabilize the annual budget process for all the RTA members who receive and pay for regional bus service within their respective jurisdictions. With the uncertainty of receiving federal grant support on an annual basis, the reserve will help smooth out future annual subsidy requests for each of RTA's member cities and counties.*

### I. Regional Bus Service Reserve Policy

The Governing Body is establishing a regional bus service reserve policy as a tool to help stabilize annual subsidy amounts requested from regional members for the operation of RTA's regional bus services. The reserve is not required but will be utilized at the discretion of the RTA Board. The amount of the reserve will be determined on a corridor-by-corridor basis and will be based upon a recommendation from RTA's third-party contracted management on an annual basis through the annual budget process. The amount of the reserve must be agreed upon by each corridor member and approved by the RTA Board. An annual budget cost estimate will be calculated for each corridor, and the reserve will be added on top of the estimated cost for each of the members. The excess contributions over actual costs will be set aside and maintained by members within each corridor in a separate master bank account.

The reserve may be used for regional bus service operating costs and will be used at the discretion of each individual member to cover any potential shortfalls as determined through the annual budget process. The reserve may be used by the RTA Board, upon a majority vote of the RTA Board, to pay outstanding annual assessments owed by RTA members. Such approval may be incorporated into the Authority's annual budget approval action.

Date August 13, 2025



# Regional Transportation Authority

*of Middle Tennessee*

## Board Action Item

|              |                       |               |           |
|--------------|-----------------------|---------------|-----------|
| Item Number: | R-A-25-017            | Meeting Date: | 8/20/2025 |
| Item Title:  | RTA Auditing Services |               |           |

### BACKGROUND:

RTA's FY2024 audit fulfilled the contract terms with Crosslin PLLC to provide audit services for RTA's financial statements. On March 17, 2025, RTA published a new RFP for audit services on WeGo's website as well as on TransitTalent.com. Inquiries were received from multiple potential audit firms, and ultimately received three proposals. These proposals, deemed timely and responsive, were received from:

- Crosslin, Certified Public Accountants
- Clifton Larson Allen, CPA's, Consultants, Wealth Advisors
- Mauldin & Jenkins LLC

The evaluation committee met and reviewed the three submissions, and based on the criteria outlined in the RFP, the committee selected Crosslin to continue as RTA's external auditors. The RFP called for a contract term of five years. Crosslin proposed the following costs for each of the next five years with a total contract value of \$145,000:

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

Thomason Financial Resources will serve as a Disadvantaged Business Enterprise (DBE), which represents approximately 20% of this contract. Crosslin prices are fixed and comparable to the current market for annual audit services. Management does not currently anticipate there to be a need for additional services, but there may be an occasion when a deeper dive into a specific focus area is desired. For any of these types of unanticipated services, standard hourly rates will apply. The contract allows either party to cancel annually as opposed to optional years.

### RECOMMENDATION:

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

### APPROVED:

\_\_\_\_\_  
*Board Secretary*

8/20/2025

\_\_\_\_\_  
*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-25-021                   | Meeting Date: | 8/20/2025 |
| Item Title:  | Monthly Operating Statistics |               |           |

### BACKGROUND:

Attached are the monthly operating statistics for June 2025.

The Regional Transportation Authority's (RTA) 4-month streak of zero accidents ended in June with one accident each for MTA-operated buses and the WeGo Star, though the WeGo Star accident was a not-at-fault grade crossing incident.

Total Ridership for June was 22,829, dipping 7.3% compared to May but resulting in a 17% increase compared to June 2024. This YOY increase is driven by WeGo Star and MTA-operated bus ridership. WeGo Star ridership Jan-Jun has increased 12.8% year-over-year.

Trip completion rates remained strong across all modes. The WeGo Star achieved 100% trip completion for the fifth consecutive month. MTA-operated RTA routes recorded a 99.9% completion rate, while Gray Line-operated routes achieved 98.7%. Combined On-Time Performance (OTP) for RTA bus services was 78.7%, with Gray Line routes reporting an 89.6% OTP. The WeGo Star maintained a high OTP at 96%.

Nashville's active event calendar continues to require close coordination. June brought the CMA Festival, which introduced a new event footprint at Riverfront Station. Through collaboration with event organizers, city departments, and internal teams, temporary infrastructure changes—including the removal of benches, fare validators, and light posts—were implemented to accommodate the event. Despite traffic-related delays, proactive supervision and routing adjustments ensured service remained reliable.

Post-event, the team efficiently restored Riverfront Station's normal configuration and immediately began preparations for the July 4th holiday.

### 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

8/20/2025

Date

# RTA Monthly Dashboard Report \*

| Metric  | June 2025 | June 2024 | Pct. Change     |
|---|-----------|-----------|-----------------|
|   |           |           |                 |
| <b>Ridership</b>                              |           |           | <b>% Change</b> |
| Total RTA Bus Passengers                      | 11,687    | 10,493    | 11.4%           |
| WeGo Star Passengers                          | 11,142    | 9,033     | 23.3%           |
| Total RTA Passengers                          | 22,829    | 19,526    | 16.9%           |
| Percentage of Pre-Pandemic Ridership          | 47.3%     | 40.5%     | 6.8%            |
|   |           |           |                 |
| <b>Safety</b>                                 |           |           |                 |
| RTA Bus Total Accidents                       | 1         | 3         | -166.7%         |
| WeGo Star Total Accidents                     | 1         | 0         | N/A             |
| RTA Bus Total Miles btwn Accidents            | 48,271    | 15,332    | 214.8%          |
| WGS Total Miles btwn Accidents                | 6,644     | N/A       | N/A             |
|   |           |           |                 |
| <b>Service Quality</b>                        |           |           |                 |
| RTA Bus Total Trip Completion %               | 99.12%    | 99.87%    | -0.75%          |
| WeGo Star Total Trip Completion %             | 100.00%   | 100.00%   | 0.00%           |
| RTA Bus Total Miles btwn Service Interruption | 3,447.9   | 22,997.8  | -85.0%          |
| WGS Total Miles btwn Service Interruption     | N/A       | N/A       | N/A             |
|   |           |           |                 |
| <b>On-Time Performance ^</b>                  |           |           |                 |
| RTA Bus                                       | 78.8%     | 83.6%     | -4.8%           |
| WeGo Star                                     | 96.0%     | 97.5%     | -1.5%           |
|   |           |           |                 |
| <b>Customer Care</b>                          |           |           |                 |
| RTA Bus Total Passengers per Complaint        | 1,756     | 3,254     | -46.0%          |
| WeGo Star Passengers per Complaint            | 11,142    | 4,517     | 146.7%          |

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

^ On Time Performance reporting began September 2017.

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

N/A indicates zero incidents in reporting period.

# RTA Monthly Dashboard Report \*

| Metric  | FY2025<br>June | FY2024<br>June | Pct. Change     |
|---|----------------|----------------|-----------------|
| <b>Ridership</b>                              |                |                | <b>% Change</b> |
| Total RTA Bus Passengers                      | 151,843        | 145,442        | 4.2%            |
| WeGo Star Passengers                          | 131,254        | 102,652        | 21.8%           |
| Total RTA Passengers                          | 283,097        | 248,094        | 12.4%           |
| Percentage of Pre-Pandemic Ridership          | 45.2%          | 39.6%          | 5.6%            |
| <b>Safety</b>                                 |                |                |                 |
| RTA Bus Total Accidents                       | 10             | 7              | -57.1%          |
| WeGo Star Total Accidents                     | 5              | 2              | 150.0%          |
| RTA Bus Total Miles btwn Accidents            | 57,410         | 81,913         | -29.9%          |
| WGS Total Miles btwn Accidents                | 15,819         | 39,706         | -60.2%          |
| <b>Service Quality</b>                        |                |                |                 |
| RTA Bus Total Trip Completion %               | 99.04%         | 99.46%         | -0.41%          |
| WeGo Star Total Trip Completion %             | 99.57%         | 99.80%         | -0.23%          |
| RTA Bus Total Miles btwn Service Interruption | 3,129.6        | 5,503.4        | -43.1%          |
| WGS Total Miles btwn Service Interruption     | 6,084.3        | 13,235.5       | -54.0%          |
| <b>On-Time Performance ^</b>                  |                |                |                 |
| RTA Bus                                       | 79.9%          | 82.6%          | -2.7%           |
| WeGo Star                                     | 96.3%          | 98.0%          | -1.7%           |
| <b>Customer Care</b>                          |                |                |                 |
| RTA Bus Total Passengers per Complaint        | 2,805          | 1,074          | 161.0%          |
| WeGo Star Passengers per Complaint            | 6,563          | 2,774          | 136.5%          |

\* 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   |
|--------------------------------------|---|
| <b>Ridership</b>                     |   |
| <b>Total Passengers</b>              |   |
| RTA Bus                              | Total fixed route passenger boardings on all MTA operated RTA routes (64, 84, 86, 93) and Gray Line operated RTA routes (87, 88, 89, 94, 95)  |
| WeGo Star                            | Total passenger boardings on WeGo Star Rail Service   |
| <b>Safety</b>                        |   |
| RTA Bus Accidents                    | A motor vehicle collision, either preventable or non-preventable, in which the Operator did not do everything reasonable to avoid a collision, committed an error or failed to react to the errors of others. A motor vehicle collision in which the Operator committed no driving error and reacted reasonably to the errors of others. (Gray Line & MTA operated RTA metrics combined)  |
| WeGo Star Accidents                  | Accident – an unexpected, unforeseen, or unintended event that causes injury, loss, or damage. These events can include any event arising from the operation of the railroad which results in the death of any person; or an injury to any person that requires medical treatment, except suicides or attempted suicides; any collision between railroad on-track equipment and an automobile, bus, truck, motorcycle, occupied bicycle, pedestrian or trespasser at any location on the railroad; any collision, derailment, fire, explosion, failure of equipment or infrastructure, act of nature, or other event involving damage to the railroad's on-track equipment, signals, track, track structures, and/or roadbed. |
| <b>Service Quality</b>               |   |
| RTA Bus Missed Trips                 | The total number of Bus revenue trips not completed or departing more than 30 minutes late -vs- scheduled. (Gray Line & MTA operated RTA metrics combined)  |
| WeGo Star Missed Trips               | A train that is disabled in transit or cancelled prior to embarking. A missed trip is reported as an annulment and is when the train is cancelled and doesn't complete the run or make it to its final destination.   |
| RTA Bus Trip Completion Percentage   | Percentage of one-way fixed route revenue trips completed versus scheduled.   |
| WeGo Star Trip Completion Percentage | Percentage of one-way rail trips completed versus scheduled.  |

# RTA Operations Dashboard Glossary

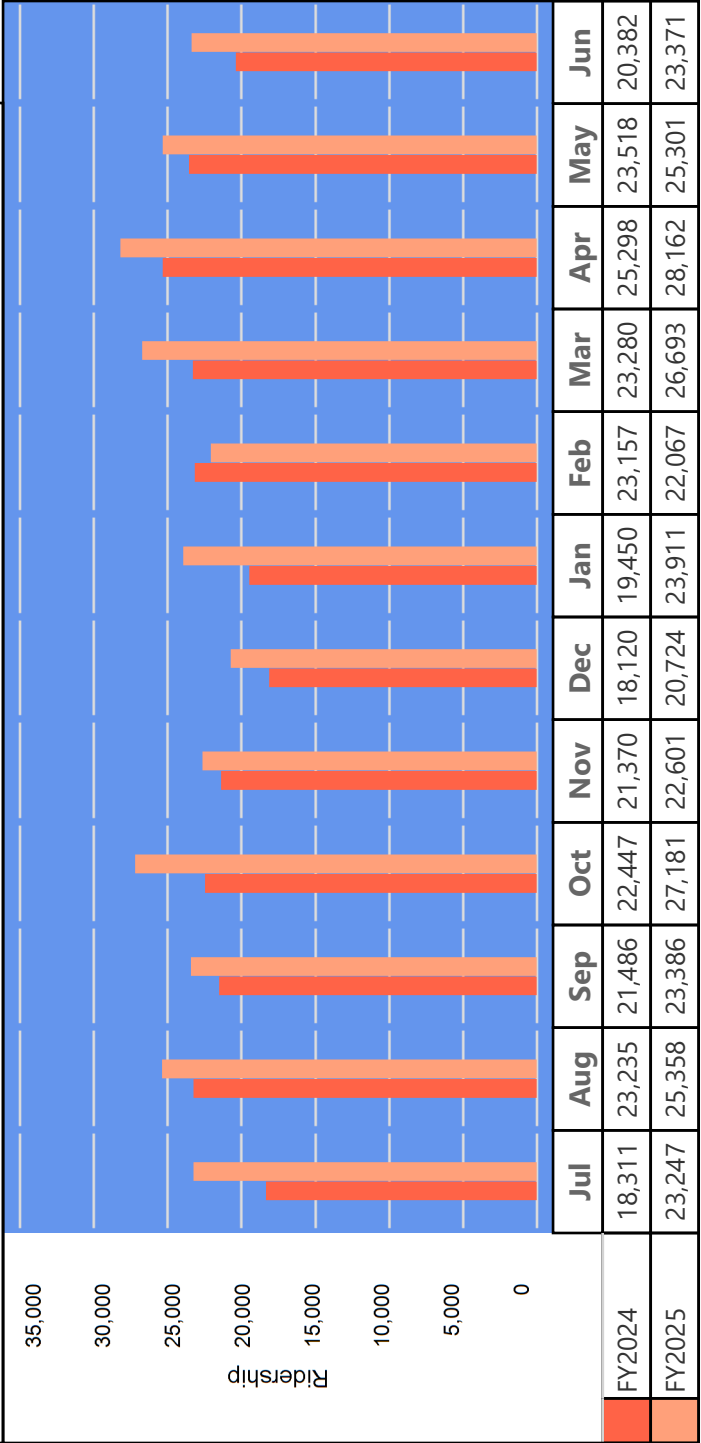
| Metric                                  |  | Definitions   |
|---|--|---|
|   |  |   |
|   |  |   |
| <b>On-Time Performance</b>              |  |   |
| RTA Bus OTP                             |  | MTA operated RTA routes - OTP is the Percentage of total scheduled fixed route timepoint departures occurring between 59 seconds early and 5 minutes 59 seconds late obtained from AVL data. Gray Line operated routes - OTP is the Percentage of total scheduled fixed WeGo Central route arrivals and departures occurring no later than 5 minutes 59 seconds late obtained from data provided by Gray Line personnel. (Gray Line & MTA operated RTA metrics combined based on a weighted average of total trips) |
| WeGo Star OTP                           |  | A train is considered on time when the train arrives at the final destination less than 6 minutes from the scheduled time. If a train is held up for 6 minutes or longer it is considered delayed and not on time. Intermediate station times are not included.   |
|   |  |   |
| <b>Customer Care</b>                    |  |   |
| <b>Passengers Carried Per Complaint</b> |  |   |
| 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 AND MONTH TO MONTH RIDERSHIP COMPARISON - FY2025 - vs - FY2024

|                                | Month to Month Comparison |               |                   | Fiscal Year Comparison |                |                   |
|--------------------------------|---------------------------|---------------|-------------------|------------------------|----------------|-------------------|
|                                | Jun 24                    | Jun 25        | Percentage Change | FY2024                 | FY2025         | Percentage Change |
| WeGo Star                      | 9,033                     | 11,142        | 23.3%             | 102,652                | 131,254        | 27.9%             |
| Express Bus & Shuttle Services | 10,493                    | 11,687        | 11.4%             | 145,442                | 151,843        | 4.4%              |
| RTA VanStar Vanpool Service    | 856                       | 542           | -36.7%            | 11,960                 | 8,905          | -25.5%            |
| <b>Total RTA Ridership</b>     | <b>20,382</b>             | <b>23,371</b> | <b>14.7%</b>      | <b>260,054</b>         | <b>292,002</b> | <b>12.3%</b>      |

**RTA FY2025 -vs- FY2024**  
**Month to Month Ridership Comparison**



Prepared By: WeGo Service Quality Department  
07/28/25



**NASHVILLE AND REGIONAL TRANSPORTATION AUTHORITY  
FISCAL YEAR & MONTH TO MONTH RIDERSHIP COMPARISON: FY2025 -vs- FY2024**

|   | Month to Month Comparison |         |        | Fiscal Year |            | Change |
|---|---------------------------|---------|--------|-------------|------------|--------|
|   | Jun-24                    | Jun-25  | Change | FY 2024     | FY 2025    |        |
| MTA Local Bus Service                     | 680,653                   | 706,595 | 3.8%   | 8,417,678   | 8,715,728  | 3.5%   |
| MTA Local Paratransit Service             | 31,213                    | 37,421  | 19.9%  | 382,026     | 415,257    | 8.7%   |
| RTA Regional Bus Service                  | 10,493                    | 11,687  | 11.4%  | 145,442     | 151,843    | 4.4%   |
| RTA VanStar Vanpool Service               | 856                       | 542     | -36.7% | 11,960      | 8,905      | -25.5% |
| RTA Regional Rail Service                 | 9,033                     | 11,142  | 23.3%  | 102,652     | 131,254    | 27.9%  |
| * RTA Special Events Rail Service         | 145                       | 154     | 6.2%   | 8,771       | 10,915     | 24.4%  |
| Subtotal RTA Rail Service                 | 9,178                     | 11,296  | 23.1%  | 111,423     | 142,169    | 27.6%  |
| Subtotal MTA & RTA Bus & Rail Service     | 732,393                   | 767,541 | 4.8%   | 9,068,529   | 9,433,902  | 4.0%   |
| Williamson County VanStar Vanpool Service | 4,810                     | 5,029   | 4.6%   | 71,251      | 65,198     | -8.5%  |
| Murfreesboro Transit Local Bus Service    | 9,189                     | 8,505   | -7.4%  | 103,292     | 107,392    | 4.0%   |
| Franklin Transit Local Bus Service        | 5,069                     | 5,214   | 2.9%   | 86,067      | 96,344     | 11.9%  |
| Clarksville Transit Local Bus Service     | 38,977                    | 35,587  | -8.7%  | 506,657     | 476,167    | -6.0%  |
| Total Area Ridership                      | 790,438                   | 821,876 | 4.0%   | 9,835,796   | 10,179,003 | 3.5%   |





# REGIONAL TRANSPORTATION AUTHORITY ROUTE PERFORMANCE INDICATOR REPORT

For the Month of: June 25

| Rte.<br>No.   | Route Name                          | Monthly<br>Ridership | Ridership<br>Change vs<br>Last Year | Revenue<br>Hours Of<br>Service | Average Passengers |          |
|---|-------------------------------------|----------------------|-------------------------------------|--------------------------------|--------------------|----------|
|   |                                     |                      |                                     |                                | Per Trip           | Per Hour |
| CORRIDOR SERVICE COMPARISONS - COMMUTER BUS SERVICE |                                     |                      |                                     |                                |                    |          |
|   | North Corridor (Route 87)           | 1,835                | 4.4%                                | 197                            | 11                 | 9.3      |
|   | Northwest Corridor (Routes 89 & 94) | 2,567                | 10.8%                               | 345                            | 9                  | 7.4      |
|   | South Corridor (Route 95)           | 942                  | -8.9%                               | 237                            | 6                  | 4.0      |
|   | Southeast Corridor (Route 84 & 86)  | 2,614                | -4.2%                               | 911                            | 4                  | 2.9      |
| EXPRESS BUS ROUTE SERVICE                           |                                     |                      |                                     |                                |                    |          |
| 84  | Murfreesboro Express                | 2,027                | -6.0%                               | 730                            | 4                  | 2.8      |
| 86  | Smyrna - LaVergne                   | 587                  | 2.3%                                | 181                            | 4                  | 3.2      |
| 87  | Gallatin - Hendersonville           | 1,835                | 4.4%                                | 197                            | 11                 | 9.3      |
| 88  | Dickson                             | 517                  | 0.2%                                | 98                             | 6                  | 5.3      |
| 89  | Springfield - Joelton               | 509                  | 52.4%                               | 117                            | 6                  | 4.4      |
| 94  | Clarksville                         | 2,058                | 3.8%                                | 229                            | 10                 | 9.0      |
| 95  | Spring Hill - Franklin              | 942                  | -8.9%                               | 237                            | 6                  | 4.0      |
| Express Bus Route Totals                            |                                     | 8,475                | 1.4%                                | 1,789                          | 6                  | 4.7      |
| OTHER ROUTES  |                                     |                      |                                     |                                |                    |          |
| 64  | Star Downtown Shuttle               | 469                  | 4.7%                                | 52                             | 3                  | 9.1      |
| 93  | Star West End Shuttle               | 2,743                | 62.2%                               | 82                             | 22                 | 33.3     |
| RTA Bus Route Monthly Totals                        |                                     | 11,687               | 11.4%                               | 1,923                          | 7                  | 6.1      |
| COMMUTER RAIL SERVICE                               |                                     |                      |                                     |                                |                    |          |
| 90  | WeGo Star Commuter Rail             | 11,142               | 23.3%                               | 240                            | 44                 | 46.5     |
| RTA Commuter Rail and Bus Total                     |                                     | 22,829               | 16.9%                               | 2,163                          | 12                 | 10.6     |

# 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-25-024                        | Meeting Date: | 8/20/2025 |
| Item Title:  | Donelson Joint Development Update |               |           |

### BACKGROUND:

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

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

Since the period of exclusive negotiation began, substantial work (studies, programming/design, property negotiations, appraisals, etc.) critical to a formal joint development agreement has been completed. RTA has also secured local, state, and federal funding of just over \$29 million to advance public infrastructure improvements on this project, including station improvements, transit center construction, and various supporting infrastructure such as quiet zone implementation and intersection upgrades.

While substantial progress has been made since 2022, additional time was needed to finalize the design plan, financial arrangements, and ground lease agreement. On September 18, 2024, the RTA Board approved an extension of the period of exclusive negotiation with HGH/SV for one (1) year to October 19, 2025. If terms cannot be reached that are acceptable to the RTA Board and FTA, the project will not proceed as a joint development. However, RTA would advance the transit center, station improvement, and public infrastructure elements of the project.

### CURRENT STATUS:

Debbie Frank, Deputy CEO for Growth and Development, will provide a project update during a joint meeting of the Finance, Operations, and Audit Committees.

### APPROVED:



Deputy CEO of Growth & Development

8/20/2025

Date