



**REGIONAL TRANSPORTATION AUTHORITY**  
Of Middle Tennessee

**BOARD MEETING**

Wednesday, June 17, 2026 | 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 May 20, 2026, Minutes**
3. **Public Comments**
4. **Finance Committee Report – Mayor Ken Moore, Chair**
  - Monthly Financial Report Compared to Budget – Amanda Vandegrift, Deputy CEO of Finance & Administration **R-D-26-013** **Pg. 6**
  - Proposed FY2027 Operating Budget – Amanda Vandegrift, Deputy CEO of Finance & Administration **R-A-26-014** **Pg. 12**
  - WeGo Star Rail Liability Insurance Renewal – Vince Malone, Chief of Administration **R-A-26-015** **Pg. 17**
5. **Operations Committee Report – Mayor Rick Bell, Chair**
  - RTA Monthly Operating Statistics – Andy Burke, COO **R-D-26-014** **Pg. 19**
  - RTA/MTA Regional Bus Contract Renewal – Amanda Vandegrift, Deputy CEO of Finance & Administration **R-A-26-016** **Pg. 27**
6. **CEO’s Report – Stephen G. Bland, CEO**
7. **Chair’s Report – Mayor Randall Hutto, Chair**
8. **Other Business**
9. **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**

**May 20, 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, May 20, 2026, at the Greater Nashville Regional Council, located at 44 Vantage Way, Suite 450, Nashville, TN 37228. The Executive Committee meeting was officially called to order by Davidson County Governors Appointee, Ed Cole at 9:31 AM.

**Executive Committee Members in Attendance:**

**Mayor Rick Bell – City of Lebanon**  
**Mayor Billy Vogle – Robertson County**  
**Ed Cole – Davidson County (Gov. Appt.)**  
**Ken Davis – Wilson County (Gov. Appt.)**  
**Nicole Rowan – Sumner County (Gov. Appt.)**  
**Kelly Dannenfelser – Williamson County (Gov. Appt.)**

**Others Present:**

**Mayor Jamie Clary – City of Hendersonville**  
**Matthew White – City of Mt. Juliet (Alt.)**  
**Jim Kerr – City of Murfreesboro (Alt.)**  
**Gerald Herman – City of White House (Alt.)**  
**Mayor Nelson Andrews – City of Brentwood**  
**Kaitlyn McClanahan – TDOT**  
**Michael Briggs – Davidson County (Alt.)**

- III. **Approval of Minutes:** Mayor Vogle made a motion to approve the minutes of the March 18, 2026, Executive Committee meeting. Jim Kerr 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:** Ed Cole introduced the following items for discussion:

- a. **Monthly Financial Report Compared to Budget (R-D-26-011):** Amanda Vandegrift, Deputy CEO of Finance and Administration, presented the Monthly Financial Report for January 2026 compared to the approved fiscal year (FY) 2026 budget. Expenses are tracking closely to budget. 80% of next year's RTA and MTA's fuel was locked in before the current price spike. Ms. Vandegrift was available to answer questions; however, the committee had none, and no further discussion followed.

- b. **RTA Revolving Line of Credit Renewal (R-A-26-010):** Amanda Vandegrift provided a summary report for the RTA Revolving Line of Credit as follows:

RTA has an operating line of credit through Fifth-Third Bank for up to \$5 million for general borrowings to cash flow expenses for RTA. The maturity date for the current line of credit is June 30, 2026.

RTA has the ability to go up and down based on usage and need from \$1.5 million to \$5 million.

RTA's renewal will have no changes from recent years and will continue to be based on the Prime rate minus 1.8% with the same non-use fee of 7.5 basis points. These expenses have been included in the draft FY2027 budget. The line of credit is for general use to pay for expenses incurred that are reimbursable by a federal grant.

Staff 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 \$5 million with Fifth Third Bank based upon the terms explained above for the period from July 1, 2026, to June 30, 2027.

Mayor Billy Vogle made a motion to approve the RTA Revolving Line of Credit Renewal action item. Nelson Andrews seconded the motion, and the Executive Committee unanimously approved it.

- c. **RTA/MTA Revenue Sharing Agreement (RTA-A-26-011)**: Amanda Vandegrift presented the following action item:

The WeGo Ride Program, an employer-paid transit pass program for WeGo Public Transit services, is managed by the MTA and now relates to WeGo's Journey Pass program and any other similar fare programs.

Under the Revenue Sharing Agreement, Nashville MTA is the master contractor of the WeGo Ride program and similar fare programs, with revenue splits between the Nashville MTA and RTA that compensate both agencies in proportion to the overall use of the program. Revenues collected are allocated to each agency using a formula that weighs average fare and ridership equally. This is tested annually as part of the Conflict of Interest Review, which was most recently reviewed by the RTA Board in January 2026. The revenue split calculation is typically done at the end of July, once all ridership for the fiscal year for both agencies has concluded.

Staff requested that the Board approve the renewal of the Revenue Sharing Agreement with MTA for the period of July 1, 2026, through June 30, 2027. Nashville MTA will continue to be the Master Contractor for the WeGo Ride Program and similar fare programs and will share revenues with RTA based upon the calculated formula. Each Board will review the agreement annually to assess if any changes should be made to the Agreement going forward.

Jim Kerr made a motion to approve the RTA/MTA Revenue Sharing Agreement action item. Appointee Briggs seconded the motion, and the Executive Committee unanimously approved it.

- VI. **Operations Committee Report**: Mayor Rick Bell introduced the following for discussion:

- a. **Monthly Operating Statistics (R-D-26-012)**: Director of Operations, Nick Pecenka presented the RTA Monthly Dashboard Report for March 2026 to the Executive Committee. He mentioned that ridership growth is consistent with experience in recent months. Mr. Pecenka was present and available to answer questions; however, the committee had none, and no further discussion followed.
- d. **RTA/MTA Management Contract Renewal (R-A-26-012)**: Amanda Vandegrift presented the following action item:

RTA is currently operating under a management contract with the Nashville Metropolitan Transit Authority (MTA) where MTA provides management services to oversee all operations of the RTA.

The current contract was approved by the RTA Board in 2021 for five years with an expiration of June 30, 2026. The new proposed contract includes a renewal of the prior contract beginning July 1, 2026 and ending June 30, 2032. There is also a termination clause in the contract that allows

either party to terminate the contract for any reason at any time with a 30-day written notice to the other party.

The contract terms include a provision that allows the compensation to be adjusted beginning July 1, 2027 and each year thereafter for the life of the contract by mutual agreement of both parties. Following two years of no increases, this contract includes a 3.5% increase for a total new annual contract value of \$936,000. This amount will be included in the proposed FY2027 budget.

Staff recommended that the Board approve the new contract effective July 1, 2026 through June 30, 2032. Staff also recommended that the Board approve the Year 1 amount for the contract for MTA to manage and oversee all operations of the RTA at an annual cost of \$936,000, or \$78,000 per month. The contract price shall become effective July 1, 2026 and terminate June 30, 2027.

Mayor Rick Bell made a motion to approve RTA/MTA Management Contract Renewal action item. Kelly Dannenfelser seconded the motion, and Executive Committee unanimously approved it.

**b. Metro Nashville Police Department Transit Division Memorandum of Understanding (R-A-26-013): Vince Malone presented the following action item:**

WeGo Public Transit has historically had a collaborative working relationship with the Metro Nashville Police Department (MNPD) as well as other law enforcement agencies and first responders.

MNPD has initiated a dedicated Transit Policing Unit covering transit service, facilities and fleet within Davidson County to be funded with revenues generated by Mayor O'Connell's Choose How You Move Transit Improvement Program. The purpose of the proposed Memorandum of Understanding is to define roles, responsibilities, authority and an overall framework for the relationship between WeGo Public Transit and MNPD in the formation and operation of this unit. Mr. Malone highlighted that Chief of Police John Drake has the authority to establish the Transit Policing Unit, and he has appointed Captain Brian Williams and Lieutenant Jason Murrell to the leadership of this unit.

The Board of Directors of the Nashville MTA has previously approved a similar version of this MOU covering its services, facilities and fleet. The MOU being brought to the RTA Board today would apply to RTA services, facilities and fleet within Davidson County and would not expand MNPD jurisdiction to the Authority's facilities in the outer counties.

Once approved by this Executive Committee, the MOU will move to the Metropolitan Council for their adoption. The annual budget will be approved by WeGo and MNPD through Nashville's annual budget process. WeGo's obligations under the MOU are contingent upon CHYM funds designated by the Metropolitan Nashville government for the funding of the Transit Division. The MOU is a three-year agreement with the option for two successive one-year terms and shall not exceed sixty months from the effective date. The MOU was subsequently reviewed and approved by RTA's legal counsel.

The WeGo staff recommends the RTA Board adopt the proposed MOU between MNPD for a period not to exceed sixty (60) months from the effective date, for the purpose of establishing law enforcement services that will enhance safety and security within the public transit system, specifically within Davidson County properties of the RTA.

Mayor Nelson Andrews asked if there was an inciting incident that drove the focus on this initiative. Vince answered no, and that a dedicated Transit Policing Unit was included in the Choose How You Move Transit Plan approved by Davidson County voters. CEO Bland added that a specialized transit police force had been recommended in an overall system security plan completed for WeGo

Public Transit by the consulting firm Marine Tiger Technologies several years ago, and that it was a natural evolution in the growth of the WeGo Public Transit system as services and facilities are expanded.

Mayor Andrews asked if the budgetary impact would fall onto Metro Council. CEO Bland responded that the funding source for the Transit Division within MNPD using Choose How You Move revenue under Mayor O'Connell's half cent sales tax initiative. Ultimately, funding for the unit would be part of Metro Nashville's annual budget process.

Gerald Herman asked if the RTA would be involved in the selection of officers. CEO Bland said that one of the MOU's provisions is that the management of the police workforce will be handled by MNPD. Lt. Murrell added that positions will be available to eligible officers, they would go through an oral interview, questions, ranking and selection involving MNPD's human resources team.

Mr. Herman asked if it would be easy to fill positions. Lt. Murrell responded with a yes and said it should be able to fill the positions. CEO Bland added that as hiring happens, we will still be using police staffing through MNPD's Secondary Employment Unit, as has been the agency's practice for many years.

There was no further discussion.

Mayor Rick Bell made a motion to approve Metro Nashville Police Department Transit Division Memorandum of Understanding action item. Mayor Nelson Andrews seconded the motion, and the Executive Committee unanimously approved the motion.

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

1. We want to thank the members of the Rutherford County Corridor Committee who have met numerous times over the past few months to work out corridor service plans and funding. Progress is being made in expanding transit in Nashville, LaVergne, Smyrna, Murfreesboro and more. Thank you to all who attended.
2. We have been working with the City of Mt. Juliet on a license agreement that allows them to make additional improvements to the Mt. Juliet Rail Station. They are developing that area into a town square style environment. We expect to have that agreement completed soon.
3. The Murfreesboro Park and Ride project is on schedule and construction has begun. We also want to thank Jim Kerr and the city because we do have a formally executed MOU for the ongoing operation and maintenance of that lot. We do expect the project to be completed before 9/30/2026.
4. The WeGo Star will be running to one of the CMA Fest concerts at Nissan Stadium on Saturday June 6. The Star will also run during the upcoming July 4<sup>th</sup> events. We are in communication with the Tennessee Titans about this year's train service and expanding the reach of our regional bus operations. Our Deputy CEO of Growth and Development, Debbie Frank, attended the Titans and NFL press conference announcement of Super Bowl LXIV coming to Nissan Stadium. Mayor O'Connell is also there.
5. We are also in the midst of our annual maintenance and operations audit for the WeGo Star. In this program, an outside consultant reviews the performance of TSG with respect to a number of operational and regulatory performance criteria. The fieldwork has been completed, so we are waiting on a draft report. As that report is issued, we will report on the findings in a future meeting.
6. We renewed community impact partnership with the Nashville Soccer Club this year. So far regional ridership on our Murfreesboro and Antioch service has been consistent with last year's numbers. We fill up a little over one bus. We have seen a significant increase in Metro ridership.

7. We are excited to introduce Amanda Clelland, our Director of Legislative Relations. Amanda was our Public Information Officer from 2017 to 2021. We are delighted to have her back on the WeGo team.

Kelly Dannenfelser asked for a status update on the potential Franklin Park and Ride location. CEO Bland said that the discussions are ongoing. Director of Planning, Felix Castrodad added that they have a draft agreement that they are finalizing to send back to Highwoods for their review in the next few weeks. He indicated that the prospects look good for a late summer start.

There was no further discussion.

- VIII. **Chair's Report:** Ed Cole – Ed Cole reminded the Executive Committee and all other attendees that they should be proud of the RTA and MTA management agreement's success. He thanked the staff for their hard work.

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

- X. **Adjournment:** With no further business, Ed Cole called for a motion to adjourn. Nicole Rowan motioned to adjourn the meeting, which was adjourned at 10:01 AM.

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

<b>Item Number:</b>	R-D-26-013	<b>Meeting Date:</b>	6/17/2026
<b>Item Title:</b>	Monthly Financial Report Compared to Budget		

**BACKGROUND:**

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

Expenses were just 0.7% higher than budgeted and revenues were just 2.7% higher than budgeted between July 2025 and April 2026. As expected, March’s negative revenue variance was fully offset by the delayed receipt of \$401,779 in regional revenues in April. As approved by the Board earlier this fiscal year, Sumner County’s dues for FY2025 and FY2026 were covered by Sumner County’s available reserves. Ashland City also decided not to provide \$519 in required dues for FY2026, dropping its membership with RTA. A total of \$42,000 in remaining regional funds is anticipated to be received by Mt. Juliet prior to the end of the fiscal year to support WeGo Star operations. All metro subsidies have been exhausted as of March 2026. In total, passenger fares were 3.2% (or \$23,460) higher than budgeted and other operating revenues were 10.9% (or \$36,582) higher than budgeted.

After paying off the \$490,000 line of credit in January, RTA’s notes payable line increased again to \$700,000 in February due to the Nashville & Eastern Railroad property purchase. The next report for May will show the line of credit being fully repaid after receiving reimbursement for the property purchase from the State IMPROVE grant.

As of April 30, 2026, RTA owed Nashville MTA approximately \$398,400 for services provided. In turn, MTA owes RTA approximately \$75,364 for fares collected.

**STATUS:**

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

**APPROVED:**

  
 \_\_\_\_\_  
 Deputy CEO of Finance and Administration

6/17/2026  
 \_\_\_\_\_  
 Date

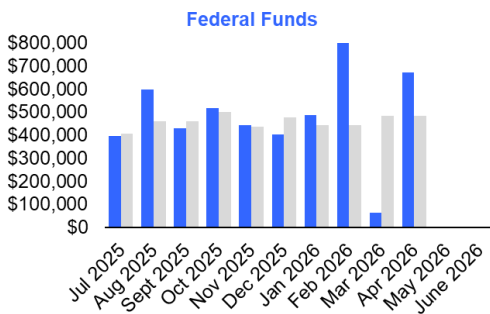
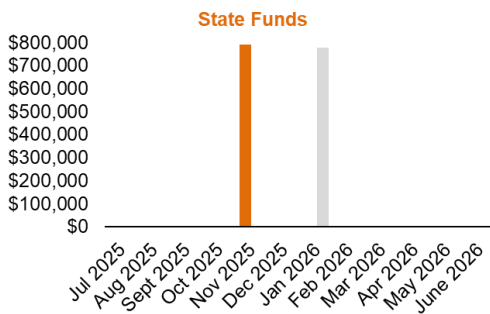
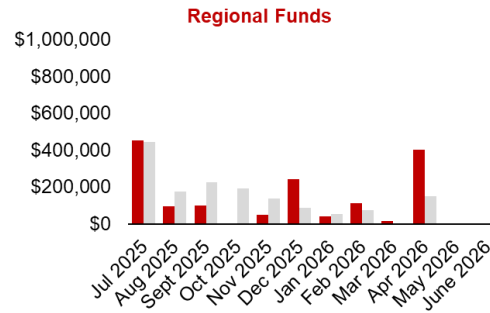
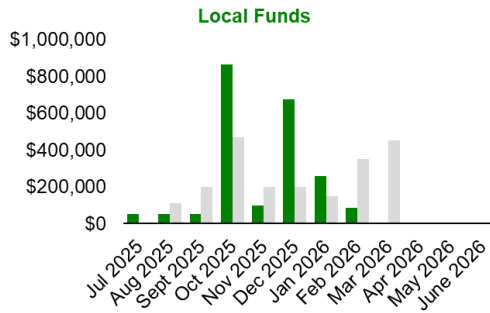
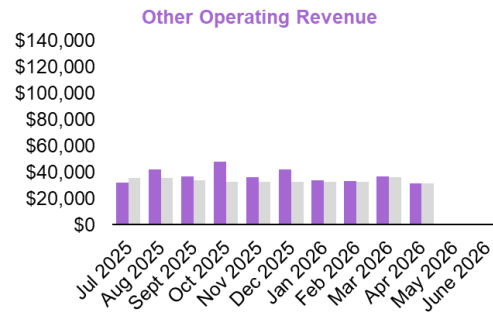
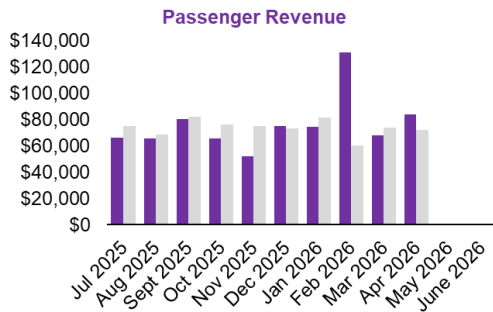
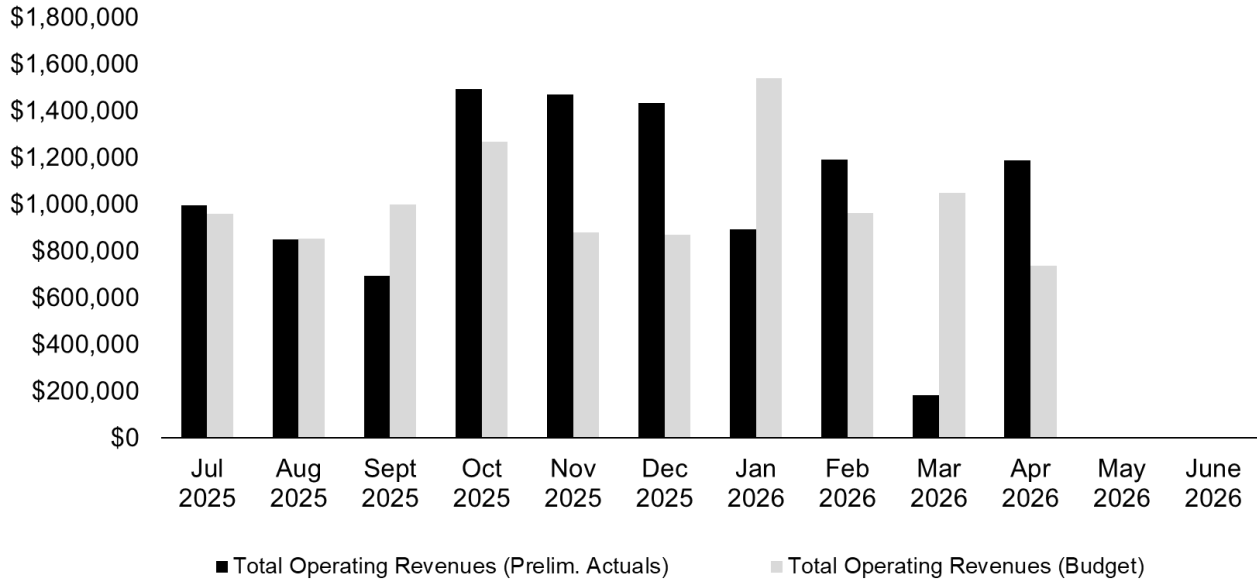
**April 2026 Operating Revenue by Category:**

	<b>April 2026</b>	<b>Fiscal Year To Date</b>	<b>Approved FY 2026 Budget</b>	<b>% Budget To Date</b>
Passenger Revenues (Budget)	72,340	737,990	883,313	84%
Passenger Revenues (Actuals)	83,605	761,450		86%
Other Operating Revenues (Budget)	31,510	334,810	422,560	79%
Other Operating Revenues (Actuals)	31,707	371,392		88%
Local Funds (Budget)	-	2,134,514	2,134,514	100%
Local Funds (Actuals)	-	2,134,514		100%
Regional Funds (Budget)	149,000	1,540,030	1,540,030	100%
Regional Funds (Actuals)	401,779	1,503,635		98%
State Funds (Budget)	-	779,100	779,100	100%
State Funds (Actuals)	-	791,500		102%
Federal Funds (Budget)	484,722	4,593,546	5,515,566	83%
Federal Funds (Actuals)	671,380	4,832,432		88%
<b>Total Operating Revenues (Budget)</b>	<b>737,572</b>	<b>10,119,990</b>	<b>11,275,083</b>	<b>90%</b>
<b>Total Operating Revenues (Actuals)</b>	<b>1,188,471</b>	<b>10,394,924</b>		<b>92%</b>

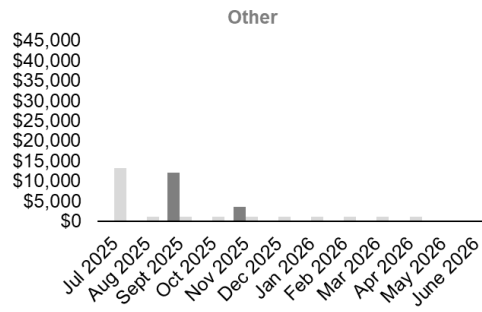
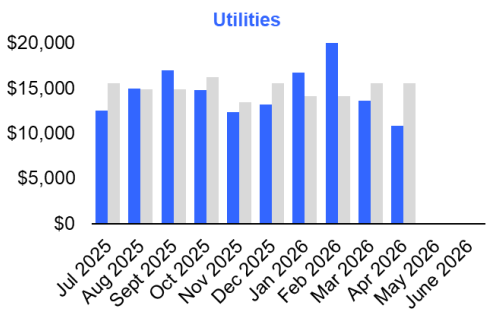
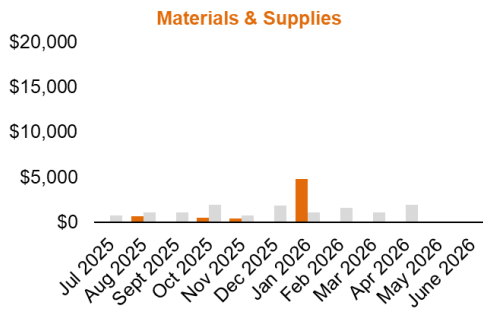
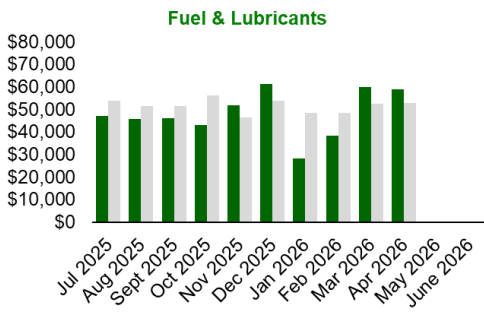
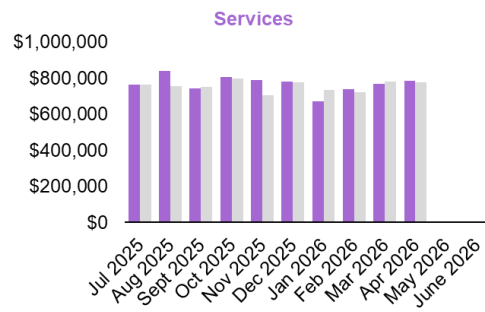
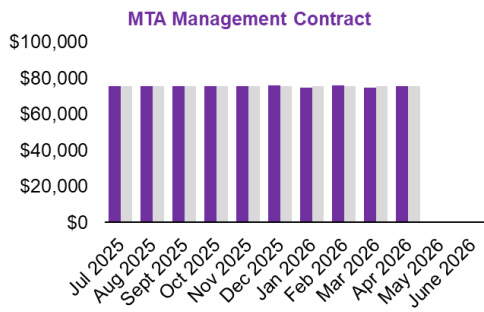
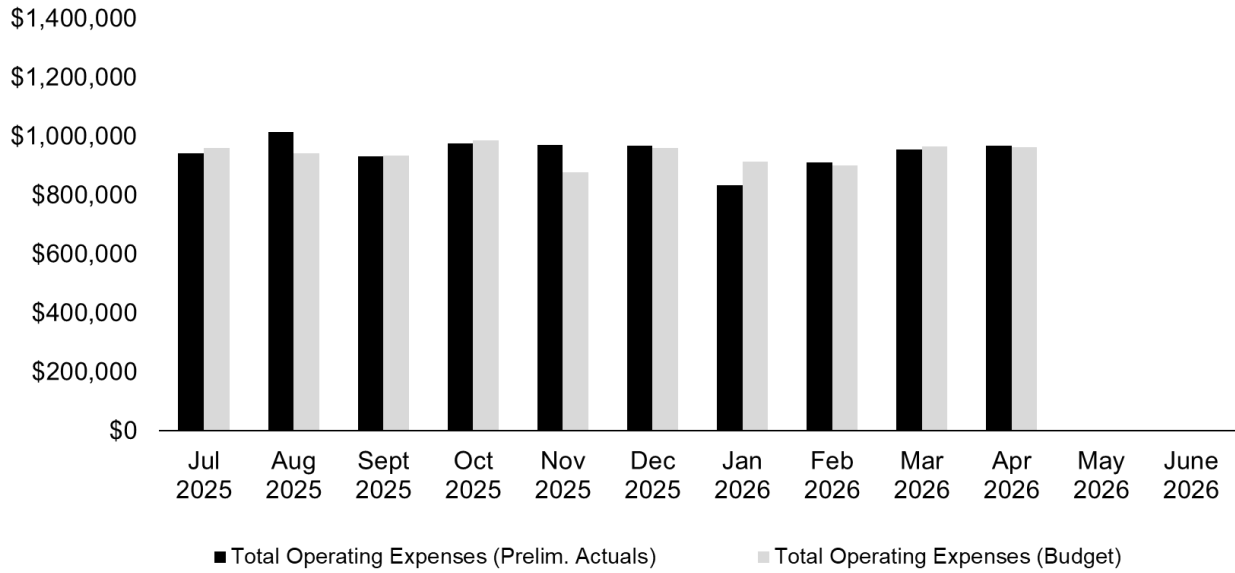
**April 2026 Operating Expenses by Category:**

	<b>April 2026</b>	<b>Fiscal Year To Date</b>	<b>Approved FY 2026 Budget</b>	<b>% Budget To Date</b>
MTA Management Contract (Budget)	75,350	753,500	904,200	83%
MTA Management Contract (Actuals)	75,350	753,500		83%
Services (Budget)	778,339	7,567,325	9,074,638	83%
Services (Actuals)	786,590	7,692,408		85%
Fuel & Lubricants (Budget)	52,860	516,210	616,500	84%
Fuel & Lubricants (Actuals)	58,982	480,616		78%
Materials & Supplies (Budget)	1,895	12,996	15,975	81%
Materials & Supplies (Actuals)	-	6,340		40%
Utilities (Budget)	15,540	149,760	179,450	83%
Utilities (Actuals)	10,810	146,623		82%
Casualty & Liability (Budget)	37,870	383,130	458,920	83%
Casualty & Liability (Actuals)	37,313	376,174		82%
Other (Budget)	1,138	23,269	25,400	92%
Other (Actuals)	-	15,645		62%
<b>Total Operating Expenses (Budget)</b>	<b>962,992</b>	<b>9,406,190</b>	<b>11,275,083</b>	<b>83%</b>
<b>Total Operating Expenses (Actuals)</b>	<b>969,045</b>	<b>9,471,305</b>		<b>84%</b>

## 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 April 2026**

**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
<b>REVENUES</b>								
Fare Revenues - Bus	36,104	30,750	5,354	269,332	273,179	296,330	(23,151)	355,033
Fare Revenues - Train	47,500	35,460	12,040	387,751	374,923	341,680	33,243	409,380
Fare Revenues - Special Events	-	6,130	(6,130)	102,687	113,349	99,980	13,369	118,900
Advertising Revenue	-	-	-	-	-	-	-	-
Other Non-Transportation Revenue	31,707	31,510	197	353,972	371,392	334,810	36,582	422,560
<b>Total Operating Revenue</b>	<b>115,312</b>	<b>103,850</b>	<b>11,462</b>	<b>1,113,742</b>	<b>1,132,843</b>	<b>1,072,800</b>	<b>60,043</b>	<b>1,305,873</b>
Local Operating Assistance	-	-	-	1,871,407	2,134,514	2,134,514	(0)	2,134,514
Regional Operating Subsidies	401,779	149,000	252,779	1,385,736	1,503,635	1,540,030	(36,395)	1,540,030
State Operating Assistance	-	-	-	779,100	791,500	779,100	12,400	779,100
<b>Total Operating Assistance</b>	<b>401,779</b>	<b>149,000</b>	<b>252,779</b>	<b>4,036,243</b>	<b>4,429,649</b>	<b>4,453,644</b>	<b>(23,995)</b>	<b>4,453,644</b>
CMAQ Operating Revenues	480,148	275,522	204,626	2,186,122	2,748,488	2,577,612	170,876	3,100,252
<b>Total CMAQ Revenue</b>	<b>480,148</b>	<b>275,522</b>	<b>204,626</b>	<b>2,186,122</b>	<b>2,748,488</b>	<b>2,577,612</b>	<b>170,876</b>	<b>3,100,252</b>
Capital Operating Reimbursement	191,232	209,200	(17,968)	2,088,599	2,083,945	2,015,934	68,011	2,415,314
CARES Act Operating Reimbursement	-	-	-	300,000	-	-	-	-
<b>TOTAL CAPITAL OPERATING REVENUES</b>	<b>191,232</b>	<b>209,200</b>	<b>(17,968)</b>	<b>2,388,599</b>	<b>2,083,945</b>	<b>2,015,934</b>	<b>68,011</b>	<b>2,415,314</b>
<b>Total Revenue</b>	<b>1,188,471</b>	<b>737,572</b>	<b>450,899</b>	<b>9,724,706</b>	<b>10,394,924</b>	<b>10,119,990</b>	<b>274,934</b>	<b>11,275,083</b>
Labor & Fringes	75,350	75,350	-	753,500	753,500	753,500	-	904,200
Services	786,590	778,339	(8,251)	7,185,808	7,692,408	7,567,325	(125,083)	9,074,638
Fuel & Lubricants	58,982	52,860	(6,122)	537,965	480,616	516,210	35,594	616,500
Parts, Materials & Supplies	-	1,895	1,895	7,873	6,340	12,996	6,656	15,975
Utilities	10,810	15,540	4,730	144,622	146,623	149,760	3,137	179,450
Casualty & Liabilities	37,313	37,870	558	366,135	376,174	383,130	6,957	458,920
Other Miscellaneous Expenses	-	1,138	1,138	26,621	15,645	23,269	7,624	25,400
<b>Total Expenses</b>	<b>969,045</b>	<b>962,992</b>	<b>(6,053)</b>	<b>9,022,524</b>	<b>9,471,305</b>	<b>9,406,190</b>	<b>(65,115)</b>	<b>11,275,083</b>
Surplus/(Deficit) before GASB 33	219,427	(225,420)	444,847	702,182	923,619	713,800	209,819	-
CARES Act Capital Reimbursement	-	-	-	76,510	199,832	-	199,832	-
Capital Asset Purchases	37,043	-	37,043	1,758,365	3,043,904	-	3,043,904	-
Depreciation	(379,240)	-	(379,240)	(2,819,616)	(3,174,701)	-	(3,174,701)	-
(Loss)Gain on Sales	-	-	-	-	(244,513)	-	(244,513)	-
<b>Surplus /(DEFICIT)</b>	<b>(122,770)</b>	<b>(225,420)</b>	<b>102,650</b>	<b>(282,560)</b>	<b>748,142</b>	<b>713,800</b>	<b>34,342</b>	<b>-</b>

**Regional Transportation Authority  
Summary Comparative Balance Sheet  
For the Period Ending April 2026  
Unaudited**

	This Month April	Fiscal YE 2025 June
<b>ASSETS</b>		
<b>CURRENT ASSETS</b>		
Cash and Equivalents	2,656,345	2,924,525
Investment Accounts	7,061,334	7,073,667
Receivables from Federal, State, and Local Gov't	1,949,912	1,082,812
Accounts Receivable	223,032	102,078
Inventory - parts	563,669	602,903
Prepaid Expenses and Other	66,995	29,724
<b>TOTAL CURRENT ASSETS</b>	<b>12,521,287</b>	<b>11,815,709</b>
<b>PROPERTY AND EQUIPMENT</b>		
Land	3,382,052	3,382,052
Buildings, Shelters, and Benches	20,009,385	19,411,777
Revenue Equipment and Parts	31,066,834	31,011,110
Office Furniture and Equipment	1,872,647	1,849,687
Guideway Improvements	10,558,139	10,558,139
Work in Progress	3,377,648	800,945
	70,266,705	67,013,710
Less Accum Depreciation and Amortization	(34,846,487)	(31,427,273)
<b>TOTAL PROPERTY AND EQUIPMENT, NET</b>	<b>35,420,218</b>	<b>35,586,437</b>
<b>TOTAL ASSETS</b>	<b>47,941,505</b>	<b>47,402,146</b>
<b>LIABILITIES</b>		
<b>CURRENT LIABILITIES</b>		
Accounts Payable	815,624	1,214,884
Accrued Expenses	23,138	27,096
Deferred Revenue	5,966,762	5,982,327
Notes Payable	700,000	490,000
<b>TOTAL CURRENT LIABILITIES</b>	<b>7,505,524</b>	<b>7,714,307</b>
Federal Govt Capital Grants	13,790,310	13,790,310
<b>INVESTED IN CAPITAL ASSETS</b>	<b>13,790,310</b>	<b>13,790,310</b>
<b>NET ASSETS</b>		
Unrestricted	25,897,530	28,115,890
Current Year Surplus(Deficit)	748,142	(2,218,361)
<b>TOTAL NET ASSETS</b>	<b>26,645,672</b>	<b>25,897,529</b>
<b>TOTAL LIABILITIES AND NET ASSETS</b>	<b>47,941,506</b>	<b>47,402,146</b>

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivables	\$223,032	\$0	\$0	\$0	\$223,032
	100.0%	0.0%	0.0%	0.0%	100%
Accounts Payable	\$812,480	\$2,000	\$198	\$946	\$815,624
	99.6%	0.2%	0.0%	0.1%	100%

# Regional Transportation Authority

*of Middle Tennessee*

## Board Action Item

Item Number:	R-A-26-014	Meeting Date:	06/17/2026
Item Title:	Proposed FY2027 Operating Budget		

### BACKGROUND:

Attached is RTA's proposed operating budget for fiscal year (FY) 2027. The proposed FY2027 operating budget of \$12,103,830 represents an increase of \$879,123 (or 7.8%) compared to the final FY2026 operating budget. A total of \$5,884,219 is proposed for regional bus operations, which is \$241,081 (or 4.3%) higher than FY2026. RTA's regional bus service is funded through a combination of farebox revenues, investment income, annual member dues, federal Congestion Mitigation and Air Quality (CMAQ) funds awarded by the Tennessee Department of Transportation (TDOT), federal 5307 formula funds, state support, and partner contributions. A total of \$6,219,611 is proposed for WeGo Star operations, which is \$638,042 (or 11.4%) higher than FY2026. RTA's WeGo Star commuter rail service is funded through a combination of farebox revenues, special events revenues, investment income, annual member dues, federal 5307 formula funds, state support, and partner contributions. Additional details on the proposed revenues and expenses are provided below.

### REVENUES:

The following summary highlights the changes in revenues for this proposed budget compared to FY2026:

	FY2026	FY2027	Variance
<b>Passenger Revenues</b>	\$883,313	\$939,002	\$55,689
<b>Other Operating Revenues</b>	\$632,317	\$667,931	\$35,614
<b>Local &amp; Regional Funds</b>	\$3,414,411	\$3,537,814	\$123,403
<b>State Funds</b>	\$779,100	\$791,500	\$12,400
<b>Federal CMAQ Funds</b>	\$3,100,252	\$3,292,847	\$192,595
<b>Federal 5307 Funds</b>	\$2,415,314	\$2,874,736	\$459,422
<b>TOTAL OPERATING REVENUES</b>	<b>\$11,224,707</b>	<b>\$12,103,830</b>	<b>\$879,123</b>

### Passenger & Other Operating Revenues

Based on recent WeGo Star ridership trends for regular service and special events, the FY2027 budget assumes an increase in passenger revenues of \$55,689 (or 6.3%) compared to FY2026 budgeted levels. Other operating revenue increased by \$35,614 (or 5.6%) to align with recent interest income earned from invested reserves and rent revenues collected for RTA buildings and properties. While interest income from invested reserves is used to fund both rail and bus operating expenses, rent revenues are only used to fund rail operations.

### Partner Contributions and Partner Reserve Projections

The FY2027 budget assumes a total increase of \$30,000 (or 11.5%) in partner contributions for the Wilson County Corridor to support WeGo Star operations. The FY2027 budget also assumes an increase of \$93,403 (or 9.7%) in partner contributions for the Rutherford County Corridor to support 84X and 86X commuter bus operations. Both corridors have multiple partners that have nearly or fully depleted their reserve funds as of FY2026 and/or FY2027, requiring increased partner contributions to sustain existing service levels.

The table below shows projected partner contributions for FY2027, reserve balances at the end of FY2027, and estimated reserve depletion dates. RTA monitors each partner's reserves balance, which is deposited into a separate bank account and tracked for each contributing jurisdiction. The balances of these reserve funds are reported to the RTA Board annually, or upon request.

Service	RTA Partners	Total FY26 Partner Contribution	FY27 Partner Contribution	FY27 Reserves Used	Total FY27 Partner Contribution	Reserve Balance FYE27	Estimated FY Reserve Depleted
<b>WeGo Star</b>	Mt. Juliet	\$72,000	\$82,000		\$82,000	\$18,000	
	Lebanon	\$96,408	\$106,408		\$106,408	\$108,816	
	Wilson County	\$92,000	\$102,000		\$102,000	\$100,000	
	Davidson County - Rail	\$1,871,800	\$1,871,800		\$1,871,800	\$1,365,592	
<b>84X/86X Southeast Corridor</b>	Murfreesboro	\$57,799	\$78,750		\$78,750	\$35,248	
	MTSU	\$57,799	\$64,575		\$64,575		fully depleted
	Smyrna	\$21,531	\$25,100		\$25,100	\$7,468	
	La Vergne	\$21,531	\$25,100		\$25,100	\$2,428	
	Rutherford County	\$79,330	\$49,220	\$34,891	\$84,111	\$79,666	FY29
<b>87X</b>	Sumner County	\$32,304		\$35,014	\$35,014	\$157,298	FY30
	Gallatin	\$55,597	\$55,597		\$55,597	\$346,748	
	Hendersonville	\$32,304		\$35,014	\$35,014	\$179,957	FY31
<b>88X</b>	Dickson	\$53,255	\$24,000	\$32,667	\$56,667	\$71,844	FY29
	Dickson County	\$53,255	\$24,000	\$32,667	\$56,667	\$71,844	FY29
<b>89X</b>	Springfield	\$24,357	\$15,000	\$11,436	\$26,436	\$90,673	FY34
	Robertson County	\$24,357	\$15,000	\$11,436	\$26,436	\$128,761	FY35
<b>94X</b>	Clarksville	\$51,301	\$51,301		\$51,301	\$264,498	
	Montgomery County	\$51,301	\$51,301		\$51,301	\$264,498	
<b>95X</b>	Franklin	\$56,185	\$56,185		\$56,185	\$302,076	
	Williamson County	\$78,040	\$78,040		\$78,040	\$453,019	
	Spring Hill	\$42,237	\$42,237		\$42,237	\$261,172	
<b>All Bus</b>	Davidson County - Bus	\$320,200	\$320,200		\$320,200	\$1,519,334	

Use of the bus reserves is governed by RTA's Regional Bus Service Reserve Policy, adopted by the RTA Board on December 13, 2017. The intent of this policy was for each corridor to establish sufficient reserves to cover at least one additional year of service to allow for an orderly "wind down" if a corridor's major funding source (e.g., CMAQ funds) were discontinued. 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 noted above, the Southeast Corridor (84X/86X) in Rutherford County required additional annual partner contributions in FY2026 and FY2027 to continue the existing 84X and 86X services. While a short-term solution has been identified for FY2027, corridor partner discussions on mid-term and long-term alternatives are still ongoing. If current funding levels are maintained and corridor reserves continue to be depleted for other bus corridors, similar discussions and partner contribution increases will be required, including the 88X in FY2029, 87X in FY2030/31, and 89X in FY2034/35.

In 2022, RTA created a similar reserve policy for the WeGo Star service. To maintain the existing train reserves at \$1.6 million and continue WeGo Star operations in FY2026, three of the Wilson County corridor partners agreed to increase their contributions by a total of \$126,000, divided equally into three \$42,000 increases for Wilson County, Lebanon, and Mt. Juliet. The three partners again agreed to increase their contributions by a total of \$30,000 for FY2027, divided equally into three \$10,000 increases for Wilson County, Lebanon, and Mt. Juliet. The Wilson County Corridor Committee will reconvene later this year to discuss potential increases for FY2028.

## **State Support**

In total, the FY2027 budget assumes a total of \$791,500 in state funding for bus and rail operations through the Urban Operating Assistance Program (UROP). The budget also assumes that the state will continue to match federal grants and will continue to provide a \$400,000 operating subsidy for regional bus service.

## **Federal Congestion Mitigation and Air Quality Funding**

Federal Congestion Mitigation and Air Quality (CMAQ) funds are awarded by the Tennessee Department of Transportation (TDOT) and have historically been used by RTA to offset a significant portion of annual operating costs for RTA's regional bus services, except for the 88X Dickson commuter service. The FY2027 budget assumes an increase of \$192,595 (or 6.2%) compared to FY2026 budgeted levels due to increased commuter bus operating costs. Based on forecasted usage, RTA currently has over \$10,000,000 in existing CMAQ funds to support eligible bus operations between FY2027 and FY2030.

## **Federal 5307 Formula Funding**

The budget assumes that a total of \$203,099 in federal §5307 capital funding would be used to support operations for the 88X Dickson commuter bus service and a total of \$2,671,637 in federal §5307 capital funding would be converted to operating revenue through the preventive maintenance and capital cost of the contracting process. This reflects an increase of \$459,422 (or 19.0%) due to increased costs for train services and state of good repair of RTA's assets and facilities.

## **EXPENSES:**

The following summary highlights the changes in expenses for this proposed budget compared to FY2026:

	<b>FY2026</b>	<b>FY2027</b>	<b>Variance</b>
<b>Management Contract with MTA</b>	\$904,200	\$936,000	\$31,800
<b>Services</b>	\$8,993,638	\$9,583,749	\$590,111
<b>Fuel</b>	\$616,500	\$691,969	\$75,469
<b>Materials &amp; Supplies</b>	\$96,975	\$225,975	\$129,000
<b>Utilities</b>	\$179,450	\$183,250	\$3,800
<b>Casualty &amp; Liability</b>	\$458,920	\$497,670	\$38,750
<b>Other</b>	\$25,400	\$22,900	(\$2,500)
<b>Partner Reserve Transfer</b>	(\$50,376)	(\$37,683)	\$12,693
<b>TOTAL OPERATING EXPENSES</b>	<b>\$11,224,707</b>	<b>\$12,103,830</b>	<b>\$879,123</b>

## **MTA Management Contract Fee**

The FY2027 budget assumes a \$31,800 (or 3.5%) increase in the MTA Management Contract Fee to account for recent cost growth. FY2026 did not include an increase. The new \$936,000 contract amount is Year 1 of the recent management contract renewal that was approved by the MTA and RTA boards in May 2026.

## **Marketing Budget**

The FY2027 budget assumes a total of \$135,000 in marketing costs, which was reduced to reflect prior year's actuals and offset anticipated increases in state of good repair and fuel costs.

## **Line of Credit Interest**

The FY2027 budget assumes an \$8,000 (or 45.7%) increase in interest costs related to RTA's existing line of credit that is used by RTA for short-term cash flow needs. This increased cost is based on the prior year's actuals.

## **Bus and Rail Service Contracts**

The FY2027 budget assumes cost increases of 3.5% for MTA bus services (84X/86X/Train Shuttles), 3.0% for contracted bus services, and 4.1% for base train services. Additionally, traffic congestion along the Southeast Corridor (84X/86X) required service time to be added to operate the status quo service.

**Track Usage Fees**

Per RTA’s contractual agreement with the Nashville & Eastern Railroad, the rate used to calculate track usage fees must be evaluated and adjusted for inflation based on the consumer price index (CPI). The last increase took place in August 2021, resulting in an increase of nearly 13%. The next update is scheduled to take place beginning August 1, 2026, which is estimated at nearly 20% based on CPI changes that have occurred since August 2021.

**State of Good Repair & Security Coverage**

State of Good Repair expenses have increased approximately 65%, security coverage expenses have increased by approximately 22%, and monthly cleaning maintenance expenses have increased approximately 11% for a total year over year increase in the Station Maintenance & Security Contract budget of \$227,350 (or 71.5%). Additionally, costs for the parts, materials and supplies that are needed to repair and maintain RTA’s aging train rolling stock have more than doubled over the last few years.

**Fuel Costs**

The FY2027 budget includes \$75,469 (or 12.2%) more in anticipated fuel costs due to the current spike in fuel prices. Notably, 80% of RTA’s diesel used for the WeGo Star is hedged annually through a partnership with Metro Nashville. The increased costs for fuel are assumed only for the unhedged portion (20%) of RTA’s diesel fuel. All other fuel used for RTA services is covered through RTA’s contracts with Anchor and the MTA.

**Insurance Costs**

Rail liability coverage is shared between two insurance carriers, Aspen and Liberty. Aspen reduced their coverage limits by \$3 million, which required RTA to request increased coverage with the other carrier, Liberty. This shift in coverage between the carriers as well as general coverage increases in the industry for insurance has resulted in an 8.4% increase for FY2027.

**RECOMMENDATION:**

Staff requests that the Board adopt the proposed FY2027 operating budget as presented. Staff also requests that the Board authorize staff to use Sumner County and Hendersonville’s current available partner reserves to pay required FY2027 member dues.

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**APPROVED:**

**6/17/2026**

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*Board Secretary*

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*Date*

## WeGo Public Transit (Regional Transportation Authority)

FY2027 Proposed Operating Budget

6/8/2026

	Regional Bus	WeGo Star	FY2027 Proposed Budget	FY2026 Approved Budget	Budget Variance	% Variance
Fare Revenues	\$351,552	\$464,100	\$815,652	\$764,413	\$51,239	6.7%
Ticket Revenue from Special Events		123,350	123,350	118,900	4,450	3.7%
<b>Passenger Revenues</b>	<b>351,552</b>	<b>587,450</b>	<b>939,002</b>	<b>883,313</b>	<b>55,689</b>	<b>6.3%</b>
Membership Dues	\$155,790	\$54,191	\$209,981	\$209,757	\$224	0.1%
Miscellaneous Other Revenues	193,200	264,750	457,950	422,560	35,390	8.4%
<b>Other Operating Revenues</b>	<b>348,990</b>	<b>318,941</b>	<b>667,931</b>	<b>632,317</b>	<b>35,614</b>	<b>5.6%</b>
Wilson Corridor (Wilson County, Lebanon, Mt Juliet)	\$0	\$290,408	\$290,408	\$260,408	\$30,000	11.5%
Metro Nashville Government	320,200	1,871,800	2,192,000	2,192,000	0	0.0%
Regional Bus Corridor Subsidies	1,055,406	0	1,055,406	962,003	93,403	9.7%
<b>Local and Regional Funds</b>	<b>1,375,606</b>	<b>2,162,208</b>	<b>3,537,814</b>	<b>3,414,411</b>	<b>123,403</b>	<b>3.6%</b>
State Support	\$261,882	\$529,618	\$791,500	\$779,100	\$12,400	1.6%
<b>State Funds</b>	<b>261,882</b>	<b>529,618</b>	<b>791,500</b>	<b>779,100</b>	<b>12,400</b>	<b>1.6%</b>
Federal CMAQ Funds	\$3,292,847	\$0	\$3,292,847	\$3,100,252	\$192,595	6.2%
Federal 5307 (Maint. & Capital Cost of Contracting)	261,903	2,627,056	2,888,959	2,415,314	473,645	19.6%
<b>Federal Funds</b>	<b>3,554,750</b>	<b>2,627,056</b>	<b>6,181,806</b>	<b>5,515,566</b>	<b>666,240</b>	<b>12.1%</b>
<b>TOTAL REVENUES</b>	<b>\$5,892,780</b>	<b>\$6,225,273</b>	<b>\$12,118,053</b>	<b>\$11,224,707</b>	<b>\$893,346</b>	<b>8.0%</b>
Mgmt Contract with MTA	\$468,000	\$468,000	\$936,000	\$904,200	\$31,800	3.5%
<b>Management Contract with MTA</b>	<b>468,000</b>	<b>468,000</b>	<b>936,000</b>	<b>904,200</b>	<b>31,800</b>	<b>3.5%</b>
Marketing	\$85,000	\$50,000	\$135,000	\$170,000	(\$35,000)	-20.6%
Line of Credit Interest	0	25,500	25,500	17,500	8,000	45.7%
Fare Collections Contract	58,804	77,949	136,753	136,753	0	0.0%
Station Maint & Security Contract	0	545,100	545,100	317,750	227,350	71.5%
Track Usage, Maint & Dispatch Contract	0	837,410	837,410	711,850	125,560	17.6%
Transit Services (Bus) Contract	5,200,789	338,790	5,539,579	5,299,680	239,899	4.5%
Transit Services (Rail) Contract	0	2,121,450	2,121,450	2,038,775	82,675	4.1%
MCS Special Event Trips Contract	0	61,280	61,280	61,280	0	0.0%
Other Services	83,500	112,400	195,900	240,050	(44,150)	-18.4%
<b>Services</b>	<b>5,428,093</b>	<b>4,169,879</b>	<b>9,597,972</b>	<b>8,993,638</b>	<b>604,334</b>	<b>6.7%</b>
Fuel	\$0	\$691,969	\$691,969	\$616,500	\$75,469	12.2%
<b>Fuel</b>	<b>0</b>	<b>691,969</b>	<b>691,969</b>	<b>616,500</b>	<b>75,469</b>	<b>12.2%</b>
Train/Parts/Repair/Maintenance Contract	\$0	\$210,000	\$210,000	\$81,000	\$129,000	159.3%
Supplies	4,200	4,775	8,975	8,975	0	0.0%
Printing & Publishing	4,500	2,500	7,000	7,000	0	0.0%
<b>Materials &amp; Supplies</b>	<b>8,700</b>	<b>217,275</b>	<b>225,975</b>	<b>96,975</b>	<b>129,000</b>	<b>133.0%</b>
Utilities	\$10,900	\$172,350	\$183,250	\$179,450	\$3,800	2.1%
<b>Utilities</b>	<b>10,900</b>	<b>172,350</b>	<b>183,250</b>	<b>179,450</b>	<b>3,800</b>	<b>2.1%</b>
Insurance	\$4,970	\$492,700	\$497,670	\$458,920	\$38,750	8.4%
<b>Casualty &amp; Liability</b>	<b>4,970</b>	<b>492,700</b>	<b>497,670</b>	<b>458,920</b>	<b>38,750</b>	<b>8.4%</b>
Travel & Training	\$1,000	\$0	\$1,000	\$1,000	\$0	0.0%
Dues & Membership Fees	4,000	9,500	13,500	15,000	(1,500)	-10.0%
Other Expenses	4,800	3,600	8,400	9,400	(1,000)	-10.6%
<b>Other</b>	<b>9,800</b>	<b>13,100</b>	<b>22,900</b>	<b>25,400</b>	<b>(2,500)</b>	<b>-9.8%</b>
Partner Reserves	(\$37,683)	\$0	(\$37,683)	(\$50,376)	\$12,693	-25.2%
<b>Partner Reserves Transfer</b>	<b>(37,683)</b>	<b>0</b>	<b>(37,683)</b>	<b>(50,376)</b>	<b>12,693</b>	<b>-25.2%</b>
<b>Total Operating Expenses</b>	<b>\$5,892,780</b>	<b>\$6,225,273</b>	<b>\$12,118,053</b>	<b>\$11,224,707</b>	<b>\$893,346</b>	<b>8.0%</b>
<b>Annual Surplus / (Deficit)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	

# Regional Transportation Authority

of Middle Tennessee

## Board Action Item

Item Number:	R-A-26-015	Meeting Date:	06/17/2026
Item Title:	WeGo Star Liability Insurance Renewal		

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### BACKGROUND:

Staff have been working with our insurance broker for the renewal of our \$30 million liability insurance coverage for the WeGo Star Commuter Rail, which is due to expire June 30, 2026. As stipulated within the Tri-Party Agreement between the Regional Transportation Authority of Middle Tennessee (RTA), Nashville & Eastern Railroad, and Nashville and Eastern Rail Authority, the RTA provides the first \$1 million through its own Supplemental Insurance Reserve (SIR) account. RTA receives pricing each year for the remaining \$29 million per occurrence and \$58 million aggregate excess policy. The FY2026 policy with Aspen Specialty Insurance and Liberty Surplus International Insurance Company has a minimum annual premium of \$313,468 based on a minimum annual ridership (floor) of 186,000 rides. The premium increases when ridership exceeds this established floor of ridership. The policy has an end-of-year true-up based on an audit of actual train ridership at fiscal year-end. WeGo Star will not reach 186,000 rides this fiscal year, which means we will end FY2026 with the floor premium of \$313,468.

There are only 4-5 carriers in the entire marketplace for rail liability insurance coverage and though our broker requests quotes from all of them, only our incumbent carriers, Aspen and Liberty, are willing to provide coverage. For the coming fiscal year, our insurance broker was able to negotiate a reduced ridership floor of 180,500 rides, but the rate per rider was increased to \$1.93 for a total annual minimum premium of \$348,967 and an overall 11.3% increase year-over-year.

Based on the renewal quote, staff is seeking to renew liability coverage with Aspen Specialty Insurance as the primary and Liberty Surplus Insurance Corporation as the second layer. Aspen would cover the primary layer of \$15 million/\$30 million aggregate and Liberty would have the second layer of \$14 million/\$28 million aggregate. For the renewal policy, should ridership improve beyond the floor of 180,500, an additional premium payment would be required at approximately \$1.93 per ride over 180,500. Based on current ridership trends, we do not expect ridership to exceed this floor in FY2027.

### RECOMMENDATION:

Staff requests 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, 2026 through June 30, 2027 to be awarded to Aspen Specialty Insurance and Liberty Surplus Insurance Corporation for a total base annual premium of \$348,967 with the caveat that if the annual ridership exceeds the benchmark of 180,500 rides, RTA will pay additional premium at a rate of \$1.93 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.

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### APPROVED:

6/17/2026

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*Board Secretary*

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*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-26-014	Meeting Date:	6/17/2026
Item Title:	Monthly Operating Statistics		

## BACKGROUND:

Attached are monthly operating statistics for April 2026.

### Ridership

April ridership continued its upward trend. Total RTA passengers reached 29,724, an 8.7% increase over April 2025. RTA bus ridership grew 16.2% year over year to 15,892 passengers with all 4 corridors increasing vs last year. WeGo Star carried 13,832 passengers, a 1.3% increase. Fiscal year ridership stands at 254,216, up 4.8% over FY2025 through ten months. Growth was again strongest in the Southeast Corridor, where Routes 84 and 86 combined for a 44.0% year-over-year ridership increase, extending the sustained demand trend on that corridor.

### Safety

RTA bus services recorded zero accidents in April 2026, compared to one in April 2025. WeGo Star also operated accident free for the month, extending its zero-accident fiscal year. Both results reflect positively on operational discipline across modes. RTA bus safety remains an area of active focus as the agency works to sustain recent progress.

In April, TSG held its 270 Safety Meeting with no negative issues to report. The agency is also adding de-escalation training for its train crew, strengthening the safety and service culture across all modes.

### Operational reliability

RTA bus trip completion reached 99.59%, above the prior year result of 99.35%. WeGo Star achieved 100% trip completion for the month, matching the prior year. On-time performance improved on both modes: RTA bus reached 81.3%, up from 76.8% in April 2025, and WeGo Star reached 96.2%, up from 92.8%. Miles between service interruptions also improved substantially, with RTA bus at 7,272.6 miles versus 4,618.6 in the prior year.

### Special Events

WeGo Star supported the Nashville Marathon in April, carrying 80 runners to the race start. RJ Corman served as the presenting sponsor for the event train and made a \$2,000 donation to St. Jude Children's Research Hospital in connection with the sponsorship. The event reflects the continued value of WeGo Star as a reliable option for large-scale community events and demonstrates growing interest from corporate partners in associating with the service.

## CURRENT STATUS:

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

**APPROVED:**



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*Chief Operating Officer*

**6/17/2026**

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*Date*

# RTA Monthly Dashboard Report \*

Metric	April 2026	April 2025	Pct. Change
<b>Ridership</b>			
			<b>% Change</b>
Total RTA Bus Passengers	15,892	13,681	16.2%
WeGo Star Passengers	13,832	13,653	1.3%
Total RTA Passengers	29,724	27,334	8.7%
Percentage of Pre-Pandemic Ridership	55.9%	51.4%	8.7%
<b>Safety</b>			
RTA Bus Total Accidents	0	1	-100.0%
WeGo Star Total Accidents	0	0	N/A
RTA Bus Total Miles btwn Accidents	N/A	50,804	N/A
WGS Total Miles btwn Accidents	N/A	N/A	N/A
<b>Service Quality</b>			
RTA Bus Total Trip Completion %	99.59%	99.35%	0.25%
WeGo Star Total Trip Completion %	100.00%	100.00%	0.00%
RTA Bus Total Miles btwn Service Interruption	7,272.6	4,618.6	57.5%
WGS Total Miles btwn Service Interruption	N/A	N/A	N/A
<b>On-Time Performance ^</b>			
RTA Bus	81.3%	76.8%	6.0%
WeGo Star	96.2%	92.8%	3.7%
<b>Customer Care</b>			
RTA Bus Total Passengers per Complaint	1,135	1,052	7.9%
WeGo Star Passengers per Complaint	13,832	3,413	305.2%

\* 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 April	FY2025 April	Pct. Change
<b>Ridership</b>			
Total RTA Bus Passengers	130,069	126,708	2.7%
WeGo Star Passengers	122,638	107,955	13.6%
Total RTA Passengers	252,707	234,663	7.7%
Percentage of Pre-Pandemic Ridership	48.2%	44.8%	7.7%
<b>Safety</b>			
RTA Bus Total Accidents	23	10	130.0%
WeGo Star Total Accidents	0	4	-100.0%
RTA Bus Total Miles btwn Accidents	21,096	47,688	-55.8%
WGS Total Miles btwn Accidents	N/A	16,445	N/A
<b>Service Quality</b>			
RTA Bus Total Trip Completion %	99.37%	98.99%	0.39%
WeGo Star Total Trip Completion %	99.88%	99.48%	0.40%
RTA Bus Total Miles btwn Service Interruption	4,745.8	2,949.1	60.9%
WGS Total Miles btwn Service Interruption	22,137.9	5,060.1	337.5%
<b>On-Time Performance ^</b>			
RTA Bus	79.8%	80.2%	-0.5%
WeGo Star	97.1%	96.5%	0.6%
<b>Customer Care</b>			
RTA Bus Total Passengers per Complaint	971	939	3.4%
WeGo Star Passengers per Complaint	9,434	5,682	66.0%

\* 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 (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
<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. (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.
<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. (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.

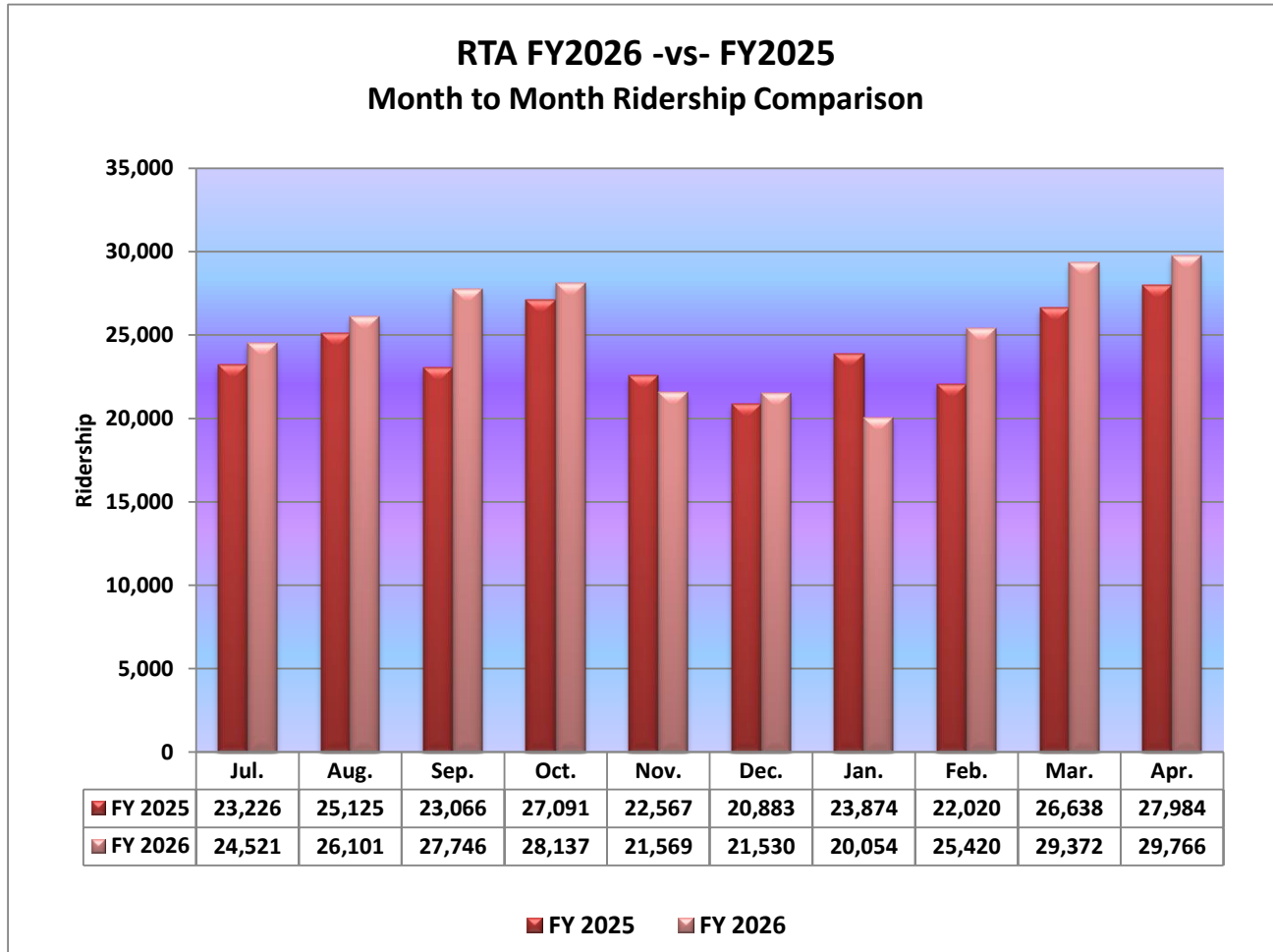
# RTA Operations Dashboard Glossary

Metric	Definitions
<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. 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.
<b>Customer Care</b>	
<b>Passengers Carried Per Complaint</b>	
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		
	Apr-26	Apr-25	Percentage Change	FY 2026	FY 2025	Percentage Change
WeGo Star	13,832	13,653	1.3%	122,638	107,955	13.6%
Express Bus & Shuttle Services	15,892	13,681	16.2%	130,069	126,717	2.6%
RTA VanStar Vanpool Service	42	650	-93.5%	1,509	7,802	-80.7%
<b>Total RTA Ridership</b>	<b>29,766</b>	<b>27,984</b>	<b>6.4%</b>	<b>254,216</b>	<b>242,474</b>	<b>4.8%</b>





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

	Month to Month Comparison			Fiscal Year		
	Apr-26	Apr-25	Change	FY 2026	FY 2025	Change
<b>MTA Local Bus Service</b>	914,706	750,979	21.8%	7,978,527	7,257,030	9.9%
<b>MTA Local Paratransit Service</b>	48,478	37,699	28.6%	422,446	341,465	23.7%
<b>RTA Regional Bus Service</b>	15,892	13,681	16.2%	130,069	126,717	2.6%
<b>RTA VanStar Vanpool Service</b>	42	650	-93.5%	1,509	7,802	-80.7%
<b>RTA Regional Rail Service</b>	13,832	13,653	1.3%	122,638	107,955	13.6%
<b>* RTA Special Events Rail Service</b>	80	177	-54.8%	8,372	10,761	-22.2%
<b>Subtotal RTA Rail Service</b>	13,912	13,830	0.6%	131,010	118,716	10.4%
<b>Subtotal MTA &amp; RTA Bus &amp; Rail Service</b>	993,030	816,839	21.6%	8,663,561	7,851,730	10.3%
<b>Williamson County VanStar Vanpool Service</b>	7,216	6,134	17.6%	56,985	54,927	3.7%
<b>Murfreesboro ROVER Local Bus Service</b>	9,278	9,254	0.3%	84,497	89,460	-5.5%
<b>Franklin Transit Local Bus Service</b>	10,110	12,069	-16.2%	78,325	83,648	-6.4%
<b>Clarksville Transit Local Bus Service</b>	40,640	42,041	-3.3%	400,210	402,705	-0.6%
<b>Total Area Ridership</b>	1,060,274	886,337	19.6%	9,283,578	8,482,470	9.4%

REGIONAL TRANSPORTATION AUTHORITY  
ROUTE PERFORMANCE INDICATOR REPORT

For the Month of: April 26



Rte. No.	Route Name	Monthly Ridership	Ridership Change vs Last Year	Revenue Hours Of Service	Average Passengers	
					Per Trip	Per Hour
<b>CORRIDOR SERVICE COMPARISONS - COMMUTER BUS SERVICE</b>						
	North Corridor (Route 87)	2,330	11.5%	206	13	11.3
	Northwest Corridor (Routes 89 & 94)	2,962	4.9%	362	10	8.2
	South Corridor (Route 95)	1,212	3.0%	252	7	4.8
	Southeast (Corridor (Route 84 & 86)	4,534	44.0%	958	7	4.7
<b>EXPRESS BUS ROUTE SERVICE</b>						
84	Murfreesboro Express	3,649	50.3%	768	7	4.7
86	Smyrna - LaVergne	885	22.7%	190	6	4.7
87	Gallatin - Hendersonville	2,330	11.5%	206	13	11.3
88	Dickson	666	13.7%	103	8	6.5
89	Springfield - Joelton	564	0.2%	122	6	4.6
94	Clarksville	2,398	6.1%	240	11	10.0
95	Spring Hill - Franklin	1,212	3.0%	252	7	4.8
	<b>Express Bus Route Totals</b>	<b>11,704</b>	<b>19.1%</b>	<b>1,881</b>	<b>8</b>	<b>6.2</b>
<b>OTHER ROUTES</b>						
64	Star Downtown Shuttle	704	8.6%	58	4	12.2
93	Star West End Shuttle	3,484	8.6%	83	20	42.0
	<b>RTA Bus Route Monthly Totals</b>	<b>15,892</b>	<b>16.2%</b>	<b>2,021</b>	<b>9</b>	<b>7.9</b>
<b>COMMUTER RAIL SERVICE</b>						
90	WeGo Star Commuter Rail	13,832	1.3%	251	52	55.1
	<b>RTA Commuter Rail and Bus Total</b>	<b>29,724</b>	<b>8.7%</b>	<b>2,272</b>	<b>15</b>	<b>13.1</b>

# Regional Transportation Authority

*of Middle Tennessee*

## Board Action Item

Item Number:	R-A-26-016	Meeting Date:	06/17/2026
Item Title:	RTA/MTA Regional Bus Contract Renewal		

### BACKGROUND:

A positive working relationship has been established for many years between the Regional Transportation Authority of Middle Tennessee (RTA) and the Nashville Metropolitan Transit Authority (MTA) on regional transit programs. Each year, the RTA contracts with MTA for regional transit services for Davidson County and Rutherford County, Regional Commuter Bus services to Murfreesboro, Tennessee, and LaVergne/Smyrna, Tennessee, as well as connecting bus services for the Wego Star service in Nashville, Tennessee. The RTA is seeking to renew these contracts with MTA for the period of July 1, 2026, through June 30, 2027. Since there are different funding sources for the regional bus services and the connecting bus services, two separate contracts are required.

**Contract 1** – Under the new contract for the regional bus service between Davidson and Rutherford counties (Routes 84X and 86X), the RTA will pay MTA for up to 58.89 hours of daily service at a rate of \$135 per hour, or an amount not to exceed \$2,019,338, covering 254 days of weekday transit service contained in the contract. This represents a 6% increase in the contract price compared to the prior year.

**Contract 2** – Under the new contract for connecting bus services for Davidson County (Routes 64 and 93), the RTA will pay MTA up to 9.88 hours of daily service at a rate of \$135 per hour, or \$338,790, covering the 254 days of weekday transit service contained in the contract. This represents a 6% increase in the contract price compared to the prior year.

A fuel escalator clause will again be included in all the new contracts to protect MTA should the average fuel prices escalate above \$3.50 per gallon. The clause stipulates that for every 25-cent increase in the monthly average per gallon cost of fuel, the hourly rate will increase by \$1.50 per hour for that month and going forward. This will cover MTA's increase in operating costs due to increased fuel costs. This escalator is above and beyond the contracted amounts mentioned above.

### RECOMMENDATION:

Staff requests 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, 2026, through June 30, 2027, for the following base amounts: Contract #1 for a not-to-exceed amount of \$2,019,338 for regional bus service; and Contract #2 for a not-to-exceed amount of \$338,790 for connecting buses supporting commuter rail.

### APPROVED:

6/17/2026

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

\_\_\_\_\_  
*Date*