



REGIONAL TRANSPORTATION AUTHORITY
Of Middle Tennessee

EXECUTIVE COMMITTEE MEETING

Wednesday, September 30, 2026 | 9:30 AM

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

1. Call to Order

2. Approval of July 15, 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-26-017 Pg. 5**
- Resolution of FY2027 Annual Grant Applications – Billy Higgins, Director of Grants Management & Compliance **R-A-26-019 Pg. 11**
- City of Mt. Juliet Licensing Agreement – Open Space Use, Vince Malone, Chief of Administration **R-A-26-020 Pg. 14**

5. Audit Committee Report – Mayor Ken Moore, Chair

- Federal Transit Administration Triennial Review Update – Billy Higgins, Director of Grants Management & Compliance **R-D-26-018 Pg. 23**

6. Operations Committee Report – Mayor Rick Bell, Chair

- RTA Monthly Operating Statistics – Andy Burke, COO **R-D-26-019 Pg. 49**
- WeGo Star Maintenance and Operations Audit Results – Nick Pecenka, Director of Operations **R-D-26-020 Pg. 57**
- Donelson Station Transit Center Building Design Contract Award – Debbie Frank, Deputy CEO of Growth & Development **R-A-26-021 Pg. 59**

7. CEO's Report – Stephen G. Bland, CEO

8. Chair's Report – Mayor Randall Hutto, Chair

9. Other Business

10. Adjournment



MINUTES
EXECUTIVE COMMITTEE MEETING
REGIONAL TRANSPORTATION
AUTHORITY

July 15, 2026

- I. **Call to Order:** The regular meeting of the Executive Committee of the Regional Transportation Authority (RTA) of Middle Tennessee was convened on Wednesday, July 15, 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 Wilson County Mayor, Randall Hutto at 9:35 AM.

Executive Committee Members in Attendance:

Mayor Randall Hutto - Wilson County (Chair)
Mayor Paige Brown – City of Gallatin (Vice Chair)
Ed Cole – Davidson County (Gov. Appt.)
Mayor Freddie O’Connell – Davidson County
Mayor Ken Moore – City of Franklin
Mayor Rick Bell – City of Lebanon Mayor
Billy Vogle – Robertson County
Nicole Rowan – Sumner County (Gov. Appt.)
Ken Davis – Wilson 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.)
Jeff Peach – City of Murfreesboro (Alt.)
Mayor Nelson Andrews – City of Brentwood
Kaitlyn McClanahan – TDOT

- III. **Approval of Minutes:** Mayor Moore made a motion to approve the minutes of the June 17, 2026, Executive Committee meeting. Governor’s Appointee Ed Cole seconded the motion, and the Executive Committee unanimously approved the minutes.

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

V. **Finance Committee Report:**

- a. **Monthly Financial Report Compared to Budget (R-D-26-015):** Mayor Ken Moore remarked that expenses continue to track very close to budget. With respect to the balance sheet, the line of credit was fully repaid this past month after receiving reimbursement for a property purchase from the State IMPROVE Act grant. Next month’s report will include a breakdown of the preliminary 2026 fiscal year numbers. Mayor Moore was available to answer questions; however, the committee had none, and no further discussion followed.

Mayor Moore introduced the following item for discussion:

- b. **Cool Springs Park and Ride License Agreement with Highwoods Realty (R-A-26-017):**
Felix Castrodad provided a summary report for the terms of the Cool Springs Park and Ride License Agreement as follows:

WeGo staff and RTA legal counsel have been working with the City of Franklin and Highwoods Realty over the last few months in pursuit of a convenient location and property lease within the Franklin city limits for a park and ride lot. The site is next to the Cool Springs Conference Center, near I-65 and along the way of RTA Route 95 Spring Hill-Franklin. This route also has stops near Vanderbilt, and in Downtown Nashville.

The park and ride will be located at the intersection Carothers Parkway and Cool Springs Blvd.

Since the nMotion strategic plan outlined the need for conveniently located park and ride lots, staff have been looking into opportunities to buy or enter into long-term leases for Park and Ride locations. We have also been applying for discretionary funding with TDOT for the State IMPROVE grant to develop park and ride facilities.

The site is near the Marriott Cool Springs Hotel. The developer owns the business park where a section will be carved out for riders to park in up to 100 spaces.

After reviewing the site with the property owner and coordination with WeGo Planning, Operations, Service Development, and Safety departments, the site was deemed to be a feasible location in terms of safety and accessibility including for bus circulation around the site. The site is also served by the Franklin Transit Authority which presents an opportunity for strengthening local and regional service connections. Beyond improving daily bus commuter options in Franklin, this lease grants WeGo evening and weekend access to the site to support special event transit service.

Staff recommend that the RTA Board of Directors provide the Chief Executive Officer with the authority to enter into a license agreement with Highwoods Realty Limited Partnership under the terms outlined in the accompanying agreement for a park and ride facility at 730 Cool Springs Blvd in Franklin, TN.

Mayor Moore commented that the RTA should work with the cities being serviced, WeGo staff, and the Tennessee Chamber of Commerce and Industry to promote the use of the Cool Springs park and ride.

Mayor Andrews seconded Mayor Moore's comment, adding that with the proper implementation, the park and ride could be very successful, but that there should be a focus on promotion.

Mayor O'Connell offers support from Nashville in ensuring that this site is successful and commends Mayor Moore for his vision and advocacy.

Mayor Ken Moore made a motion to approve the Cool Springs Park and Ride License Agreement with Highwoods Realty. Kelly Dannenfeler seconded the motion, and the Executive Committee unanimously approved the motion.

- c. **Donelson Station Land Swap to Support Public Infrastructure Improvements (R-A-26-018):**
Debbie Frank presented a summary of the following item:

Substantial work has advanced on the Donelson station project.

In keeping with the goal of moving forward with construction, the land swap between RTA and HG Hill is presented before you today.

Consultants for RTA and HG Hill have completed the necessary assessments and design work for this component of the project. With the relocation of the access drive to a new signalized intersection, the existing access drive from Donelson Pike into the station property becomes redundant and, essentially, unusable to the RTA. Simultaneously, previous site development plans and ongoing infrastructure design show that a piece of property currently owned by HG Hill (and contiguous to RTA's current surface parking lot) would allow for both current infrastructure development (particularly associated with stormwater management) and any future joint development projects.

A key element to deliver the internal roadway and stormwater infrastructure system is this land swap. RTA commissioned Boozer & Company (appraisal) and Real Estate Analyst (appraisal review) to complete an appraisal to begin the formal process for the land swap transaction. The appraisal was completed on May 28, 2026 and the appraisal review was completed on July 7, 2026. The RTA Market Value came in at \$353,250 for .318 acres. HG Hill's market value is \$1,047,200 for .601 acres.

RTA Staff and representatives of HG Hill concur with the land valuation. Early in the planning process for the joint development with HG Hill and Southeast Ventures, the importance of the land swap was identified and supported by all parties.

Staff recommends Board action to authorize the Chief Executive Officer to take the necessary steps to complete the RTA and HG Hill land swap for the internal roadway network and stormwater infrastructure necessary for the transit center and future mixed-use development. This authorization would include executing land swap agreement(s), land-related recording(s) with Metro Nashville, and payment to HG Hill in the amount of \$693,950, which represents the difference in market value of RTA's property and HG Hill's property as presented in the appraisal report.

To date, RTA has secured local, state, and federal funding of \$26 million to advance the public infrastructure improvements at Donelson Station. State IMPROVE funds with a 20% local match will be used to complete the land swap, with no federal funds being used. Final execution of the land swap will be subject to any necessary regulatory approvals from TDOT, and verification from the Federal Transit Administration that the project remains compliant with the categorical exclusion previously granted in the environmental review process. As this process moves forward, staff may come back to the RTA Board for further approval.

Mayor Moore opened the floor for questions and comments. There were none.

Mayor Moore motioned to approve the Donelson Station Land Swap to Support Infrastructure Improvements, Mayor O'Connell seconded the motion, and the Executive Committee unanimously approved the motion.

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

- a. **Monthly Operating Statistics (R-D-26-016):** Chief Operations Officer, Andy Burke presented the RTA Monthly Dashboard Report for May 2026 to the Executive Committee.

At the end of June, the centralized signal system near mile marker 9.7 on the Star suffered a lightning strike, destroying its signal box. The signal's components were replaced, but not without software issues that caused the railroad to implement a slow order for the two weeks that followed. As of today, the software has been repaired, and the system is working properly.

During the July 4th holiday, we had 650 train riders on the special event train. Passengers were transported safely and reliably to and from the special events.

Last month the operations team took students from the National Summer Institute Program on a tour of the Nashville Eastern Railroad facility to educate the youth about our rail system.

Mr. Burke was present and available to answer questions; however, the committee had none, and no further discussion followed.

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

1. 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. We expect to have that agreement completed soon. The expansion of Division Street, which will require a property transition similar to the Donelson Land Swap, is also underway.
2. The Murfreesboro Park and Ride project is on schedule and construction has begun. We do expect the project to be completed before 9/30/2026, and we have a ribbon cutting scheduled for 10/16/2026.
3. On the one-year anniversary of our working together, we appreciate Anchor for being our commuter bus providers and delivering high quality service.
4. The Transit Policing Unit has a new patrol vehicle and will be accepting applications from officers, as of this week. We thank Captain Brian Williams, Lt. Jason Murell and their team for their continued work. Thank you to Mayor O'Connell, the MTA and RTA Boards for getting the MOU through to Metro Council.
5. Thank you to Jim Kerr, Russ Brashear and the Rutherford County Corridor Committee for their continued work. They have contributed to much of the hard work around the Murfreesboro Transit Center and the Park and Ride, as well as the work to expand transit service options in LaVergne, Smyrna and the rest of the corridor.

There was no further discussion.

VIII. Chair's Report: Mayor Hutto announced that there will be no RTA Board meeting in the month of August. CEO Bland added that the Greater Nashville Regional Council had a scheduling change in September, so the RTA meeting will also be pushed back to coincide with other regional meetings.

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

X. Adjournment: With no further business, Mayor Randall Hutto called for a motion to adjourn. Nelson Andrews motioned to adjourn the meeting, which was adjourned at 10:03 AM.

Respectfully submitted:

Ed Cole, RTA Secretary & Davidson County
Governor Appointee

Regional Transportation Authority

of Middle Tennessee

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

Item Number:	R-D-26-017	Meeting Date:	9/30/2026
Item Title:	Monthly Financial Report Compared to Budget		

BACKGROUND:

Attached is a summary of the statement of operations for July 2026 compared to the approved fiscal year (FY) 2027 budget.

Revenues during the first month of FY 2027 were 5.9% lower than budgeted, which was primarily due to lower use of federal Congestion Mitigation and Air Quality (CMAQ) funds. Passenger revenues were 8.7% (or \$6,163) higher than budgeted due to higher special events revenue.

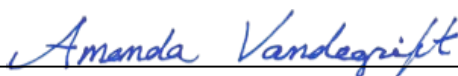
Expenses during the first month of FY 2027 were 4.7% lower than budgeted. This was primarily due to RTA's favorable fuel hedging contract and other timing-related differences.

As of July 31, 2026, RTA owed Nashville MTA approximately \$354,143 for services provided. In turn, MTA owes RTA approximately \$76,313 for fares collected.

STATUS:

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

APPROVED:


Deputy CEO of Finance and Administration

9/30/2026

Date

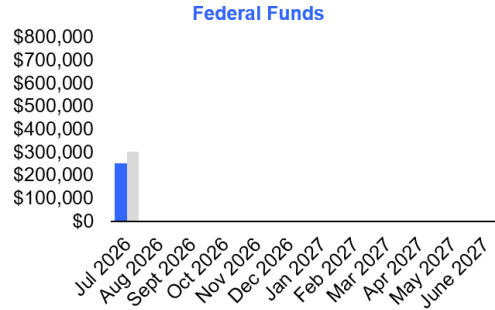
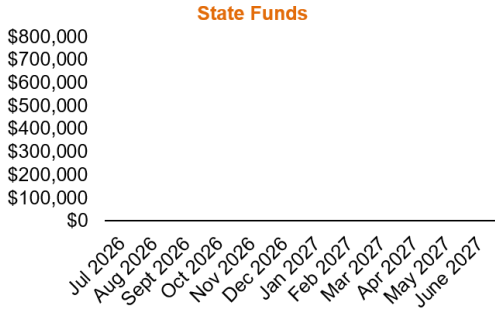
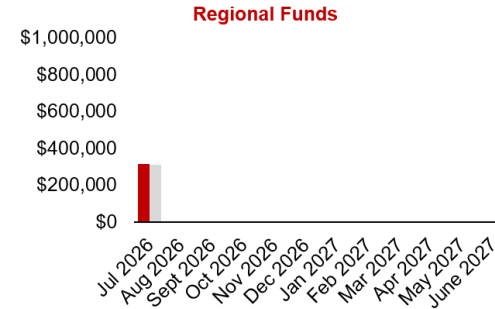
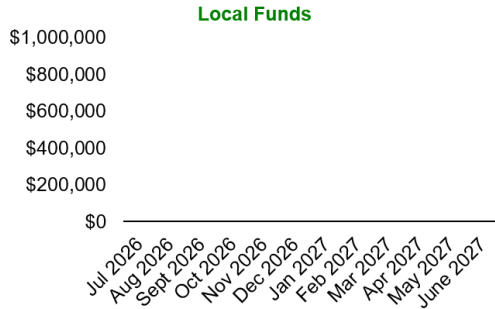
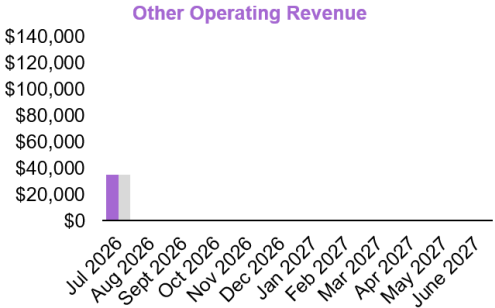
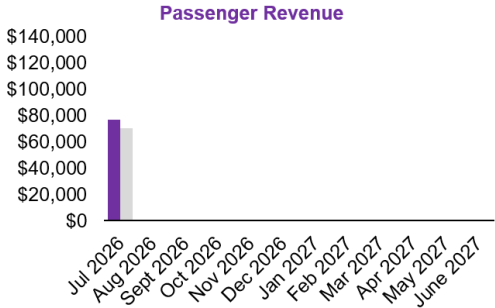
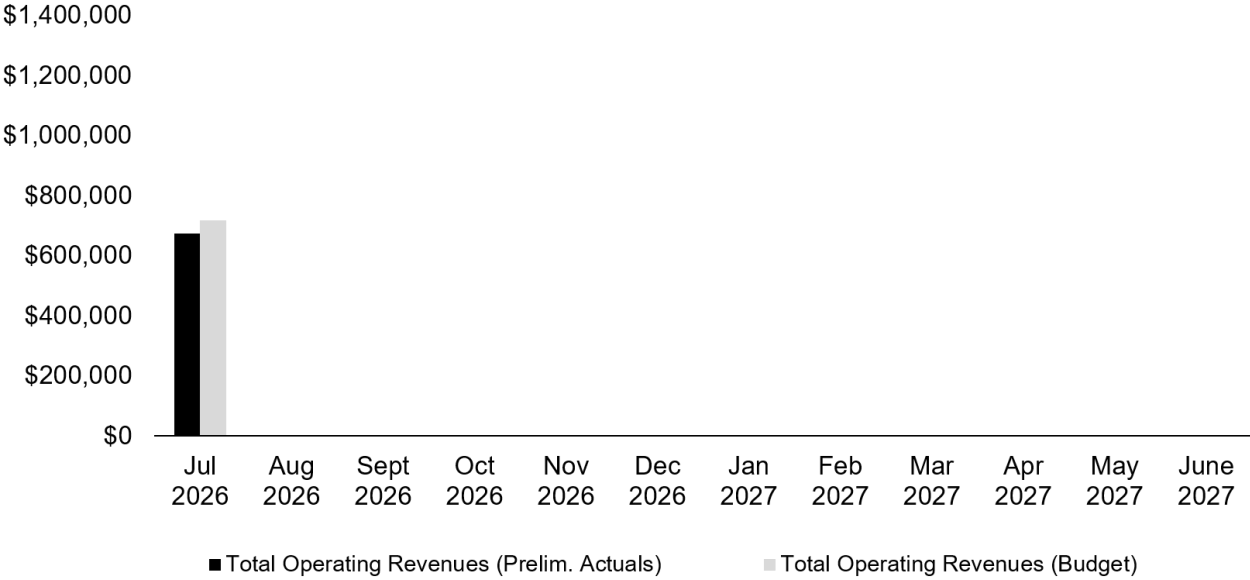
July 2026 Operating Revenue by Category:

	July 2026	Fiscal Year To Date	Approved FY 2027 Budget	% Budget To Date
Passenger Revenues (Budget)	70,440	70,440	939,002	8%
Passenger Revenues (Actuals)	76,603	76,603		8%
Other Operating Revenues (Budget)	35,110	35,110	457,950	8%
Other Operating Revenues (Actuals)	35,212	35,212		8%
Local Funds (Budget)	-	-	2,153,497	-
Local Funds (Actuals)	-	-		-
Regional Funds (Budget)	311,381	311,381	1,631,981	19%
Regional Funds (Actuals)	311,989	311,989		19%
State Funds (Budget)	-	-	791,500	-
State Funds (Actuals)	-	-		-
Federal Funds (Budget)	300,210	300,210	6,167,583	5%
Federal Funds (Actuals)	251,095	251,095		4%
Total Operating Revenues (Budget)	717,141	717,141	12,141,513	6%
Total Operating Revenues (Actuals)	674,899	674,899		6%

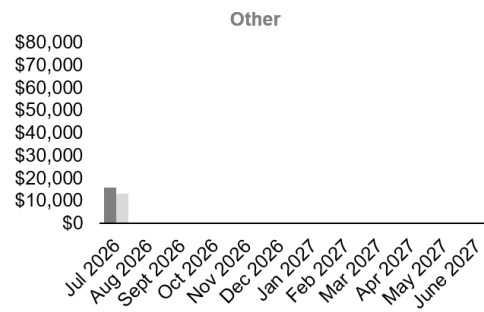
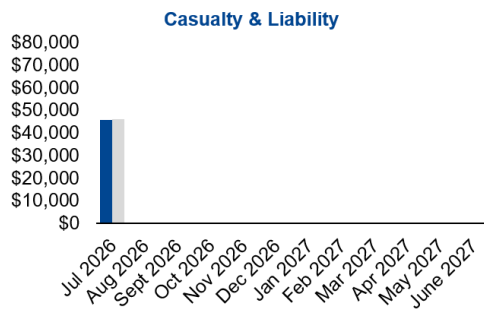
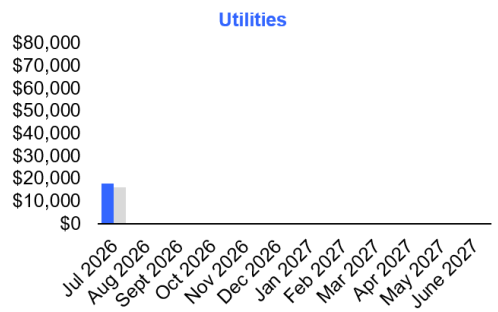
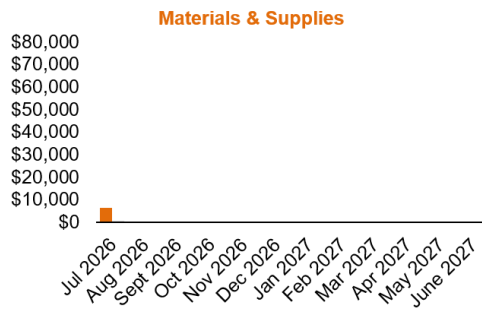
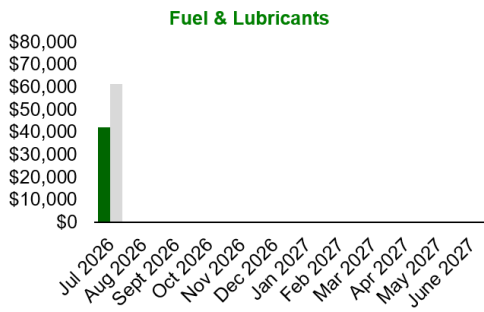
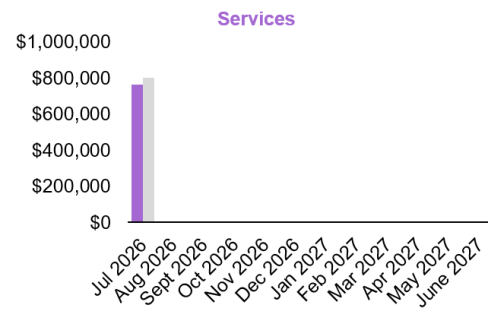
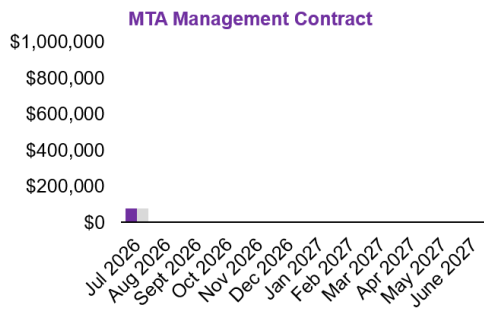
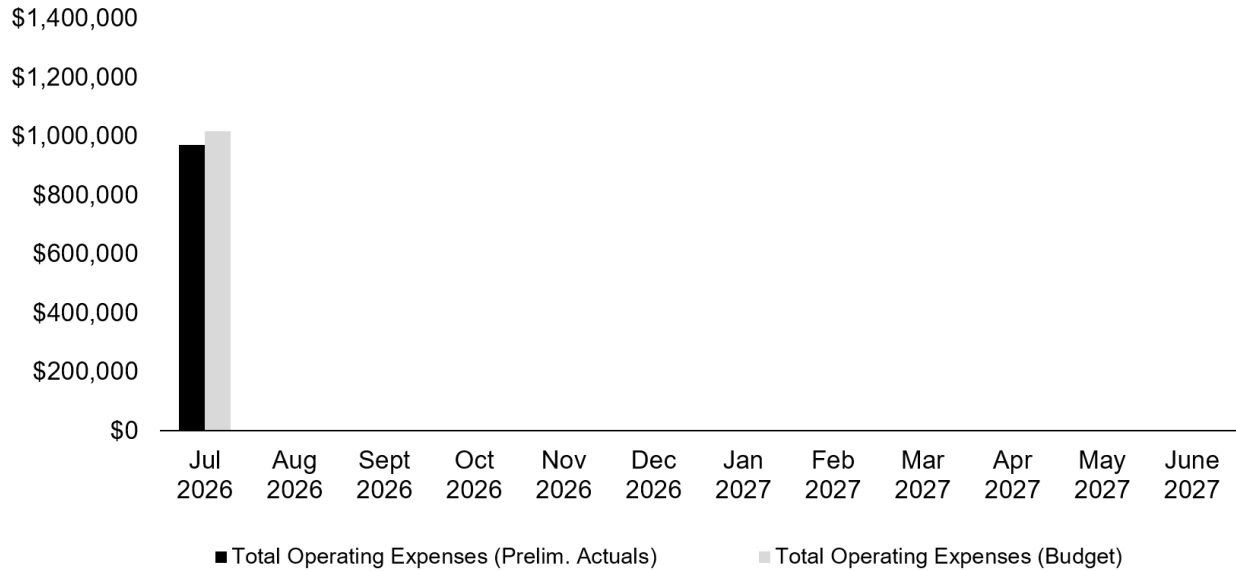
July 2026 Operating Expenses by Category:

	July 2026	Fiscal Year To Date	Approved FY 2027 Budget	% Budget To Date
MTA Management Contract (Budget)	78,000	78,000	936,000	8%
MTA Management Contract (Actuals)	78,000	78,000		8%
Services (Budget)	803,317	803,317	9,793,749	8%
Services (Actuals)	764,519	764,519		8%
Fuel & Lubricants (Budget)	61,130	61,130	691,969	9%
Fuel & Lubricants (Actuals)	41,917	41,917		6%
Materials & Supplies (Budget)	770	770	15,975	5%
Materials & Supplies (Actuals)	6,226	6,226		39%
Utilities (Budget)	15,890	15,890	183,250	9%
Utilities (Actuals)	17,663	17,663		10%
Casualty & Liability (Budget)	46,028	46,028	497,670	9%
Casualty & Liability (Actuals)	45,753	45,753		9%
Other (Budget)	12,908	12,908	22,900	56%
Other (Actuals)	15,763	15,763		69%
Total Operating Expenses (Budget)	1,018,043	1,018,043	12,141,513	8%
Total Operating Expenses (Actuals)	969,841	969,841		8%

Operating Revenue Monthly Comparisons FY 2027 Actuals vs Budget



Operating Expenditures Monthly Comparisons FY 2027 Actuals vs Budget



Regional Transportation Authority
Statement of Operations Compared to Budget
For the Period Ending July 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
REVENUES								
Fare Revenues - Bus	30,342	27,690	2,652	25,993	30,342	27,690	2,652	351,552
Fare Revenues - Train	35,211	37,650	(2,439)	35,199	35,211	37,650	(2,439)	464,100
Fare Revenues - Special Events	11,050	5,100	5,950	4,827	11,050	5,100	5,950	123,350
Advertising Revenue	-	-	-	-	-	-	-	-
Other Non-Transportation Revenue	35,212	35,110	102	31,973	35,212	35,110	102	457,950
Total Operating Revenue	111,815	105,550	6,265	97,993	111,815	105,550	6,265	1,396,952
Local Operating Assistance	-	-	-	52,830	-	-	-	2,153,497
Regional Operating Subsidies	311,989	311,381	608	450,981	311,989	311,381	608	1,631,981
State Operating Assistance	-	-	-	-	-	-	-	791,500
Total Operating Assistance	311,989	311,381	608	503,811	311,989	311,381	608	4,576,978
CMAQ Operating Revenues	246,854	285,210	(38,356)	192,144	246,854	285,210	(38,356)	3,292,847
Total CMAQ Revenue	246,854	285,210	(38,356)	192,144	246,854	285,210	(38,356)	3,292,847
Capital Operating Reimbursement	4,241	15,000	(10,759)	202,420	4,241	15,000	(10,759)	2,874,736
TOTAL CAPITAL OPERATING REVENUES	4,241	15,000	(10,759)	202,420	4,241	15,000	(10,759)	2,874,736
Total Revenue	674,899	717,141	(42,242)	996,367	674,899	717,141	(42,242)	12,141,513
Labor & Fringes	78,000	78,000	-	75,350	78,000	78,000	-	936,000
Services	764,519	803,317	38,798	764,928	764,519	803,317	38,798	9,793,749
Fuel & Lubricants	41,917	61,130	19,213	47,188	41,917	61,130	19,213	691,969
Parts, Materials & Supplies	6,226	770	(5,456)	-	6,226	770	(5,456)	15,975
Utilities	17,663	15,890	(1,773)	12,489	17,663	15,890	(1,773)	183,250
Casualty & Liabilities	45,753	46,028	275	41,530	45,753	46,028	275	497,670
Other Miscellaneous Expenses	15,763	12,908	(2,855)	-	15,763	12,908	(2,855)	22,900
Total Expenses	969,841	1,018,043	48,202	941,485	969,841	1,018,043	48,202	12,141,513
Surplus/(Deficit) before GASB 33	(294,942)	(300,902)	5,960	54,882	(294,942)	(300,902)	5,960	-
CARES Act Capital Reimbursement	-	-	-	-	-	-	-	-
Capital Asset Purchases	-	-	-	-	-	-	-	-
Depreciation	(355,689)	-	(355,689)	(381,793)	(355,689)	-	(355,689)	-
(Loss)Gain on Sales	-	-	-	-	-	-	-	-
Surplus /(DEFICIT)	(650,630)	(300,902)	(349,728)	(326,911)	(650,630)	(300,902)	(349,728)	-

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

	This Month July	Fiscal YE 2026 June
ASSETS		
CURRENT ASSETS		
Cash and Equivalents	1,806,175	2,739,434
Investment Accounts	7,124,185	7,102,893
Receivables from Federal, State, and Local Gov't	1,266,871	1,461,849
Accounts Receivable	197,016	193,787
Inventory - parts	603,721	603,021
Prepaid Expenses and Other	445,441	33,389
TOTAL CURRENT ASSETS	11,443,409	12,134,373
PROPERTY AND EQUIPMENT		
Land	3,873,052	3,873,052
Buildings, Shelters, and Benches	19,411,777	19,411,777
Revenue Equipment and Parts	30,639,140	30,639,140
Office Furniture and Equipment	2,158,357	2,158,357
Guideway Improvements	11,382,933	11,382,933
Work in Progress	3,319,349	3,329,899
	70,784,608	70,795,158
Less Accum Depreciation and Amortization	(35,473,182)	(35,117,493)
TOTAL PROPERTY AND EQUIPMENT, NET	35,311,426	35,677,665
TOTAL ASSETS	46,754,835	47,812,038
LIABILITIES		
CURRENT LIABILITIES		
Accounts Payable	1,296,779	1,570,438
Accrued Expenses	27,009	27,846
Deferred Revenue	5,854,375	5,894,382
Notes Payable	-	-
TOTAL CURRENT LIABILITIES	7,178,163	7,492,666
Federal Govt Capital Grants	13,790,310	13,790,310
INVESTED IN CAPITAL ASSETS	13,790,310	13,790,310
NET ASSETS		
Unrestricted	26,529,060	25,897,530
Current Year Surplus(Deficit)	(742,699)	631,532
TOTAL NET ASSETS	25,786,361	26,529,062
TOTAL LIABILITIES AND NET ASSETS	46,754,834	47,812,038

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivables	\$193,374	\$3,642	\$0	\$0	\$197,016
	98.2%	1.8%	0.0%	0.0%	100%
Accounts Payable	\$1,199,511	\$97,268	\$0	\$0	\$1,296,779
	92.5%	7.5%	0.0%	0.0%	100%

Regional Transportation Authority

of Middle Tennessee

Board Action Item

Item Number:	R-A-26-019	Meeting Date:	9/30/2026
Item Title:	Resolution of FY2027 Annual Grant Applications		

BACKGROUND:

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

5307 Urbanized Area Formula Funds

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

5337 State of Good Repair Formula Funds

RTA is eligible to use FTA State of Good Repair Funds for the maintenance, rehabilitation, and replacement of existing fixed guideway systems to maintain a state of good repair. The FY2026 apportionment for the Nashville Urbanized Area combined with the State and Local match is \$5,354,796 (80% Federal/10% State/10% Local).

State Operating Assistance

RTA is eligible for operating assistance from the Tennessee Department of Transportation (TDOT). The amount for FY2027 is \$791,500 and an additional \$400,000 for commuter bus service.

IMPROVE Act Assistance

RTA can request up to \$5 million in assistance (requires a 20% match) for individual capital projects that support public transportation services. Last year RTA was awarded \$4,200,000 for the purchase of motor coach vehicles.

RECOMMENDATION:

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

Staff requests that the Board:

- Adopt the attached resolution;
- Authorize the applications for 5307 & 5337 funding and State/Local match;
- Authorize the submittal of the applications for State Operating Assistance funding; and,
- Authorize the submittal of applications and execution of contracts for any other federal, state, or local grant funding that may become available during the fiscal year 2027 for the benefit of RTA.

APPROVED:

Board Secretary

9/30/2026

Date

RESOLUTION NO. **R-A-26-019**

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

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

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

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

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

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

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

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

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

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

ATTEST:

Junaid Odubeko
Legal Counsel

Mayor Randall Hutto
Board Chair

Date

Date

Regional Transportation Authority of Middle Tennessee

Board Action Item

Item Number:	R-A-26-020	Meeting Date:	09/30/2026
Item Title:	City of Mt. Juliet Licensing Agreement – Open Space Use		

BACKGROUND:

The city of Mt. Juliet, Tennessee has expressed a desire to obtain a license to use a portion of open space land near the RTA's Mt. Juliet Station and park and ride lot (22 East Division Street), located at the intersection of North Mt. Juliet Road and East Division Street within the city of Mt. Juliet in Wilson County, Tennessee. As the Licensee, the city of Mt. Juliet will create a community event space on the property that the city currently maintains. The license concerns the open space area of the RTA park and ride property for the purpose of hosting unique events. Upon request and with the RTA's written permission, the city of Mt. Juliet will construct improvements in the open space such as a gazebo/pavilion; and provide park benches and/or a playground for the community's use. Licensee's use of the property shall not interfere with or disrupt the normal daily business operations of the RTA which shall continue to use the drive on its property.

The FTA encourages non-transit uses of real property that can raise revenues for transit systems or enhance system ridership. The proposed public incidental use and enhancements of the property by Mt. Juliet are non-transportation amenities and non-revenue generating to supplement transit costs for the RTA. If approved by the RTA Board, execution of the license agreement will be contingent on FTA's approval as an incidental use, under the federal guidelines.

All construction contemplated by the license agreement shall be at the sole expense of Licensee and shall conform to plans to be submitted to RTA by Licensee for approval. Licensee shall be responsible for any and all costs associated with the utilization of the license including but not limited to any paving and/or sidewalk improvements. Any costs associated with design, permitting, or construction of improvements within the licensed area shall be at the expense of Licensee. Additionally, Licensee agrees that it will be responsible for grass cutting and similar routine maintenance of the RTA property.

RECOMMENDATION:

Tennessee Code Annotated §64-8-206 provides authority for the RTA additional powers and duties to use its property around existing and proposed transit stations to encourage ridership and to support local community goals for quality growth. We recommend the Board provide the Chief Executive Officer the authority to enter into a license agreement with the city of Mt. Juliet, Tennessee, as the Licensee.

APPROVED:

9/30/2026

Board Secretary

Date

**Regional Transportation Authority of Middle Tennessee Board Resolution
Approving License Agreement with the City of Mt. Juliet, Tennessee**

**A RESOLUTION TO APPROVE A LICENSE AGREEMENT WITH THE CITY OF
MT. JULIET IN WILSON COUNTY, TENNESSEE**

WHEREAS, the Regional Transportation Authority (“RTA”) owns lands located at the intersection of North Mt. Juliet Road and East Division Street in the city of Mt. Juliet within Wilson County, Tennessee; and

WHEREAS, the City of Mt. Juliet in Wilson County, Tennessee (“Licensee”) has requested a License to use the open space located at the intersection of North Mt. Juliet Road and East Division Street (the “Open Space”) for the purposes of hosting family friendly unique park events; and

WHEREAS, the cost of all construction related to Licensee’s use of the Open Space shall be at the sole expense of Licensee and the use of the Open Space will be complimentary to RTA’s use of the Open Space; and

WHEREAS, RTA’s legal counsel has reviewed the attached License Agreement to memorialize the understanding between RTA and Licensee which is presented to this Board for discussion and approval;

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE REGIONAL TRANSPORTATION AUTHORITY OF MIDDLE TENNESSEE:

SECTION 1. The Regional Transportation Authority of Middle Tennessee hereby approves the License Agreement between it and the City of Mt. Juliet, Tennessee attached hereto and authorizes Stephen G. Bland as its Chief Executive Officer to execute it and to take such other and further action as may be necessary or appropriate in connection therewith.

Adopted this 17th day of June 2026 by the Board of Directors of the Regional Transportation Authority of Middle Tennessee.

Mayor Randall Hutto
Chair, Regional Transportation Authority of Middle
Tennessee

**Prepared by and when recorded
return to:**

Richard F. Warren, Jr., Esq.
Bradley
1221 Broadway, Suite 2400
Nashville, Tennessee 37203

**License Agreement
Between
The Regional Transportation Authority of Middle Tennessee
and
The City of Mt. Juliet, Tennessee**

This License Agreement ("License") is made and entered into as of the _____ day of September, 2026 by and between and the Regional Transportation Authority of Middle Tennessee ("RTA"), located at 430 Myatt Drive, Nashville, Tennessee 37115 and the City of Mt. Juliet, Tennessee ("Licensee"), located at 2425 N. Mt. Juliet, Tennessee 37122.

WHEREAS, the RTA is the owner of certain property located at the intersection of North Mt. Juliet Road and East Division Street in the city of Mt. Juliet in Wilson County, Tennessee, containing approximately 0.77 acres as outlined in red on Exhibit A attached hereto (the "Property") on which the RTA currently maintains a train station.

WHEREAS, Licensee desires to obtain a license to use the remaining open space (the "Open Space"): on the Property for the uses set forth herein until such time as RTA requires use of the property for future transit uses.

NOW, THEREFORE, in consideration of the mutual covenants set forth herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. Purpose.

The RTA does hereby grant to Licensee, its successors and assigns, a license for the Open Space for purposes of hosting unique park events such as music on the lawn. If Licensee desires to construct improvements in the Open Space such as a gazebo, park benches and/or a small playground, it shall request permission from RTA in writing. If such permission is granted, it shall be subject to such conditions, modifications and restrictions as RTA may impose. RTA shall continue to have full use of Open Space.

2. Construction and Maintenance.

- a. All construction contemplated by this License Agreement shall be at the sole expense of Licensee and shall conform to plans to be submitted to RTA by Licensee

for written approval, for both initial and subsequent improvements on the property. Any proposed change in such plans shall also be submitted to RTA in advance for approval. All construction shall comply with codes and all other applicable laws including without limitation the Americans with Disabilities Act.

- b. Licensee agrees to use care and not recklessly or negligently damage RTA property.
- c. Licensee agrees to contact RTA within twenty-four (24) hours should any such property damage occur as a result of Licensee's use of the License.
- d. Licensee agrees that the RTA shall not be responsible for damage to property of Licensee's employees or invitees utilizing the RTA license.
- e. Licensee shall be responsible for keeping the license area in a state of good repair. Notwithstanding the foregoing, if said license area becomes in a state of disrepair or in need of maintenance due to use by Licensee, RTA shall notify Licensee in writing of such condition, and Licensee shall restore the licensed property to its original quality and condition, normal wear and tear expected, at Licensee's sole cost and expense within thirty (30) days after receipt of written notice or within such longer period of time as may be required to complete the repair provided that Licensee commences the repair within such thirty (30) day period and diligently pursues the repair to completion.
- f. RTA will provide routine maintenance to the Property as it deems appropriate and Licensee agrees that its use of the licensed area may be temporarily denied while such maintenance activities are in progress. RTA will advise Licensee in advance of any such activity that will limit Licensee's access to the Open Space.

3. Reasonable enjoyment and inspection.

- a. The RTA and its representatives, employees, agents, or independent contractors may enter and inspect the license area at any time to verify Licensee's compliance with the terms and conditions of this agreement.
- b. Licensee's use of the license shall not interfere with or disrupt the normal daily business operations of the RTA which shall continue to use the Open Space.

4. Costs. Licensee shall be responsible for any and all costs associated with the utilization of the license. The Licensee must remain current and in good standing with the RTA agreed annual payments and transit contributions toward the WeGo Star operations. Prior to commencing any changes in the licensed area, Licensee shall provide a description and associated drawings to RTA for review and written approval prior to Licensee's implementation of any improvements within the Driveway Area. Any costs associated with design, permitting, or construction of improvements within the licensed area shall be at the expense of Licensee.

5. **Duration.** The term of the license use granted herein shall be for the foreseeable future until such time as RTA requires use of the property for future transit uses, provided, however, that RTA, its successors and assigns shall have the unilateral right to place additional limitation on Licensee's use of the Open Space. If the RTA determines in its sole discretion that activities conducted by Licensee interfere with the operation of the train station, then RTA may terminate this License and Licensee shall have no further rights in connection therewith. If RTA determines in its sole discretion that it requires use or control of the Property for future transit uses or any reason, it will provide Licensee with ninety (90) days written notice of the termination of this License Agreement.
6. **Insurance.**
- a. Licensee shall, at its sole cost, maintain commercial general liability insurance with a combined single limit for personal injury, loss of life and property damage of not less than Seven Hundred Thousand and No/100 Dollars (\$700,000.00) per occurrence at all times during this License and at all times when Licensee is in possession of the Property.
 - b. All insurance required of Licensee hereunder shall be carried with insurance companies and in form reasonably satisfactory to RTA. Licensee shall deliver to RTA prior to the occupancy of the Property original policies or certificates of all of such insurance, which shall provide that RTA will be given not less than ten (10) days written notice prior to cancellation or expiration of the insurance evidenced thereby. Renewals of all of such insurance shall be delivered to RTA at least thirty (30) days prior to the expiration date of such insurance.
 - c. All insurance required of Licensee hereunder shall be on a non-contributory basis and shall name RTA, as an additional insured.
7. **Notices.** All notices and other communications required or permitted to be given hereunder shall be in writing and shall be mailed by certified or registered mail, postage prepaid, or by Federal Express, Airborne Express, or similar overnight delivery service, addressed as follows:

RTA:

Regional Transportation Authority of Middle Tennessee
Attention: Chief Executive Officer
430 Myatt Drive
Nashville, Tennessee 37115

Licensee:

City of Mt. Juliet
Attention: City Manager
2425 N. Mt. Juliet Road
Mt. Juliet, Tennessee 37122

8. **Compliance with Law.** RTA and Licensee, in exercising the privileges granted in this Agreement, shall comply with all applicable federal, state, county and municipal laws, ordinances and regulations.
9. **Assignment.** Any proposed assignment of this License will require the consent of RTA, which shall not be unreasonably withheld.
10. **Headings.** The headings of the paragraphs contained herein are intended for reference purposes only and shall not be used to interpret the agreements contained herein or the rights granted hereby.
11. **Counterparts.** This agreement may be executed in one or more counterparts each of which in the aggregate shall constitute one and the same instrument.

[Signatures on following pages]

IN WITNESS WHEREOF, the Amendment is executed as of the dates written below.

**REGIONAL TRANSPORTATION AUTHORITY OF
MIDDLE TENNESSEE:**

Stephen G. Bland, Chief Executive Officer

Date: _____

STATE OF _____)

)

COUNTY OF _____)

Before me, the undersigned, a Notary Public in and for the County and State aforesaid, personally appeared Stephen G. Bland, with whom I am personally acquainted (or proved to me on the basis of satisfactory evidence), and who, upon oath, acknowledged himself to be the Chief Executive Officer of Regional Transportation Authority of Middle Tennessee, the within named bargainer, and that he as such Chief Executive Officer, being authorized so to do, executed the foregoing instrument for the purposes therein contained, by signing the name of the company by himself as such Chief Executive Officer.

WITNESS my hand and seal at office in _____, Tennessee, this the _____ day of _____, 202_.

NOTARY PUBLIC

My Commission Expires:

IN WITNESS WHEREOF, the Amendment is executed as of the dates written below.

CITY OF MT. JULIET, TN

By: _____

Name: _____

Title: _____

Date: _____

STATE OF _____)

)

COUNTY OF _____)

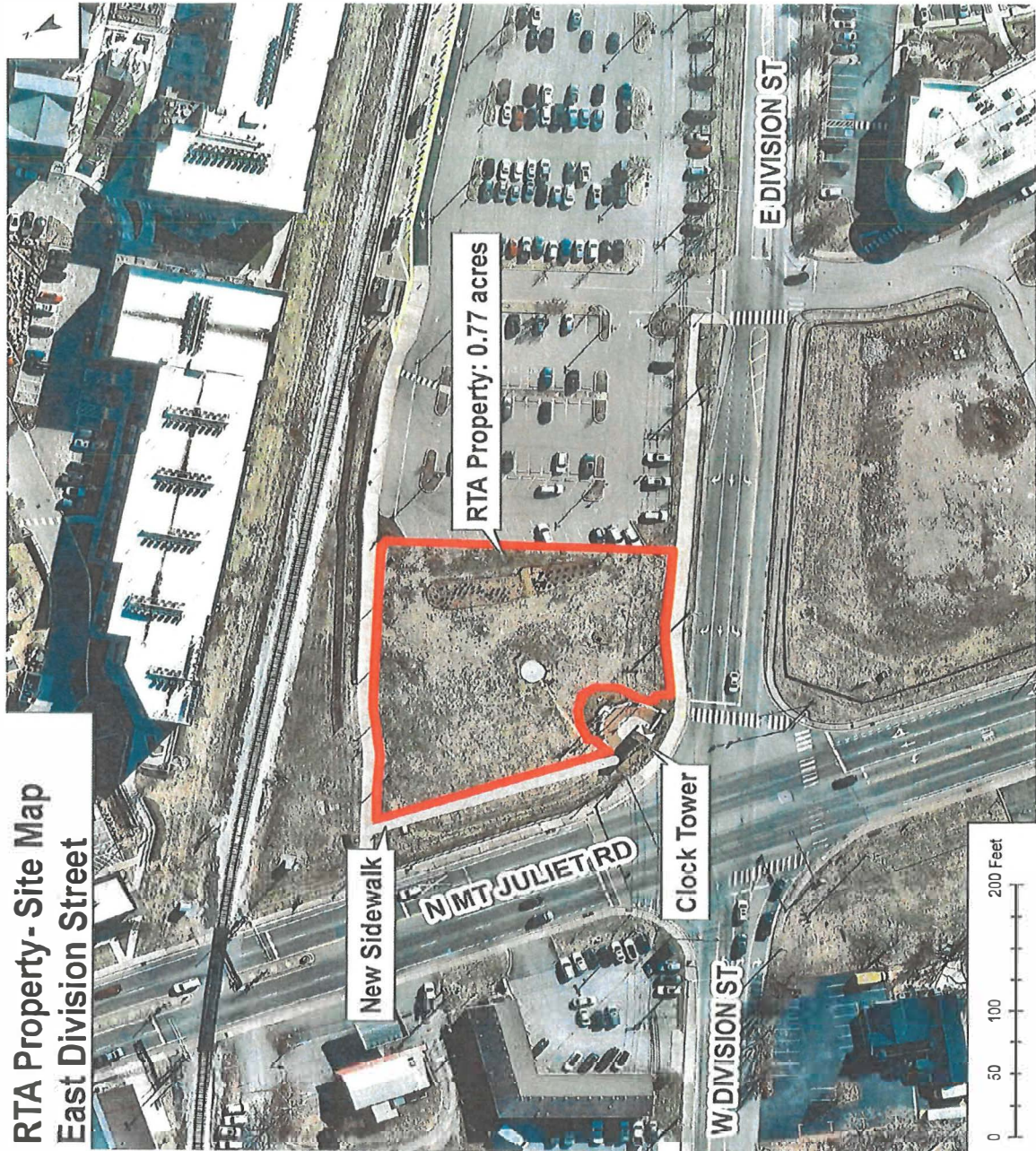
Before me, the undersigned, a Notary Public in and for the County and State aforesaid, personally appeared _____, with whom I am personally acquainted (or proved to me on the basis of satisfactory evidence), and who, upon oath, acknowledged himself/herself to be the _____ of the City of Mt. Juliet, TN., the within named bargainer, and that he/she as such _____, being authorized so to do, executed the foregoing instrument for the purposes therein contained, by signing the name of the company by himself/herself as such _____.

WITNESS my hand and seal at office in _____, Tennessee, this the _____ day of _____, 202__.

NOTARY PUBLIC

My Commission Expires:

EXHIBIT A



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-26-018	Meeting Date:	9/30/2026
Item Title:	Federal Transit Administration Triennial Review Update		

BACKGROUND:

The Federal Transit Administration (FTA) recently provided RTA with the Final Report from its FY 26 Triennial Review. The Triennial Review is one of the FTA's oversight tools for examining grantee performance and compliance with FTA requirements and policies. Mandated by Congress in 1982, although not an audit, it examines how recipients of Urbanized Area Formula Program funds meet statutory and administrative requirements by examining a sample of award management and program implementation practices of the agency. As such, the Triennial Review is not intended as, nor does it constitute, a comprehensive and final review of compliance with award requirements. The Triennial Review focused on RTA's compliance in up to 21 areas. Deficiencies were found in two areas: Technical Capacity – Award Management and Americans with Disabilities Act – General. RTA had no repeat deficiencies from the FY2023 Triennial Review.

CURRENT STATUS:

The Director of Grants Management & Compliance, Billy Higgins, will review the Triennial Review process and the corrective actions with the Committee.

APPROVED:



Director of Grants Management & Compliance

9/30/2026

Date



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IV
Alabama, Florida, Georgia,
Kentucky, Mississippi,
North Carolina, Puerto
Rico, South Carolina,
Tennessee, U.S. Virgin
Islands

230 Peachtree NW, Suite
1400
Atlanta, GA 30303
(404) 865-5600

July 16, 2026

Mayor Randall Hutto, Wilson County
Chair, Board of Directors
Regional Transit Authority of Middle Tennessee
430 Myatt Drive
Madison, TN 37115

Re: Fiscal Year 2026 Triennial Review – Final Report

Dear Mayor Randall Hutto:

Enclosed with this letter is a copy of the Federal Transit Administration (FTA) final report, which documents the results of FTA's Fiscal Year (FY) 2026 Triennial Review of the Regional Transportation Authority of Middle Tennessee (RTA) in Nashville, Tennessee. Although not an audit, this Triennial Review is FTA's review and evaluation of RTA's compliance with Federal requirements, determined by examining award management and program implementation practices. As such, this review is not a comprehensive and final review of compliance with program funding requirements. The Federal Transit Administration may engage in further compliance reviews, audits, or evaluations appropriate to determine the recipient's compliance with federal law and the terms and conditions of its funding agreements.

The Triennial Review focused on RTA's compliance in up to 21 areas. Deficiencies were found in two areas: Technical Capacity – Award Management and Americans with Disabilities Act – General. RTA had no repeat deficiencies from the FY2023 Triennial Review.

This report contains proposed corrective actions that, if implemented within the provided timeframes, will resolve FTA's findings of non-compliance. Failure to implement the corrective actions within the stated timeframes may result in remedial measures, including possibly an adjustment to the amount of an FTA-funded grant or the withdrawal of such grant.

Thank you for your cooperation and assistance during this Triennial Review. If you need any technical assistance or have any questions, please do not hesitate to contact Richelle Gosman, FTA Oversight Manager, by email at richelle.gosman@dot.gov.

Sincerely,

Robert Buckley, AICP
Director, Office of Financial Management and Program Oversight

Enclosure

cc: Stephen G. Bland, RTA
Billy Higgins, RTA
Gwen Larson, Team TFC
Dawn Sweet, Team TFC
Michael Lacey, Team TFC

FINAL REPORT

**FISCAL YEAR 2026
TRIENNIAL REVIEW**

Of

**Regional Transportation Authority of Middle Tennessee
(RTA)
Nashville, TN
Recipient ID: 5966**

Performed for:

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
REGION 4**

Prepared By:

TFC Consulting, Inc.

Desk Review/Scoping Meeting Date: March 23–25, 2026

Site Visit Entrance Conference Date: May 4, 2026

Site Visit Exit Conference Date: May 15, 2026

Draft Report Date: June 16, 2026

Final Report Date: July 16, 2026

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I. Executive Summary

This report documents the Federal Transit Administration's (FTA) Triennial Review of the Regional Transportation Authority of Middle Tennessee (RTA) of Nashville, Tennessee. FTA wants to ensure that awards are administered in accordance with the requirements of Federal public transportation law 49 U.S.C. Chapter 53. The review was performed by TFC Consulting, Inc. (Contractor). During the site visit, the reviewers discussed the administrative and statutory requirements and reviewed recipient documents.

1. Metric

The metrics used to evaluate whether a recipient is meeting the requirements for each of the areas reviewed are:

- Not Deficient (ND): An area is considered not deficient if, during the review, nothing came to light that would indicate the requirements within the area reviewed were not met.
- Deficient (D): An area is considered deficient if any of the requirements within the area reviewed were not met.
- Not Applicable (NA): An area can be deemed not applicable if, after an initial assessment, the recipient does not conduct activities for which the requirements of the respective area would be applicable.

2. Summary of Findings

The Fiscal Year (FY) 2026 Triennial Review focused on RTA's compliance in up to 21 areas. Deficiencies related to the COVID-19 Relief funds have been clearly identified as part of the deficiency description in the respective review area.

There were no repeat deficiencies from the FY 2023 Triennial Review.

Deficiencies were found in the areas listed below.

Review Area	Finding	Deficiency Code(s)		Corrective Action(s)	Response Due Date(s)	Date Closed
		Code	Description			
1. Legal	ND					
2. Financial Management and Capacity	ND					

Review Area	Finding	Deficiency Code(s)		Corrective Action(s)	Response Due Date(s)	Date Closed
		Code	Description			
3. Technical Capacity – Award Management	D	TC-AM5-1	Inactive award/ untimely closeouts	RTA must submit in OTrak an award closeout plan outlining steps to work with its FTA Region 4 Post-Award Manager to revise award budgets to ensure funds can be spent and drawn down in active awards and/or deobligate funds and close awards if funds remain in inactive awards or if projects are indefinitely delayed.	09/21/2026	
4. Technical Capacity – Program Management and Subrecipient Oversight	NA					
5. Technical Capacity – Project Management	ND					
6. Transit Asset Management	ND					
7. Satisfactory Continuing Control	ND					
8. Maintenance	ND					
9. Procurement	ND					
10. [Reserved]	-					
11. Title VI	ND					
12. Americans with Disabilities Act (ADA) – General	D	ADA-GEN1-1	Insufficient ADA complaint process	RTA must submit in OTrak: 1. Procedures for tracking ADA complaints and retaining copies of the complaints for at least one year and summaries of ADA complaints or the complaints themselves for at least five years. 2. A completed tracking log with at least 30 days of complaint information to demonstrate RTA’s implementation of the procedures.	08/21/2026 09/21/2026	

Review Area	Finding	Deficiency Code(s)		Corrective Action(s)	Response Due Date(s)	Date Closed
		Code	Description			
13. ADA – Complementary Paratransit	NA					
14. [Reserved]	-					
15. School Bus	ND					
16. Charter Bus	ND					
17. Drug-Free Workplace	ND					
18. Drug and Alcohol Program	ND					
19. Section 5307 Program Requirements	ND					
20. Section 5310 Program Requirements	NA					
21. Section 5311 Program Requirements	NA					
22. Public Transportation Agency Safety Plan	ND					
23. Cybersecurity	ND					

The metrics used to evaluate whether a recipient is meeting the requirements for each of the areas reviewed are:
Deficient (D)/Not Deficient (ND)/Not Applicable (NA)

II. Review Background and Process

1. Review Background

The United States Code, Chapter 53 of Title 49 (49 U.S.C. 5307(f)(2)) requires that “At least once every 3 years, the Secretary shall review and evaluate completely the performance of a recipient in carrying out the recipient’s program, specifically referring to compliance with statutory and administrative requirements...”

The Triennial Review includes a review of the recipient’s compliance in up to 21 areas. The basic requirements for each of these areas are summarized in Section IV. FTA contracts with experienced reviewers to lead and conduct the Triennial Reviews, in partnership with the staff of the regional office.

This report presents the findings from the Triennial Review of the recipient. The review concentrated on procedures and practices employed since the recipient’s previous Triennial Review; however, when appropriate, FTA may have reviewed activities and policies from earlier periods to assess policies and the management of award funds during the review period. The specific documents reviewed and referenced in this report are available at the FTA regional office or the recipient’s location.

2. Process

The Triennial Review includes a pre-review assessment, a desk review and scoping meeting with FTA staff, and a virtual site visit, including interviews with the recipient.

The review began with the regional office transmitting a “Notification of Review and a Recipient Information Request (RIR).” Thereafter, FTA conducted a desk review and scoping meeting, which included review of FTA files and recipient information in FTA’s electronic award management systems: Transit Award Management System (TrAMS) and Oversight Tracking System (OTrak). Following the desk review and scoping meeting, the reviewers and the recipient corresponded and exchanged information and documentation in preparation for the review interviews. Prior to the virtual site visit, the reviewers sent to the recipient an agenda package indicating the issues that would be discussed, records to be reviewed, and interviews to be conducted.

The virtual site visit began with an entrance conference, at which the reviewers and FTA staff discussed the purpose of the Triennial Review and the review process. The reviewers conducted additional interviews and reviewed documentation to evidence the recipient’s compliance with FTA requirements.

An operations contractor, Anchor Transportation, and a lessee, Gray Lines, were reviewed to provide an overview of activities related to FTA-funded project(s). The reviewers also examined a sample of records during this review.

Upon completion of the virtual site visit, the reviewers and FTA staff discussed preliminary findings with the recipient. Afterwards, the reviewers and FTA staff presented the findings at the virtual exit conference. The table below summarizes key review dates. Section V of this report lists the individuals who participated in the site visit.

Process Date	Process
January 14, 2026	FTA Transmittal of the Recipient Information Request (RIR)
February 24, 2026	Recipient Transmittal of RIR to Reviewers
March 23-25, 2026	FTA and Reviewers Scoping Meeting/Desk Review
April 20, 2026	Reviewer Transmittal of the Agenda Package
May 4, 2026	Virtual Entrance Conference
May 15, 2026	Virtual Exit Conference
June 16, 2026	FTA Transmittal of the Draft Report
July 16, 2026	FTA Transmittal of the Final Report (within 45 business days from the Exit Conference)

III. Recipient Description

1. Organization

The Regional Transportation Authority of Middle Tennessee (RTA), doing business as WeGo Public Transit, was created by state statute in 1988 to develop a regional transit system for the citizens of Middle Tennessee. In 2003, state legislation was passed to provide an ongoing source of funding for RTA via a dues system. Cities and counties in the RTA service area may join the RTA board by paying dues based on their population.

The RTA Board is composed of city and county mayors and community leaders from Cheatham, Davidson, Dickson, Montgomery, Robertson, Rutherford, Sumner, Williamson, and Wilson counties. Of the 29 members, nine are appointed by the Governor. The population of the RTA's service area is approximately 1,583,000 and encompasses 750 square miles.

In 2008, RTA began contracting with the Nashville Metropolitan Transit Authority (MTA) to provide management of RTA services. RTA does not employ any staff directly. MTA offers professional staff services for RTA from its administrative offices at 430 Myatt Drive and operations center at 130 Nestor Street in Nashville; both are FTA-funded facilities (through direct award to MTA).

RTA provides three modes of service: commuter rail, commuter bus, and vanpool. The Music City Star commuter rail line opened in 2006 but is now called WeGo Star. Operating on 32 miles of freight rail track, the WeGo Star runs from Lebanon in Wilson County to the Riverfront Station in downtown Nashville. The service operates three peak inbound trains and three peak outbound trains per weekday. Rail service is not provided on weekends or holidays unless there is a special event in Nashville.

WeGo Star service operates from 5:40 a.m. to 6:50 p.m. on weekdays. The regular adult fare is \$5.25, except for rides originating from the Donelson Station, which are \$2.00. A reduced fare of \$2.00 (\$1.00 from the Donelson Station) is offered to seniors age 65 and older, individuals with disabilities, Medicare card holders, and youth ages 5–19. Children four and under ride free.

RTA owns four locomotives and 11 rail cars, all which have FTA interest. RTA leases the rail from the Nashville and Eastern Railroad Corporation (NERC), and the track is maintained by the RJ Corman Railroad Group. The rail service and vehicles are operated and maintained by the Transit Solutions Group (TSG), a subsidiary of RJ Corman. TSG maintains the rail cars and locomotives at the NERC rail yard at 620 Knoxville Avenue in Lebanon. There are no FTA funds in the rail yard facility. There are seven rail stations along the WeGo Star rail route, and all were built with FTA funds.

RTA provides commuter bus service, WeGo Express Service, to downtown Nashville, on seven routes. Two of these routes are operated by MTA and five are operated by Anchor Transportation, a third-party contractor. Seven commuter routes run from 5:21 a.m. to 6:32 p.m., Monday through Friday. The regular adult fare is \$4.25 per ride, with a \$2.00 reduced fare for seniors age 65 and older, individuals with disabilities, Medicare card holders, and youth ages

5–19. Children age four and under ride free. Commuter routes operate with 20 FTA-funded accessible motorcoaches, 10 of which are stored and maintained at the FTA-funded bus garage at 130 Nestor Street in Nashville (through direct award to MTA). In addition, Anchor Transportation operates 10 of the FTA-funded vehicles that are stored and maintained at their property. Anchor also provides four of its own motorcoaches to supplement the service.

The RTA vanpool program, VanStar, provides vanpooling options for the Middle Tennessee area. Before the pandemic, RTA had established approximately 55 vanpool vehicles. There is currently one active RTA vanpool that utilizes a vehicle with FTA funds. The service is managed for RTA by the Transportation Management Association (TMA) Group, a private nonprofit agency that also operates the Franklin Transit Authority. Several park and ride lots support the VanStar program, but only one has FTA interest, and that is the Greensboro North Park and Ride in Gallatin.

2. Award and Project Activity

Below is a list of RTA’s open awards at the time of the review.

Award Number	Award Amount	Year Executed	Description
TN-2018-020	\$7,847,434	2018	5337 FY 15 Rail Car Locomotive Purchase/Rehab
TN-2020-027	\$13,108,104	2020	5307, 5337 & U-STBG Multi-Source Funding; FY 20 Capital Plan; Nashville RTA; Nashville, TN
TN-2020-037	\$13,786,259	2020	CARES Act 5307 RTA, Nashville, TN
TN-2021-029	\$4,401,309	2021	5307 Funds; FY 22 Bus Replacement & Capital Cost of Contracting Rail Service; RTA; Nashville, TN
TN-2022-015	\$2,733,189	2022	5337 Funds for RTA Track Rehab; RTA; Nashville, TN
TN-2023-026	\$5,698,317	2023	5307 & 5337 for FY 23 & FY 24 Capital Projects
TN-2024-020	\$6,413,870	2024	Supergrant FY 24 5307 for Rail Capital Cost of Contracting & Dickson Bus Service and 5337 for Rail State of Good Repair,
TN-2025-005	\$6,415,146	2025	CMAQ Award for RTA Express Bus Service
TN-2025-022	\$10,330,996	2025	5337 (LAPSING) for Donelson Station Transit Center

RTA received Supplemental Funds for operating assistance in award number TN-2020-037. This is not the first Triennial Review in which RTA received operating assistance from FTA.

Projects Completed

In the past few years, RTA completed the following noteworthy projects:

- Implemented a next generation fare system
- Purchased two rail cars
- Ordered 10 motorcoaches
- Completed the WeGo Star Future Direction study
- Purchased land to build a park and ride facility in Murfreesboro

Ongoing Projects

RTA is currently implementing the following noteworthy projects:

- Completing annual track improvements to railway
- Constructing the Murfreesboro park and ride facility
- Updating the Strategic Plan and the Transit Asset Management plan

Future Projects

RTA plans to pursue the following noteworthy projects in the next three to five years:

- Add employee restrooms to the Hermitage Station
- Make mechanical, electrical, plumbing, HVAC, and structural improvements to the Riverfront Station
- Develop more park and ride lots throughout the region
- Implement several major improvements the Donelson Station, including construction of the Donelson Station Transit Center

IV. Results of the Review

1. Legal

Basic Requirement: The recipient must promptly notify FTA of legal matters and additionally notify the USDOT Office of Inspector General (OIG) of any instances relating to false claims under the False Claims Act or fraud. Recipients must comply with restrictions on lobbying requirements.

Finding: No deficiency.

2. Financial Management and Capacity

Basic Requirement: The recipient must have financial policies and procedures; an organizational structure that defines, assigns, and delegates fiduciary authority; and financial management systems in place to manage, match, and charge only allowable costs to the award. The recipient must conduct required Single Audits, as required by 2 CFR part 200, and provide financial oversight of subrecipients.

Finding: No deficiency.

3. Technical Capacity – Award Management

Basic Requirement: The recipient must report progress of projects in awards to FTA and close awards timely.

Finding: One deficiency was found with FTA requirements for Technical Capacity – Award Management.

Deficiency Description: **TC-AM5-1: Inactive award/ untimely closeouts**

As prescribed by 2 CFR 200.344 and FTA Circular 5010.1F, Chapter III, Section 8, recipients must keep awards active and close them timely. FTA defines an inactive award as one that was executed three or more years ago and has had no ECHO drawdowns in 12 months.

At the time of RTA’s virtual site visit, two FTA awards were inactive:

- TN-2021-029
- TN-2023-026

The first award has been inactive since March 25, 2025, while the latter award has been inactive since February 24, 2026.

Corrective Actions and Schedule: By September 21, 2026, RTA must submit in OTrak an award closeout plan outlining steps to work with its FTA Region 4 Post-Award Manager to revise award budgets to ensure funds can be spent and drawn down in active awards and/or deobligate funds and close awards if funds remain in inactive awards or if projects are indefinitely delayed.

4. Technical Capacity – Program Management & Subrecipient Oversight

Basic Requirement: Designated Recipients and States must document and follow a public involvement process for the development of the long-range statewide transportation plan and State Transportation Improvement Program (STIP). Designated recipients of Section 5310 funds and States receiving funds from Sections 5310, 5311, and 5339(a) National Distribution allocation must develop and submit a State Management/Program Management Plan to FTA for approval. Recipients must enter into an agreement with each subrecipient, obtain required certifications from subrecipients, report SAM.gov on subawards, and ensure subrecipients comply with the terms of the award.

Finding: Not applicable. This section only applies to states and recipients with subrecipients.

5. Technical Capacity – Project Management

Basic Requirement: The recipient must implement FTA-funded projects in accordance with the award application, FTA Master Agreement, and applicable laws and regulations using sound management practices.

Finding: No deficiency.

6. Transit Asset Management

Basic Requirement: Recipients must comply with 49 CFR part 625 to ensure public transportation providers develop and implement transit asset management (TAM) plans.

Finding: No deficiency.

7. Satisfactory Continuing Control

Basic Requirement: The recipient must ensure that FTA-funded property will remain available and used for its originally authorized purpose throughout its useful life until disposition.

Finding: No deficiency.

8. Maintenance

Basic Requirement: Recipients must keep federally funded vehicles, equipment, and facilities in good operating condition. Recipients must keep Americans with Disabilities Act (ADA) accessibility features on all vehicles, equipment, and facilities in good operating order.

Finding: No deficiency.

9. Procurement

Basic Requirement: The recipient and subrecipient must use its own documented procurement procedures which reflect applicable State, local, and tribal laws and regulations, and conform to applicable Federal law and the standards identified in 2 CFR 200. With regard to the procurement standards in 2 CFR 200, state recipients can use the state's overall policies and procedures, except that the state must comply with 200.322 (domestic preferences), 200.323 (procurement of recovered materials), and 200.327 (contract provisions). States also must comply with any requirement applicable to FTA recipients by reason other than a 2 CFR 200 procurement standard; for example, 49 U.S.C. 5325(a) requires recipients to conduct all procurement transactions in a manner that provides full and open competition, regardless of 2 CFR 200's allowance for states to use state procedures.

The reviewers examined documentation in the following sampled procurements:

Contract/ Product	Award Date	Amount	Method	Deficiencies
2023141 – Rail Car	6/21/2024	\$600,000	Invitation for Bid (IFB)	None
2024149 – State Contract	10/21/2024	\$250,000	State Contract	None
2024175 – Express Bus Services	6/30/2025	\$35,325,185	Request for Proposals (RFP)	None
2025195 – On-Call IDIQ Maintenance & Construction Services	11/10/2025	\$1,500,000	RFP	None
2025217 – 10 Motorcoaches under State of Washington Contract	12/19/2025	\$11,500,000	State Contract	None

Finding: No deficiency.

10. [Reserved]

11. Title VI

Basic Requirement: The recipient must ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participating in, or be denied the benefits of, or be subject to discrimination under any program or activity receiving Federal financial assistance without regard to whether specific projects or services are federally funded. The recipient must ensure that all transit services and related benefits are distributed in an equitable manner.

Finding: No deficiency.

12. Americans with Disabilities Act (ADA) – General

Basic Requirement: Titles II and III of the Americans with Disabilities Act of 1990 provide that no entity shall discriminate against an individual with a disability in connection with the provision of transportation service. The law sets forth specific requirements for vehicle and facility accessibility and the provision of service, including complementary paratransit service.

Finding: One deficiency was found with FTA requirements for Americans with Disabilities Act – General.

Deficiency Description: **ADA-GEN1-1: Insufficient ADA complaint process**

Under 49 CFR 37.17, FTA recipients must adopt procedures for accepting, resolving, and responding to complaints alleging an action prohibited by the DOT ADA regulations. The process must be accessible and sufficiently advertised to the public. Under 49 CFR 27.121(b), recipients must keep on file for one year all complaints of noncompliance received. A record of all such complaints, which may be in summary form, must be kept for five years.

During the virtual site visit, RTA updated its web-based complaint form and filing instructions. Prior to the updates, RTA did not provide documentation substantiating that ADA complaints were being sufficiently identified and tracked to enable it to produce a record of complaints received.

Corrective Actions and Schedule: RTA must submit in OTrak:

1. By August 21, 2026, procedures for tracking ADA complaints and retaining copies of the complaints for at least one year and summaries of ADA complaints or the complaints themselves for at least five years.
2. By September 21, 2026, a completed tracking log with at least 30 days of complaint information to demonstrate RTA's implementation of the procedures.

13. ADA – Complementary Paratransit

Basic Requirement: Under 49 CFR 37.121(a), each public entity operating a fixed-route system shall provide paratransit or other special service to individuals with disabilities that is comparable to the level of service provided to individuals without disabilities who use the fixed-route system. “Comparability” is determined by 49 CFR 37.123-37.133. Requirements for complementary paratransit do not apply to commuter bus, commuter rail, or intercity rail systems.

Finding: This section only applies to recipients that operate complementary paratransit; therefore, the related requirements are not applicable.

14. [Reserved]

15. School Bus

Basic Requirement: Recipients are prohibited from providing school bus service in competition with private school bus operators unless the service qualifies and is approved by the FTA Administrator under an allowable exemption. Federally-funded equipment or facilities cannot be used to provide exclusive school bus service.

Finding: No deficiency.

16. Charter Bus

Basic Requirement: Recipients are prohibited from using FTA-funded equipment and facilities to provide charter service that unfairly competes with private charter operators. Recipients may operate charter only when the service meets a specified exception defined in rule.

Finding: No deficiency.

17. Drug Free Workplace Act

Basic Requirement: Recipients are required to maintain a drug free workplace for all award-related employees; report any convictions occurring in the workplace timely; and have an ongoing drug free awareness program.

Finding: No deficiency.

18. Drug and Alcohol Program

Basic Requirement: Recipients receiving Section 5307, 5309, 5311, or 5339 funds that have safety-sensitive employees must have a drug and alcohol testing program in place for such employees.

Finding: No deficiency.

19. Section 5307 Program Requirements

Basic Requirement: The recipient must participate in the transportation planning process in accordance with Federal Transit Administration (FTA) requirements and the metropolitan and statewide planning regulations.

Recipients shall develop, publish, afford an opportunity for a public hearing on, and submit for approval, a program of projects (POP).

Recipients are expected to have a written, locally developed process for soliciting and considering public comment before raising a fare or carrying out a major transportation service reduction.

For fixed-route service supported with Section 5307 assistance, fares charged seniors, persons with disabilities or an individual presenting a Medicare card during off peak hours will not be more than one half the peak hour fares.

Finding: No deficiency.

20. Section 5310 Program Requirements

Basic Requirement: Recipients must expend Section 5310 funds on eligible projects that meet the specific needs of seniors and individuals with disabilities. Projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan. Recipients must approve all subrecipient leases of Section 5310-funded vehicles. Leases of Section 5310-funded vehicles must include required terms and conditions. Either the recipient or subrecipient must hold the title to the leased vehicles.

Finding: This section only applies to recipients that receive Section 5310 funds directly from FTA; therefore, the related requirements are not applicable.

21. Section 5311 Program Requirements

Basic Requirement: States must expend Section 5311 funds on eligible projects to support rural public transportation services and intercity bus transportation.

Finding: This section only applies to recipients that receive Section 5311 funds directly from FTA; therefore, the related requirements are not applicable.

22. Public Transportation Agency Safety Plan (PTASP)

Basic Requirement: Recipients must comply with the Public Transportation Agency Safety Plan (PTASP) regulation (49 CFR Part 673) to ensure public transportation providers develop and implement an Agency Safety Plan (ASP). The PTASP Final Rule published in the Federal Register April 11, 2024 became effective May 13, 2024. FTA expects transit agencies to address the regulatory changes in the new PTASP Final Rule in their next Agency Safety Plan (ASP) annual update.

FTA requires applicable recipients to certify that they have established an ASP that meets the requirements of the PTASP regulation and 49 U.S.C. 5329(d) as part of the annual Certifications and Assurances for FTA grants and cooperative agreements. FTA notes that per 49 U.S.C. 5307(c)(1)(L), this certification is a required condition of receiving section 5307 funding (though noncompliance can impact access to Section 5307 funding as well as other grant funds where 5307 requirements apply). FTA monitors these certifications in its Transit Award Management System (TrAMS).

Finding: No deficiency.

23. Cybersecurity

Basic Requirement: Recipients that operate rail fixed guideway public transportation systems must certify compliance with the requirements for establishing a cybersecurity process under 49 U.S.C. § 5323(v).

Finding: No deficiency.

V. Attendees

Name	Title	Phone Number	E-mail Address
Recipient Name			
Steve Bland	Chief Executive Officer (CEO)	615-862-6262	Steve.Bland@nashville.gov
Lindsey Ganson	Chief of Staff	615-880-3965	Lindsey.Ganson@nashville.gov
Vince Malone	Chief of Staff and Administration	615-880-1537	Vince.Malone@nashville.gov
Patrick Hester	Deputy Chief Operations Officer – Assets & Infrastructure	615-862-4634	Patrick.Hester@nashville.gov
Tanesha Durham	Eligibility Specialist/ADA Coordinator	615-880-3596	Tanesha.Durham@nashville.gov
Zeda Riggs	Director of Customer Care & Communication	615-862-6128	Zeda.Riggs@nashville.gov
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Mark Fleming	Human Resource Director	615-880-3929	Mark.Fleming@nashville.gov
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Marilyn Yokley	Director of Mobility Services	615-862-5641	Marilyn.Yokley@nashville.gov
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Philip Randall	Transit Planner	615-880-3973	Philip.Randall@nashville.gov
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Dawn Mason	Director Of Procurement & Small Business Utilization	615-862-4624	Dawn.Mason@nashville.gov
DeAntwaine Moye	Business Diversity Manager & DBE Liaison Officer	615-862-5618	DeAntwaine.Moye@nashville.gov
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Name	Title	Phone Number	E-mail Address
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Anchor Transportation (Contractor)			
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Gray Lines (Lessee)			
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Christina Heath	Sightseeing Operations Manager	615-883-5555	cheath@graylinetn.com
FTA			
Richelle Gosman	Oversight Manager	-	richelle.gosman@dot.gov
Team TFC			
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Dawn Sweet	Lead Reviewer	703-677-6514	dsweet@tfcci.net

VI. Appendices

Governing Directives

2 CFR 200.344 Closeout

The Federal agency or pass-through entity must close out the Federal award when it determines that all applicable administrative actions and all required work of the Federal award have been completed. When the recipient or subrecipient fails to complete the necessary administrative actions or the required work for an award, the Federal agency or pass-through entity must proceed with close out based on the information available. This section specifies the administrative actions required at the end of the period of performance.

(b) The recipient must submit all reports (financial, performance, and other reports required by the Federal award), no later than 120 calendar days after the conclusion of the period of performance. A subrecipient must submit all reports (financial, performance, and other reports required by a subaward) to the pass-through entity no later than 90 calendar days after the conclusion of the period of performance of the subaward (or an earlier date as agreed upon by the pass-through entity and subrecipient). When justified, the Federal agency or pass-through entity may approve extensions for the recipient or subrecipient. When the recipient does not have a final indirect cost covering the period of performance, a final financial report must still be submitted to fulfill the requirements of this section. The recipient must submit revised final financial reports when all applicable indirect cost rates have been finalized.

(c) The recipient must liquidate all financial obligations incurred under the Federal award no later than 120 calendar days after the conclusion of the period of performance. A subrecipient must liquidate all financial obligations incurred under a subaward no later than 90 calendar days after the conclusion of the period of performance of the subaward (or an earlier date as agreed upon by the pass-through entity and subrecipient). When justified, the Federal agency or pass-through entity may approve extensions for the recipient or subrecipient.

(d) The Federal agency or pass-through entity must not delay payments to the recipient or subrecipient for costs meeting the requirements of subpart E of this part.

(e) The recipient or subrecipient must promptly refund any unobligated funds that the Federal agency or pass-through entity paid and that are not authorized to be retained. See OMB Circular A-129 and §200.346.

(f) The Federal agency or pass-through entity must make all necessary adjustments to the Federal share of costs after closeout reports are received (for example, to reflect the disallowance of any costs or the deobligation of an unliquidated balance).

(g) The recipient or subrecipient must account for any property acquired with Federal funds or received from the Federal Government in accordance with §§ 200.310 through 200.316 and 200.330.

(h) The Federal agency must make every effort to complete closeout actions no later than one year after the end of the period of performance. If the indirect cost rate has not been finalized and would delay closeout, the Federal agency is authorized to mutually agree with the recipient to close an award using the current or most recently negotiated rate. However, the recipient is not required to agree to a final rate for a Federal award for the purpose of prompt closeout.

(i) If the recipient does not comply with the requirements of this section, including submitting all final reports, the Federal agency must report the recipient's material failure to comply with the terms and conditions of the Federal award in SAM.gov. A Federal agency must use the Contractor Performance Assessment Reporting System (CPARS) to enter or amend information in SAM.gov. Federal agencies may also pursue other enforcement actions as appropriate. See § 200.339

FTA Circular 5010.1F, Chapter III: Award Development and Administration

8. AWARD CLOSEOUT. A recipient must submit all reports (financial, performance, and other reports required by the Federal award) no later than 120 calendar days after the conclusion of the period of performance. A subrecipient must submit all reports (financial, performance, and other reports required by a subaward) to the pass-through entity no later than 90 calendar days after the conclusion of the period of performance of the subaward (or an earlier date as agreed upon by the pass-through entity and subrecipient). When justified, FTA or the pass-through entity may approve extensions for the recipient or subrecipient.

When the recipient does not have a final indirect cost rate covering the period of performance, a final financial report must still be submitted to fulfill the requirements of this section. The recipient must submit a revised final financial report when all applicable indirect cost rates have been finalized. Unless FTA authorizes an extension, recipients must liquidate all financial obligations incurred under the Federal award no later than 120 calendar days after the end date of the period of performance, as specified in the terms and conditions of the Federal award. Any deviation from the approved Award must be documented in the closeout amendment.

The closeout process requires the submission of the final budget reconciliation, final FFR, final MPR, and any other required reports outlined in the Award. Recipients are also required to request disposition instructions for equipment and real property no longer in public transportation use. While the closeout can capture changes, no new scope of work should be added during closeout. Closeout, by either party, does not preclude FTA's ability to seek repayment or other remedies for a recipient's breach of the terms and conditions of the grant or cooperative agreement.

If the recipient does not submit all reports in compliance with the award requirements within one year of the period of performance end date, FTA must report the recipient's material failure to comply with the terms and conditions of the Award with the Federal Awardee Performance and Integrity Information System (FAPIIS). Federal awarding agencies may also pursue other enforcement actions for noncompliance.

States should initiate project closeout with subrecipients within 90 days after all funds are expended and all work activities for the project are completed. The States should similarly initiate POP closeout with FTA within 90 days after all work activities for the POP are completed. A final FFR, final budget, and final POP must be submitted electronically via TrAMS at the time of closeout.

FTA expects grants awarded for a specific POP to be completed within a reasonable, specified time frame, generally two to three years. If small amounts of funds remain in an inactive grant, the State should request that the funds be deobligated and the project closed out. If the deobligated funds are still within their period of availability, FTA can reobligate the funds in a new grant to the State along with other currently available funds. Otherwise, the deobligated

funds lapse and are reapportioned by FTA among all the States in a subsequent year. a. Closeout by Recipient. The recipient must initiate the closeout electronically, by submitting the following information in TrAMS, as part of the closeout process, within the 90- or 120-day time frame established by when the Award was made. Closeout includes the following:

- (1) Confirmation that activities are complete and if closeout amendment will deobligate any unexpended balance of Federal assistance;*
- (2) A list of property acquired or improved in support of the Award that will continue to be within the purview of the grant or cooperative agreement as otherwise required in this circular, including disposition instructions;*
- (3) A final, reconciled award budget reflecting actual project costs by Scope Code and ALI, reflecting adjustments to the Federal and non-Federal amounts, including the return of any funds provided in advance or that the recipient is not authorized to retain;*
- (4) A final FFR, consistent with the reconciled award budget (e.g., deobligation);*
- (5) A final narrative MPR indicating the actual completion date of each ALI and a discussion of each ALI contained in the final award budget; and*
- (6) Any other documentation or reports required as part of the terms and conditions of the grant or cooperative agreement.*

In order to provide sufficient time for financial and award management systems to capture relevant data and post, recipients should wait at least three to five business days after requesting final payments before initiating award closeout.

ADA Complaint Process

49 CFR 27.121(b) Compliance information

(b) Compliance reports. Each recipient shall keep on file for one year all complaints of noncompliance received. A record of all such complaints, which may be in summary form, shall be kept for five years. Each recipient shall keep such other records and submit to the responsible Departmental official or his/her designee timely, complete, and accurate compliance reports at such times, and in such form, and containing such information as the responsible Department official may prescribe. In the case in which a primary recipient extends Federal financial assistance to any other recipient, the other recipient shall also submit compliance reports to the primary recipient so as to enable the primary recipient to prepare its report.

49 CFR 37.17 Designation of responsible employee and adoption of complaint procedures.

(a) Designation of responsible employee. Each public or private entity subject to this part shall designate at least one person to coordinate its efforts to comply with this part.

(b) Adoption of complaint procedures. An entity shall adopt procedures that incorporate appropriate due process standards and provide for the prompt and equitable resolution of complaints alleging any action prohibited by this part and 49 CFR parts 27, 38 and 39. The procedures shall meet the following requirements:

- (1) The process for filing a complaint must be sufficiently advertised to the public, such as on the entity's Web site;*

- (2) The procedures must be accessible to and usable by individuals with disabilities;*
- (3) The entity must promptly communicate its response to the complaint allegations, including its reasons for the response, to the complainant and must ensure that it has documented its response.*

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-26-019	Meeting Date:	9/30/2026
Item Title:	Monthly Operating Statistics		

BACKGROUND:

Attached are monthly operating statistics for July 2026.

Highlights

Regional bus demand remained strong in July, with ridership increasing 19.2 percent over the same month last year. Safety performance was excellent, with zero reportable accidents across both bus and rail services. Operational reliability on regional bus routes continued to track above baseline. However, WeGo Star service experienced significant disruption in July when a lightning strike destroyed the signal box equipment, requiring emergency repairs and custom software development. Service was maintained throughout the recovery, and infrastructure restoration is underway.

Independence Day 2026 marked Nashville's 250th anniversary celebration of the Declaration of Independence and drew record attendance. This event demonstrates strong rider engagement and WeGo's ability to handle large-scale demand spikes.

Ridership

Regional bus ridership continued to build momentum in July. RTA bus carried 13,958 passengers, representing a 19.2% increase compared to July 2025. Fiscal year ridership through July exceeded 27,000 passengers across the regional bus network. Growth was observed across the regional commuter corridor service, with the North Corridor (Route 87) and Northwest Corridor (Routes 89 and 94) leading with 32.3% and 28.2% growth respectively. The Southeast Corridor (Routes 84 and 86) also performed well, increasing 20.8% year over year. These trends continue to demonstrate growing demand for regional commuter options throughout Middle Tennessee.

Safety

July was a clean month from a safety perspective across both services. Regional bus services recorded zero accidents in July 2026, consistent with the prior year. WeGo Star also operated accident free. While July demonstrated strong performance, regional bus recorded 24 accidents during the full FY2026, a 100 percent increase from FY2025. Staff continue emphasizing operator coaching, defensive driving, and operational oversight to maintain and improve long-term safety performance.

Operational Reliability

Regional bus trip completion was 99.03 percent for the month, with on-time performance at 80.7 percent, an improvement over July 2025 performance of 78.8 percent. Regional bus continues to demonstrate operational consistency and reliability.

WeGo Star completed 100 percent of scheduled trips during July. However, on-time performance was significantly impacted by a lightning strike that destroyed critical signal box equipment. The strike occurred mid-month and required emergency repairs, new equipment procurement, and custom software development.

This infrastructure failure affected the service's ability to maintain historical on-time performance levels. Once repairs were completed, performance metrics returned to baseline.

Special Events

WeGo Star successfully executed dedicated commuter rail service for the July 4th celebration in close coordination with Metro Nashville, MNPd, NDOT, NCVC, and other city agencies. Riverfront Station served as the primary staging and partner hospitality hub for the operation. The special event train achieved full capacity, carrying 650 passengers. All available tickets sold, demonstrating substantial demand for rail-based transportation during high-volume community events. This successful execution, with no operational disruptions, validates WeGo Star's capability to serve as a critical component of the city's transportation strategy for major gatherings and positions the service as a scalable model for future high-volume events.

CURRENT STATUS:

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

APPROVED:



Chief Operating Officer

9/30/2026

Date

RTA Monthly Dashboard Report *

Metric	Jul 2026	Jul 2025	Pct. Change
Ridership			% Change
Total RTA Bus Passengers	13,958	11,709	19.2%
WeGo Star Passengers	11,659	12,398	-6.0%
Total RTA Passengers	25,617	24,107	6.3%
Percentage of Pre-Pandemic Ridership	49.4%	46.5%	2.9%
Safety			
RTA Bus Total Collisions	0	1	-100.0%
WeGo Star Total Collisions	0	0	0.0%
RTA Bus Collisions Per 100,000 Miles	0.00	1.97	-100.0%
WGS Collisions Per 100,000 Miles	0.00	0.00	0.0%
Service Quality			
RTA Bus Total Trip Completion %	99.03%	99.88%	-0.85%
WeGo Star Total Trip Completion %	100.00%	100.00%	0.00%
On-Time Performance			
RTA Bus	80.7%	78.8%	1.9%
WeGo Star	67.8%	93.9%	-26.1%
Customer Care			
RTA Bus Total Passengers per Complaint	665	532	24.9%
WeGo Star Passengers per Complaint	2,915	2,480	17.5%

* RTA Dashboard submitted for discussion and for Committee and Board review.
N/A - metric cannot be calculated with 0 values. Indicates no events in one or both reporting periods.

RTA Fiscal Year Dashboard Report *

Metric	FY2027 FYTD through Jul 2026	FY2026 FYTD through Jul 2025	Pct. Change
Ridership			% Change
Total RTA Bus Passengers	13,958	11,709	19.2%
WeGo Star Passengers	11,659	12,398	-6.0%
Total RTA Passengers	25,617	24,107	6.3%
Percentage of Pre-Pandemic Ridership	49.4%	46.5%	2.9%
Safety			
RTA Bus Total Collisions	0	1	-100.0%
WeGo Star Total Collisions	0	0	0.0%
RTA Bus Collisions Per 100,000 Miles	0.00	1.97	-100.0%
WGS Collisions Per 100,000 Miles	0.00	0.00	0.0%
Service Quality			
RTA Bus Total Trip Completion %	99.03%	99.88%	-0.85%
WeGo Star Total Trip Completion %	100.00%	100.00%	0.00%
On-Time Performance			
RTA Bus	80.7%	78.8%	1.9%
WeGo Star	67.8%	93.9%	-26.1%
Customer Care			
RTA Bus Total Passengers per Complaint	665	532	24.9%
WeGo Star Passengers per Complaint	2,915	2,480	17.5%

* RTA Dashboard submitted for discussion and for Committee and Board review.
N/A - metric cannot be calculated due to not being divisible by "0"

RTA Operations Dashboard Glossary

Metric		Definitions
Ridership		
Total Passengers		
RTA Bus		Total fixed route passenger boardings on all MTA-operated RTA routes (84, 86, 93, 96) and Anchor-operated RTA routes (87, 88, 89, 91, 92, 94, 95)
WeGo Star		Total passenger boardings on WeGo Star Rail Service
Safety		
RTA Bus Collisions		A Bus Collision is defined as any time the vehicle makes contact with something other than the road resulting in any damage and/or injuries. (Anchor & MTA-operated RTA metrics combined)
WeGo Star Collisions		A Rail Collision is an unexpected, unforeseen, or unintended event that causes injury, loss, or damage. These events can include any event arising from the operation of the railroad which results in the death of any person; or an injury to any person that requires medical treatment, except suicides or attempted suicides; any collision between railroad on-track equipment and an automobile, bus, truck, motorcycle, occupied bicycle, pedestrian or trespasser at any location on the railroad; any collision, derailment, fire, explosion, failure of equipment or infrastructure, act of nature, or other event involving damage to the railroad's on-track equipment, signals, track, track structures, and/or roadbed.
Service Quality		
RTA Bus Trip Completion Percentage		Percentage of one-way fixed route revenue trips completed versus scheduled.
WeGo Star Trip Completion Percentage		Percentage of one-way rail trips completed versus scheduled.

RTA Operations Dashboard Glossary

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



NASHVILLE AND REGIONAL TRANSPORTATION AUTHORITY
FISCAL YEAR & MONTH TO MONTH RIDERSHIP COMPARISON: FY2027 -vs- FY2026

	Month to Month Comparison			Fiscal Year		
	Jul-2026	Jul-2025	Change	FY 2027	FY 2026	Change
MTA Local Bus Service	878,686	743,014	18.3%	878,686	743,014	18.3%
MTA Local Paratransit Service	50,551	39,843	26.9%	50,551	39,843	26.9%
RTA Regional Bus Service	13,958	11,709	19.2%	13,958	11,709	19.2%
RTA Regional Rail Service	11,659	12,398	-6.0%	11,659	12,398	-6.0%
* RTA Special Events Rail Service	1,115	1,147	-2.8%	1,115	1,147	-2.8%
Subtotal RTA Rail Service	12,774	13,545	-5.7%	12,774	13,545	-5.7%
Subtotal MTA & RTA Bus & Rail Service	955,969	808,111	18.3%	955,969	808,111	18.3%
Regional Vanpool Service	8,040	6,543	22.9%	8,040	6,543	22.9%
Murfreesboro Transit Local Bus Service	9,739	9,066	7.4%	9,739	9,066	7.4%
Franklin Transit Local Bus Service	5,841	5,245	11.4%	5,841	5,245	11.4%
Clarksville Transit Local Bus Service	39,926	42,273	-5.6%	39,926	42,273	-5.6%
Total Area Ridership	1,019,515	871,238	17.0%	1,019,515	871,238	17.0%



REGIONAL TRANSPORTATION AUTHORITY

ROUTE PERFORMANCE INDICATOR REPORT

For the Month of: Jul, 2026

Rte. No.	Route Name	Monthly Ridership	Ridership Change vs Last Year	Revenue Hours Of Service	Average Passengers	
					Per Trip	Per Hour
CORRIDOR SERVICE COMPARISONS - COMMUTER BUS SERVICE						
	North Corridor (Route 87)	2,181	32.3%	206	12.4	10.6
	Northwest Corridor (Routes 89 & 94)	2,998	28.2%	363	9.7	8.3
	South Corridor (Route 95)	1,046	13.1%	252	5.9	4.2
	Southeast Corridor (Routes 84 & 86)	3,310	20.8%	963	5.0	3.4
EXPRESS BUS ROUTE SERVICE						
84	Murfreesboro Express	2,627	18.7%	774	5.2	3.4
86	Smyrna - LaVergne	683	29.8%	190	4.4	3.6
87	Gallatin - Hendersonville	2,181	32.3%	206	12.4	10.6
88	Dickson	625	17.0%	103	7.1	6.1
89	Springfield - Joelton	527	21.1%	122	6.0	4.3
94	Clarksville	2,471	29.8%	241	11.2	10.3
95	Spring Hill - Franklin	1,046	13.1%	252	5.9	4.2
	Express Route Total	10,160	24.1%	1,887	7.2	5.4
OTHER ROUTES						
64	Star Downtown Shuttle	846	27.6%	58	4.8	14.7
93	Star West End Shuttle	2,952	3.2%	83	16.8	35.6
	RTA Bus Route Monthly Totals	13,958	19.2%	2,028	7.9	6.9
COMMUTER RAIL SERVICE						
90	WeGo Star Commuter Rail	11,659	-6.0%	251	44.2	46.4
	RTA Commuter Rail and Bus Total	25,617	6.3%	2,279	12.7	11.2

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-26-020	Meeting Date:	9/30/2026
Item Title:	WeGo Star Maintenance and Operations Audit Results		

BACKGROUND:

The annual WeGo Star audit provides third-party oversight. CDM Smith and Fairpointe Planning conduct it on behalf of RTA to verify that TSG, our operator, is following Federal Railroad Administration rules and maintaining our equipment to federal standards. It's required because we receive FTA funding, and it protects our investment and public safety. The audit also gives us a baseline to track trends year over year. It helps ensure our contractor is delivering the service we contracted for, and it creates a paper trail that matters in regulatory audits and if there's ever an incident.

The Process

TSG provides detailed maintenance records, inspection documentation, and operational data. The auditors review FRA-required inspections (92-day, 184-day, 368-day, and longer cycles), examine how mechanical issues are handled, validate record keeping, and conduct a site visit to observe actual operations. FRA inspectors also conduct their own announced and unannounced inspections independently. For 2025, two FRA Operating Practice inspections occurred and found no defects.

Key Takeaways

TSG is compliant and the fleet is reliable. Mechanical failures dropped significantly from 2024 to 2025. On-time performance averaged 96.9 percent, with most delays caused by weather, not equipment. FRA found no violations.

Our locomotives are aging. Built in 1985, they were rebuilt between 2019 and 2022 with FTA funding, which added ten years to their useful life. They'll be eligible for FTA-funded replacement between 2029 and 2031. We need to start planning now for what that procurement looks like, what specifications we want, and how we'll manage the transition without disrupting service.

The audit also flagged one minor documentation practice that TSG is already correcting based on guidance from their local FRA inspector. It's not a violation, just a procedural adjustment.

One Strategic Note on PTC

The audit mentions Positive Train Control (PTC) as context. We're not required to implement PTC under our current operational model because we're limited to 12 revenue trips per day under the MTEA. If we expand beyond that in the future, PTC becomes mandatory. The WeGo Star Future Direction Strategy Study recommended deferring PTC and instead expanding service within those constraints.

CURRENT STATUS:

Director of Operations, Nick Pecenka, will be presenting an overview of the 2025 WeGo Star O&M Audit results.

APPROVED:



Director of Operations

9/30/2026

Date

Regional Transportation Authority

of Middle Tennessee

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

Item Number:	R-A-26-021	Meeting Date:	9/30/2026
Item Title:	Donelson Station Transit Center Building Design Contract Award		

BACKGROUND:

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

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

Phase I – Core Infrastructure and Regional Access Improvements

Phase I establishes the primary access and circulation framework for the station. This phase includes the design, construction documents, and permitting for a new roadway connection to Donelson Pike with traffic signalization, the establishment of a quiet zone for railroad crossings, construction of a bus-only roadway with six bus bays that will connect directly to the future transit center building, and installation of pedestrian walkways, shelters, and associated amenities. RTA's consultant has entered the permitting process for Phase I to be followed by the procurement process for construction. Utility relocation is under way.

Phase II – Internal Circulation and Passenger Platform Enhancements

Phase II advances the design, construction documents, and permitting for the internal roadway network and stormwater infrastructure necessary for the infrastructure improvements and future mixed-use development. This phase also includes the design of canopies at each bus bay and associated passenger amenities, along with the replacement of existing shelters on the WeGo Star platform with upgraded shelters or custom-designed canopies. RTA's consultant has entered the permitting process for the internal roadway network and stormwater infrastructure. Final construction drawings for the canopies and passenger amenities are complete and permitting is underway.

Phase III – Transit Center Building

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

Together, the three phases deliver a comprehensive public infrastructure investment that strengthens regional connectivity, enhances rider comfort and reliability, and positions Donelson Station as a modern multimodal transit center serving Middle Tennessee for decades to come. It will also allow for future joint development of the current surface parking lot.

To advance the implementation of **Phase III –Transit Center Building**, WeGo Public Transit Procurement Department on March 31, 2026, issued a Request for Qualification (RFQ #2026229) seeking qualified contractors to complete the design, construction documents, permitting, procurement bid support, and construction administration. The announcement was published on WeGo’s website through the procurement system OpenGov. The pre-proposal meeting was held on April 8, 2026 with thirty-five (35) attendees. Seven (7) firms submitted responses by the solicitation June 4, 2026, due date: CDM Smith, Inc., Centric Architecture, Culture Architecture and Design, PLLC, EOA Architects, Gresham Smith, Moody Nolan, and Wendel Companies.

The Evaluation Committee concluded an extensive examination of responses based on the evaluation criteria set forth in the RFQ to determine the top-ranked proposers for contract award. Following the comprehensive evaluation, Wendel Companies, including sub-consultants Kimley-Horn & Associates and Smith Gee Studios, was selected for contract award.

RECOMMENDATION:

Staff request Board approval to authorize the Chief Executive Officer to execute a professional services contract with Wendel Companies for design and construction administrative services for the Donelson Station Transit Center Building with a contract value of \$385,811.00 and a total cost in the amount of \$443,682.65 (including a 15% contingency).

To date, RTA has secured local, state, and federal funding of \$26.7 million to advance the public infrastructure improvements at Donelson Station. State IMPROVE funds with a 20% local match will be used to complete the scope of work for the transit center building.

APPROVED:

9/30/2026

Board Secretary

Date