



**REGIONAL TRANSPORTATION AUTHORITY**  
Of Middle Tennessee

**EXECUTIVE COMMITTEE MEETING**

**Wednesday, July 15, 2026 | 9:30 AM**

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

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- 1. Call to Order**
- 2. Approval of June 17, 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-26-015 Pg. 6**
  - Cool Springs Park and Ride License Agreement with Highwoods Realty – Felix Castrodad, Director of Planning **R-A-26-017 Pg. 12**
  - Donelson Station Land Swap to Support Public Infrastructure Improvements – Debbie Frank, Deputy CEO of Growth & Development **R-A-26-018 Pg. 18**
- 5. Operations Committee Report – Mayor Rick Bell, Chair**
  - RTA Monthly Operating Statistics – Andy Burke, COO **R-D-26-016 Pg. 21**
- 6. CEO's Report – Stephen G. Bland, CEO**
- 7. Chair's Report – Mayor Randall Hutto, Chair**
- 8. Other Business**
- 9. Adjournment**



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

**June 17, 2026**

- I. **Call to Order:** Lacking a quorum for the full Board Meeting of the Regional Transportation Authority of Middle Tennessee, a meeting of the Executive Committee of the Regional Transportation Authority (RTA) of Middle Tennessee was convened on Wednesday, June 17, 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 the Vice Chair, City of Gallatin Mayor, Paige Brown at 9:32 AM.

**Executive Committee Members in Attendance:**

Mayor Rick Bell – City of Lebanon Mayor  
Billy Vogle – Robertson County  
Ed Cole – Davidson County (Gov. Appt.)  
Ken Davis – Wilson County (Gov. Appt.)  
Nicole Rowan – Sumner County (Gov. Appt.)  
Kelly Dannenfelser – Williamson County (Gov. Appt.)  
Mayor Paige Brown – City of Gallatin (Vice Chair)  
Mayor Ken Moore – City of Franklin

**Others Present:**

Mayor Jamie Clary – City of Hendersonville  
Matthew White – City of Mt. Juliet (Alt.)  
Jim Kerr – City of Murfreesboro (Alt.) Gerald  
Herman – City of White House (Alt.)  
Mayor Nelson Andrews – City of Brentwood  
Jason Gage – City of Brentwood, City Mgr.  
Kaitlyn McClanahan – TDOT  
Michael Briggs – Davidson County (Alt.)  
Darrell James – Dickson County  
Ed Elam – Rutherford County

- III. **Approval of Minutes:** Mayor Brown requested a motion to approve the minutes of the May 20, 2026, Executive Committee meeting. Ed Cole made the motion, which was seconded by Mayor Ken Moore, 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-26-013):** Mayor Ken Moore remarked that expenses continue to track very close to budget and revenues were just 2.7% higher than budgeted due to timing differences. After paying off the \$490,000 line of credit in January, RTA's notes payable line increased again to \$700,000 in February due to the Nashville & Eastern Railroad property purchase. The next report for May will show the line of credit being fully repaid after receiving reimbursement for the property purchase from the State IMPROVE grant.

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. **Proposed FY2027 Operating Budget (R-A-26-014):** Deputy CEO for Finance and Administration Amanda Vandegrift provided a summary report for the Proposed FY2027 Operating Budget as follows:

Total operating expenses for FY2027 are proposed at \$12,103,830, which is an increase of over \$879,000 compared to FY2026. Notable increases year over year include contractual increases to the management fee, track use fees, and bus and rail service contracts, additional rail investments in security and state of good repair, and increased fuel and insurance expenses based on industry trends.

Train and bus services are funded differently, but overall, the RTA is managed using several contracts and has other general expenses that are attributed to bus, rail, or both. The RTA and MTA Board approved management contract fee is reflected in Year 1 of the contract. This reflects a 3.5% growth over the prior year. The two prior years did not include increases despite inflationary increases that were experienced during that same time.

WeGo Star accounts for 51% of RTA's budget and is managed through various contracts. Regional bus services account for 49% of RTA's budget and are managed through a smaller number of contracts. MTA and Anchor's bus service contracts account for the majority at 88%. This includes fuel and other expenses. There are a few other services, including farebox collections, marketing, and other services. All other expenses account for less than 1% of the budget.

Federal CMAQ (Congestion Mitigation Air Quality) funds are used for eligible commuter bus operations, and 5307 funds are used to operate the 88X and pay for other eligible operating expenses, including preventative maintenance. Nationally, federal funding averages 20%, which is all 5307 funds and not federal congestion relief funds. RTA is one of only a few agencies that are allowed in federal law to use these funds this way. With our latest CMAQ awards this year, we now have \$10 million awarded for this purpose and we anticipate it to last until FY2030. CMAQ funds are typically not allowed to be used for long-term operations.

RTA must continue services on these corridors to retain eligibility, TDOT must continue awarding CMAQ funds for these purposes, and future federal surface transportation reauthorization bills would need to continue to allow RTA to use these funds for this purpose. It is safe to say that if it weren't for CMAQ, contributions from our partners would need to be much higher to be able to continue these services.

RTA's existing funding model relies on the fact that the rail and bus corridors must be self-sufficient and allow for an orderly wind down of services if funding becomes unavailable. This was a great step in the right direction, but two corridors, Wilson and Rutherford, reached the end of their reserves this year and more are anticipated within the next few years. We began conversations with these two corridors last year. And I'm glad to report those conversations have been very well received and we have been able to increase contributions and continue existing service levels in FY2026 and FY2027 for both the Wilson and Rutherford corridors.

When we anticipate depletion of certain reserves based on current spend and anticipated cost growth. We've made significant progress with the Wilson corridor and Rutherford corridor, where we are no longer projecting imminent reserve depletion for those corridors. As we continue these conversations with these corridors this year, we will be considering how these near-term increases relate to each corridor's long-term vision. For example, the WeGo Star and the Star future direction study and the 84X/86X and the Choice Lanes project.

We will also need to initiate similar conversations with the 88X as we look toward FY2029. By the early-2030s, two of the three partners for the 87X will run through their reserves. By the mid-2030s, the 89X will have used their reserves. On the other hand, we have several partners that have contributed more on an annual basis and are growing their reserves.

All of this is being considered as part of the ongoing WeGo Forward strategic service plan, which is looking at scaled improvements that address immediate, lower cost needs while building toward a long-term regional vision. An important part of this is making sure the recommendations are fundable, and to consider how we can shift from our current year to year model to a multi-year regional funding strategy.

Staff requested that the Board adopt the proposed FY2027 Operating Budget as presented. Staff also requested that the Board authorize staff to use Sumner County and Hendersonville's current available partner reserves to pay required FY2027 dues.

Ed Cole asked how the continuation of CMAQ reserves will be used.

Ms. Vandegrift replied that WeGo has been awarded \$10 million in CMAQ funds from TDOT. Long term funding use will depend on if Congress passes the Surface Transportation Reauthorization Package, and if TDOT will award more funding for this purpose. Depending on these decisions, service changes on certain corridors may need to be decreased or modified.

Mayor Moore added that the Board and staff should note how important the CMAQ funding is to corridor service, and that considerable efforts should be made to continue the service and secure annual CMAQ funds.

Mayor O'Connell asked if the FY2027 Budget proposes any changes along the Southeast Corridor.

Mrs. Vandegrift replied that there will be service changes related to the new Murfreesboro Transit Center and Park and Ride, and noted that the budget does not remove the MTSU bus stop. Following lengthy discussions with the corridor committee, MTSU decided to renew their contribution for FY2026-27.

There were no further questions.

Mayor Ken Moore made a motion to approve the Proposed FY2027 Operating Budget. Mayor Freddie O'Connell seconded the motion, and the Executive Committee unanimously approved the motion.

- c. **WeGo Star Rail Liability Insurance Renewal (R-A-26-015)**: Vince Malone presented a summary of the following item:

Staff have been working with our insurance broker for the renewal of our \$30 million liability insurance coverage for the WeGo Star Commuter Rail, which is due to expire June 30, 2026. As stipulated within the collaborative Tri-Party Agreement between the Regional Transportation Authority of Middle Tennessee (RTA), Nashville & Eastern Railroad, and Nashville and Eastern Rail Authority, the RTA provides the first \$1 million through its own Supplemental Insurance Reserve (SIR) account.

RTA receives pricing each year for the remaining \$29 million per occurrence and \$58 million aggregate excess policy. The FY2026 policy with Aspen Specialty Insurance and Liberty Surplus International Insurance Company has a minimum annual premium of \$313,468 based on a minimum annual ridership (floor) of 186,000 rides. The premium increases when ridership exceeds this established floor of ridership. The policy has an end-of-year true-up based on an audit of actual train ridership at fiscal year-end. WeGo Star will not reach 186,000 rides this fiscal year, which means we will end FY2026 with the floor premium of \$313,468.

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

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

Staff requested that the Board approve the insurance policy for \$29 million of train liability insurance coverage (with a \$58 million aggregate) for the policy year from July 1, 2026 through June 30, 2027.

Mayor Nelson Andrews asked why there was a lack of competitive interest in the proposal stage for coverage options. Why out of the five companies did only two show interest in insuring us?

Mr. Malone responded, saying that based on our business model and insurance needs, certain brokers may not want to incur the risks.

CEO Bland added that passenger rail insurance is difficult to negotiate in terms of liability law, and this is an issue at the national level for all commuter railroads.

There were no further questions.

Mayor Ken Moore made a motion to approve the WeGo Star Liability Insurance Renewal. Ed Cole 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-26-014):** Chief Operations Officer, Andy Burke presented the RTA Monthly Dashboard Report for April 2026 to the Executive Committee.

RTA bus services recorded zero accidents in April 2026, compared to one in April 2025. The agency is also adding de-escalation training for its train crew, strengthening the safety and service culture across all modes.

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

**b. RTA/MTA Regional Bus Contract Renewal (R-A-26-016):** Amanda Vandegrift presented the following action item:

Each year, the RTA enters into two bus service contracts with the MTA. The first is for the 84X and 86X regional transit services between Davidson County and Rutherford County, including service to Murfreesboro, La Vergne, and Smyrna. The second is for connecting bus services for the WeGo Star, the 64 Downtown Connector and the 93 West End Connector. These are two of the contracts that were highlighted in the budget presentation. These service contracts are for one year, and staff is seeking to renew these contracts for another year.

Both contracts would renew at the new MTA rate of \$135 per hour (Anchor is \$149) for a total of 254 days of weekday transit service. The 84X and 86X service contract covers up to 58.89 hours of service for a total not to exceed \$2,019,338. The Routes 64 and 93 service contract would cover up

to 9.88 hours for a total of \$338,790.

This contract includes fuel, as well as a clause that would protect MTA from major spikes given current fuel spikes. The clause stipulates that for every 25-cent increase in the monthly average per gallon cost of fuel, the hourly rate will increase by \$1.50 per hour for that month and going forward.

Staff requests that the Board approve the renewal of contracts with MTA, consisting of Contract 1 for regional bus services and Contract 2 for connecting bus services supporting commuter rail. Both contracts are for a period of one year beginning July 1, 2026, through June 30, 2027, for the following base amounts: Contract #1 for a not-to-exceed amount of \$2,019,338 for regional bus service; and Contract #2 for a not-to-exceed amount of \$338,790 for connecting buses supporting commuter rail.

Mayor Rick Bell made a motion to approve the RTA/MTA Regional Bus Contract Renewal. Mayor O'Connell seconded the motion and the Executive Committee unanimously approved the motion.

**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. They are developing that area into a town square style environment. We expect to have that agreement completed soon.
2. The Murfreesboro Park and Ride project is on schedule and construction has begun. We also want to thank Jim Kerr and the city of Murfreesboro for the ongoing work on the project. Electrical work has begun and we do expect the project to be completed before 9/30/2026.
3. July service changes will affect the 84X Murfreesboro, but we will continue serving the existing park and ride lot at the Stones River Mall until the new Park and Ride is complete.
4. We have continued meetings with Highwoods Realty in the Cool Springs area of Franklin to explore a potential park-and-ride project on their property, with promising progress. We are still exchanging materials like shelter design concepts, photos of similar facilities in the region, and sample memoranda of understanding, and hope to have an agreement to bring before you in the coming months.

There was no further discussion.

**VIII. Chair's Report:** There was no chair report.

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

- X. Adjournment:** With no further business, Mayor Paige Brown called for a motion to adjourn. Nicole Rowan motioned to adjourn the meeting, which was adjourned at 10:03 AM.

Respectfully submitted:

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Ed Cole, RTA Secretary & Davidson County  
Governor Appointee

# Regional Transportation Authority

## of Middle Tennessee

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

|              |                                             |               |           |
|--------------|---------------------------------------------|---------------|-----------|
| Item Number: | R-D-26-015                                  | Meeting Date: | 7/15/2026 |
| Item Title:  | Monthly Financial Report Compared to Budget |               |           |

### BACKGROUND:

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

Expenses through May 2026 were just 0.3% higher than budgeted and revenues through May 2026 were just 1.6% higher than budgeted. As approved by the Board earlier this fiscal year, Sumner County's dues for FY2025 and FY2026 were covered by Sumner County's available reserves. Ashland City also decided not to provide \$519 in required dues for FY2026, dropping its membership with RTA. A total of \$42,000 in remaining regional funds is anticipated to be received by Mt. Juliet or provided through Mt. Juliet's reserves prior to the end of the fiscal year to support WeGo Star operations. All remaining regional funds have been exhausted as of April 2026. All state funds and metro subsidies have been exhausted as of November 2025 and March 2026, respectively. In total, passenger fares were 1.7% (or \$13,293) higher than budgeted and other operating revenues were 11.7% (or \$42,941) higher than budgeted. As anticipated, the line of credit was repaid in May and has a zero balance.

As of May 31, 2026, RTA owed Nashville MTA approximately \$523,616 for services provided. In turn, MTA owes RTA approximately \$79,380 for fares collected.

### STATUS:

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

### APPROVED:

  
Deputy CEO of Finance and Administration

7/15/2026

Date

### May 2026 Operating Revenue by Category:

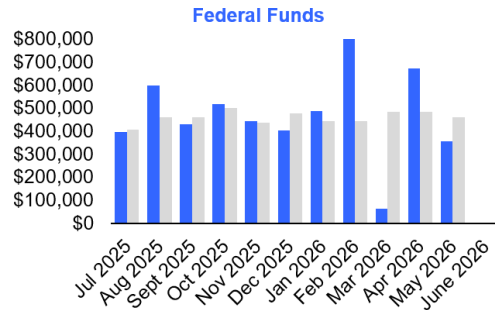
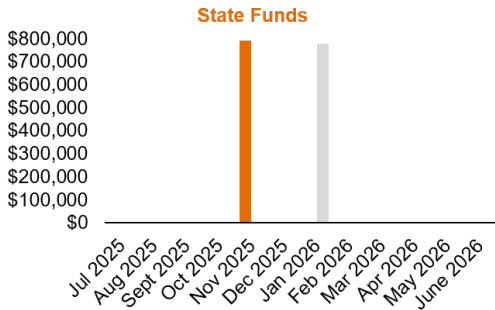
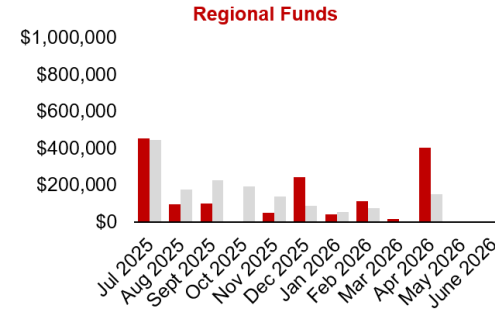
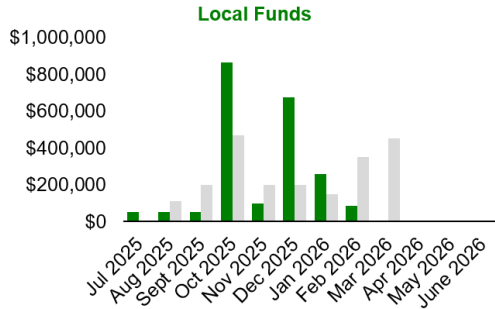
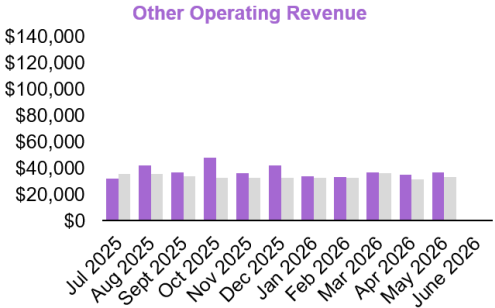
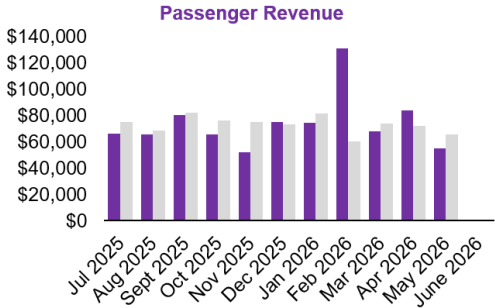
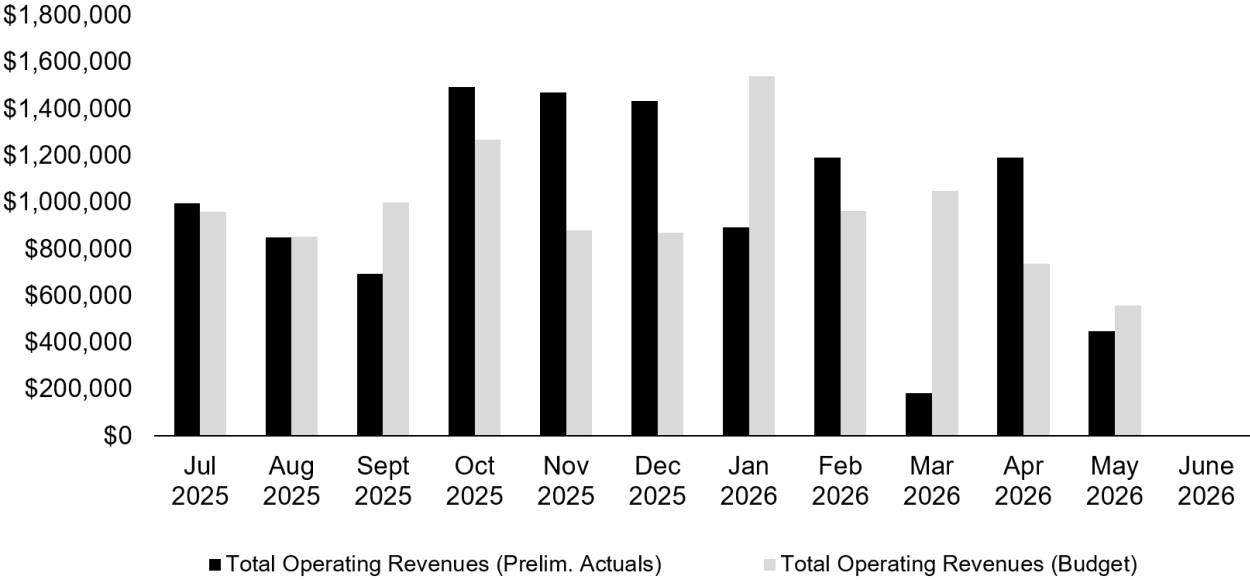
|                                           | May<br>2026    | Fiscal Year<br>To Date | Approved<br>FY 2026 Budget | % Budget<br>To Date |
|-------------------------------------------|----------------|------------------------|----------------------------|---------------------|
| Passenger Revenues (Budget)               | 65,430         | 803,420                | 883,313                    | 91%                 |
| Passenger Revenues (Actuals)              | 55,262         | 816,713                |                            | 92%                 |
| Other Operating Revenues (Budget)         | 33,340         | 368,150                | 422,560                    | 87%                 |
| Other Operating Revenues (Actuals)        | 36,499         | 411,091                |                            | 97%                 |
| Local Funds (Budget)                      | -              | 2,134,514              | 2,134,514                  | 100%                |
| Local Funds (Actuals)                     | -              | 2,134,514              |                            | 100%                |
| Regional Funds (Budget)                   | -              | 1,540,030              | 1,540,030                  | 100%                |
| Regional Funds (Actuals)                  | -              | 1,503,635              |                            | 98%                 |
| State Funds (Budget)                      | -              | 779,100                | 779,100                    | 100%                |
| State Funds (Actuals)                     | -              | 791,500                |                            | 102%                |
| Federal Funds (Budget)                    | 461,010        | 5,054,556              | 5,515,566                  | 92%                 |
| Federal Funds (Actuals)                   | 356,982        | 5,189,414              |                            | 94%                 |
| <b>Total Operating Revenues (Budget)</b>  | <b>559,780</b> | <b>10,679,770</b>      | <b>11,275,083</b>          | <b>95%</b>          |
| <b>Total Operating Revenues (Actuals)</b> | <b>448,743</b> | <b>10,846,867</b>      |                            | <b>96%</b>          |

### May 2026 Operating Expenses by Category:

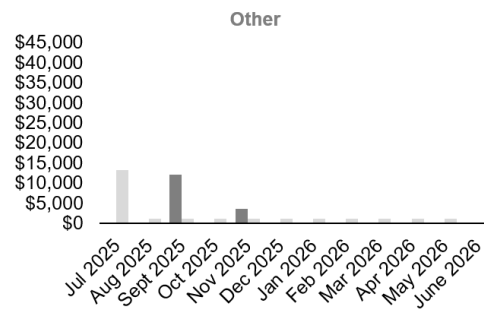
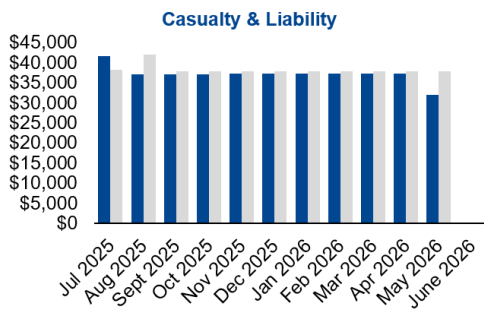
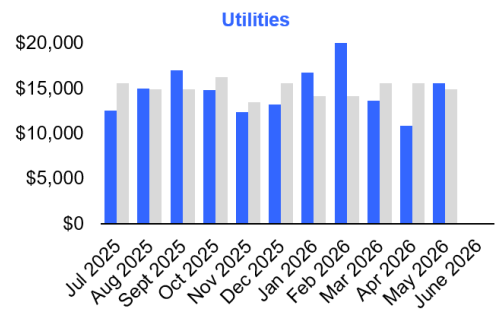
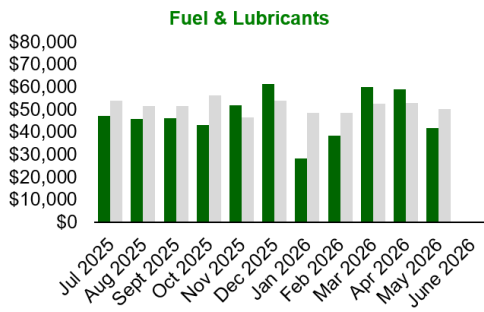
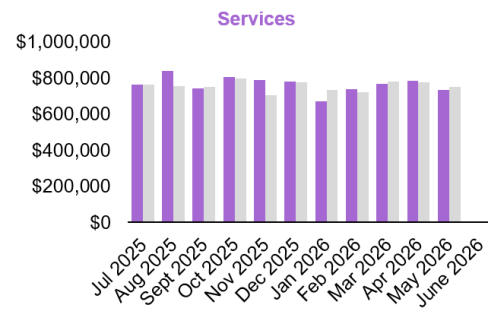
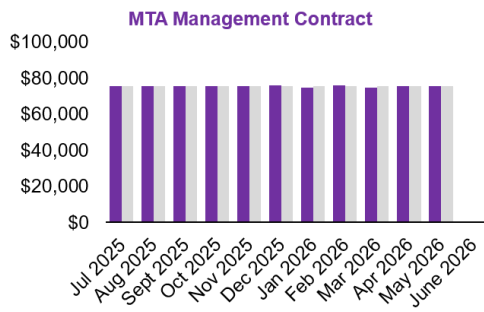
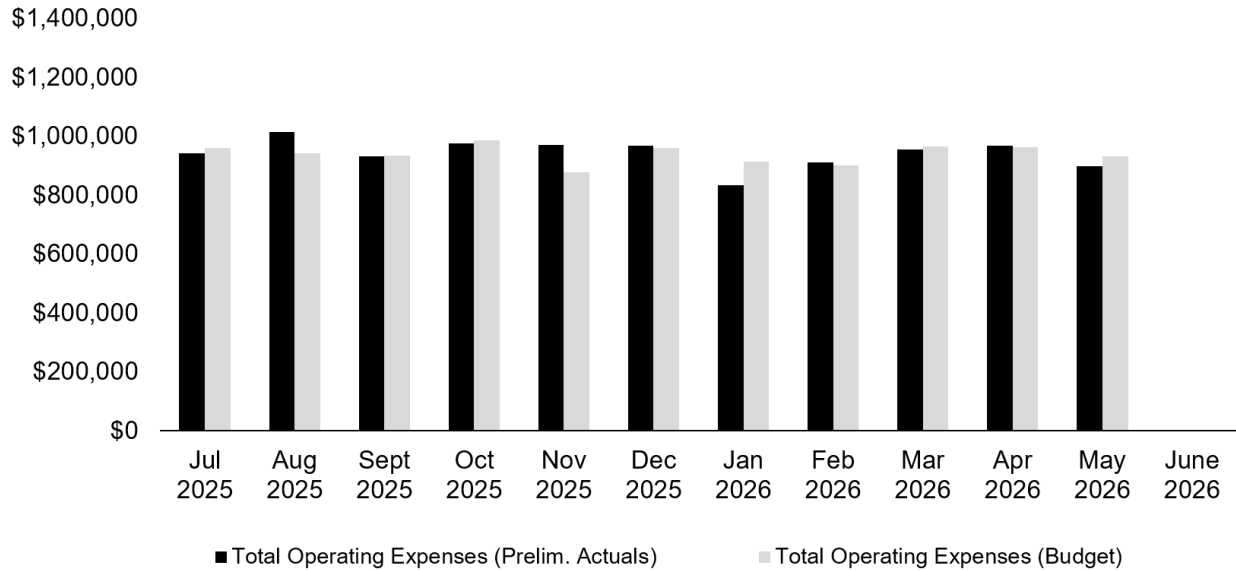
|                                           | May<br>2026    | Fiscal Year<br>To Date | Approved<br>FY 2026 Budget | % Budget<br>To Date |
|-------------------------------------------|----------------|------------------------|----------------------------|---------------------|
| MTA Management Contract (Budget)          | 75,350         | 828,850                | 904,200                    | 92%                 |
| MTA Management Contract (Actuals)         | 75,350         | 828,850                |                            | 92%                 |
| Services (Budget)                         | 751,044        | 8,318,369              | 9,074,638                  | 92%                 |
| Services (Actuals)                        | 732,334        | 8,424,742              |                            | 93%                 |
| Fuel & Lubricants (Budget)                | 50,210         | 566,420                | 616,500                    | 92%                 |
| Fuel & Lubricants (Actuals)               | 41,711         | 522,327                |                            | 85%                 |
| Materials & Supplies (Budget)             | 1,044          | 14,040                 | 15,975                     | 88%                 |
| Materials & Supplies (Actuals)            | 847            | 7,187                  |                            | 45%                 |
| Utilities (Budget)                        | 14,830         | 164,590                | 179,450                    | 92%                 |
| Utilities (Actuals)                       | 15,557         | 162,180                |                            | 90%                 |
| Casualty & Liability (Budget)             | 37,870         | 421,000                | 458,920                    | 92%                 |
| Casualty & Liability (Actuals)            | 31,986         | 408,160                |                            | 89%                 |
| Other (Budget)                            | 1,133          | 24,402                 | 25,400                     | 96%                 |
| Other (Actuals)                           | -              | 15,645                 |                            | 62%                 |
| <b>Total Operating Expenses (Budget)</b>  | <b>931,481</b> | <b>10,337,671</b>      | <b>11,275,083</b>          | <b>92%</b>          |
| <b>Total Operating Expenses (Actuals)</b> | <b>897,785</b> | <b>10,369,090</b>      |                            | <b>92%</b>          |



# Operating Revenue Monthly Comparisons FY 2026 Actuals vs Budget



## Operating Expenditures Monthly Comparisons FY 2026 Actuals vs Budget



**Regional Transportation Authority**  
**Statement of Operations Compared to Budget**  
**For the Period Ending May 2026**

**UNAUDITED**

|                                         | Month<br>Actual  | Month<br>Budget  | Month Var.<br>[F/(U)] | Prior<br>Y-T-D     | Current<br>Y-T-D  | Budget<br>Y-T-D   | Y-T-D Var.<br>[F/(U)] | Annual<br>Budget  |
|-----------------------------------------|------------------|------------------|-----------------------|--------------------|-------------------|-------------------|-----------------------|-------------------|
| <b>REVENUES</b>                         |                  |                  |                       |                    |                   |                   |                       |                   |
| Fare Revenues - Bus                     | 27,462           | 29,350           | (1,888)               | 293,062            | 300,640           | 325,680           | (25,040)              | 355,033           |
| Fare Revenues - Train                   | 25,171           | 33,850           | (8,679)               | 426,720            | 400,094           | 375,530           | 24,564                | 409,380           |
| Fare Revenues - Special Events          | 2,629            | 2,230            | 399                   | 106,689            | 115,978           | 102,210           | 13,768                | 118,900           |
| Other Non-Transportation Revenue        | 36,499           | 33,340           | 3,159                 | 385,724            | 411,091           | 368,150           | 42,941                | 422,560           |
| <b>Total Operating Revenue</b>          | <b>91,761</b>    | <b>98,770</b>    | <b>(7,009)</b>        | <b>1,212,194</b>   | <b>1,227,803</b>  | <b>1,171,570</b>  | <b>56,233</b>         | <b>1,305,873</b>  |
| Local Operating Assistance              | -                | -                | -                     | 1,891,978          | 2,134,514         | 2,134,514         | (0)                   | 2,134,514         |
| Regional Operating Subsidies            | -                | -                | -                     | 1,385,736          | 1,503,635         | 1,540,030         | (36,395)              | 1,540,030         |
| State Operating Assistance              | -                | -                | -                     | 779,100            | 791,500           | 779,100           | 12,400                | 779,100           |
| <b>Total Operating Assistance</b>       | <b>-</b>         | <b>-</b>         | <b>-</b>              | <b>4,056,814</b>   | <b>4,429,649</b>  | <b>4,453,644</b>  | <b>(23,995)</b>       | <b>4,453,644</b>  |
| CMAQ Operating Revenues                 | 189,426          | 261,320          | (71,894)              | 2,311,723          | 2,937,914         | 2,838,932         | 98,982                | 3,100,252         |
| <b>Total CMAQ Revenue</b>               | <b>189,426</b>   | <b>261,320</b>   | <b>(71,894)</b>       | <b>2,311,723</b>   | <b>2,937,914</b>  | <b>2,838,932</b>  | <b>98,982</b>         | <b>3,100,252</b>  |
| Capital Operating Reimbursement         | 167,556          | 199,690          | (32,134)              | 2,103,648          | 2,251,501         | 2,215,624         | 35,877                | 2,415,314         |
| CARES Act Operating Reimbursement       | -                | -                | -                     | 300,000            | -                 | -                 | -                     | -                 |
| <b>TOTAL CAPITAL OPERATING REVENUES</b> | <b>167,556</b>   | <b>199,690</b>   | <b>(32,134)</b>       | <b>2,403,648</b>   | <b>2,251,501</b>  | <b>2,215,624</b>  | <b>35,877</b>         | <b>2,415,314</b>  |
| <b>Total Revenue</b>                    | <b>448,743</b>   | <b>559,780</b>   | <b>(111,037)</b>      | <b>9,984,379</b>   | <b>10,846,867</b> | <b>10,679,770</b> | <b>167,097</b>        | <b>11,275,083</b> |
| Labor & Fringes                         | 75,350           | 75,350           | -                     | 828,850            | 828,850           | 828,850           | -                     | 904,200           |
| Services                                | 732,334          | 751,044          | 18,710                | 7,856,163          | 8,424,742         | 8,318,369         | (106,373)             | 9,074,638         |
| Fuel & Lubricants                       | 41,711           | 50,210           | 8,499                 | 582,493            | 522,327           | 566,420           | 44,093                | 616,500           |
| Parts, Materials & Supplies             | 847              | 1,044            | 197                   | 7,873              | 7,187             | 14,040            | 6,853                 | 15,975            |
| Utilities                               | 15,557           | 14,830           | (727)                 | 156,214            | 162,180           | 164,590           | 2,410                 | 179,450           |
| Casualty & Liabilities                  | 31,986           | 37,870           | 5,884                 | 402,034            | 408,160           | 421,000           | 12,841                | 458,920           |
| Other Miscellaneous Expenses            | -                | 1,133            | 1,133                 | 26,621             | 15,645            | 24,402            | 8,757                 | 25,400            |
| <b>Total Expenses</b>                   | <b>897,785</b>   | <b>931,481</b>   | <b>33,696</b>         | <b>9,860,248</b>   | <b>10,369,090</b> | <b>10,337,671</b> | <b>(31,419)</b>       | <b>11,275,083</b> |
| Surplus/(Deficit) before GASB 33        | (449,042)        | (371,701)        | (77,341)              | 124,131            | 477,777           | 342,099           | 135,678               | -                 |
| CARES Act Capital Reimbursement         | 4,727            | -                | 4,727                 | 77,637             | 204,559           | -                 | 204,559               | -                 |
| Capital Asset Purchases                 | 47,696           | -                | 47,696                | 1,805,975          | 3,091,600         | -                 | 3,091,600             | -                 |
| Depreciation                            | -                | -                | -                     | (3,169,043)        | (3,174,701)       | -                 | (3,174,701)           | -                 |
| (Loss)Gain on Sales                     | -                | -                | -                     | -                  | (244,513)         | -                 | (244,513)             | -                 |
| <b>Surplus /(DEFICIT)</b>               | <b>(396,619)</b> | <b>(371,701)</b> | <b>(24,918)</b>       | <b>(1,161,300)</b> | <b>354,722</b>    | <b>342,099</b>    | <b>12,623</b>         | <b>-</b>          |

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

|                                                  | This Month<br>May | Fiscal YE 2025<br>June |
|--------------------------------------------------|-------------------|------------------------|
| <b>ASSETS</b>                                    |                   |                        |
| <b>CURRENT ASSETS</b>                            |                   |                        |
| Cash and Equivalents                             | 2,506,209         | 2,924,525              |
| Investment Accounts                              | 7,082,364         | 7,073,667              |
| Receivables from Federal, State, and Local Gov't | 1,108,948         | 1,082,812              |
| Accounts Receivable                              | 149,723           | 102,078                |
| Inventory - parts                                | 606,251           | 602,903                |
| Prepaid Expenses and Other                       | 34,658            | 29,724                 |
| <b>TOTAL CURRENT ASSETS</b>                      | <b>11,488,153</b> | <b>11,815,709</b>      |
| <b>PROPERTY AND EQUIPMENT</b>                    |                   |                        |
| Land                                             | 3,382,052         | 3,382,052              |
| Buildings, Shelters, and Benches                 | 20,037,703        | 19,411,777             |
| Revenue Equipment and Parts                      | 31,066,834        | 31,011,110             |
| Office Furniture and Equipment                   | 1,872,647         | 1,849,687              |
| Guideway Improvements                            | 10,558,139        | 10,558,139             |
| Work in Progress                                 | 3,556,150         | 800,945                |
|                                                  | 70,473,525        | 67,013,710             |
| Less Accum Depreciation and Amortization         | (34,846,487)      | (31,427,273)           |
| <b>TOTAL PROPERTY AND EQUIPMENT, NET</b>         | <b>35,627,038</b> | <b>35,586,437</b>      |
| <b>TOTAL ASSETS</b>                              | <b>47,115,191</b> | <b>47,402,146</b>      |
| <b>LIABILITIES</b>                               |                   |                        |
| <b>CURRENT LIABILITIES</b>                       |                   |                        |
| Accounts Payable                                 | 1,079,059         | 1,214,884              |
| Accrued Expenses                                 | 25,492            | 27,096                 |
| Deferred Revenue                                 | 5,968,078         | 5,982,327              |
| Notes Payable                                    | -                 | 490,000                |
| <b>TOTAL CURRENT LIABILITIES</b>                 | <b>7,072,629</b>  | <b>7,714,307</b>       |
| Federal Govt Capital Grants                      | 13,790,310        | 13,790,310             |
| <b>INVESTED IN CAPITAL ASSETS</b>                | <b>13,790,310</b> | <b>13,790,310</b>      |
| <b>NET ASSETS</b>                                |                   |                        |
| Unrestricted                                     | 25,897,530        | 28,115,890             |
| Current Year Surplus(Deficit)                    | 354,722           | (2,218,361)            |
| <b>TOTAL NET ASSETS</b>                          | <b>26,252,252</b> | <b>25,897,529</b>      |
| <b>TOTAL LIABILITIES AND NET ASSETS</b>          | <b>47,115,191</b> | <b>47,402,146</b>      |

|                      | Current   | > 30 days | > 60 Days | > 90 days | Total       |
|----------------------|-----------|-----------|-----------|-----------|-------------|
| Accounts Receivables | \$149,723 | \$0       | \$0       | \$0       | \$149,723   |
|                      | 100.0%    | 0.0%      | 0.0%      | 0.0%      | 100%        |
| Accounts Payable     | \$807,444 | \$271,615 | \$0       | \$0       | \$1,079,059 |
|                      | 74.8%     | 25.2%     | 0.0%      | 0.0%      | 100%        |

# Regional Transportation Authority

of Middle Tennessee

## Board Action Item

|              |                                                                    |               |           |
|--------------|--------------------------------------------------------------------|---------------|-----------|
| Item Number: | R-A-26-017                                                         | Meeting Date: | 7/15/2026 |
| Item Title:  | Cool Springs Park and Ride License Agreement with Highwoods Realty |               |           |

### BACKGROUND:

A significant barrier for using transit is the ability to conveniently access service. For express service, strategically located park and ride lots are essential to reduce travel times for passengers and provide for a fast and convenient trip. The nMotion strategic plan identified better access to transit as a key strategy for improving service including the development of conveniently located park and ride lots. The RTA's south corridor serves municipalities along I-65 South between Davidson and Williamson counties. Throughout the years, this corridor has experienced several changes of park and ride locations that have led to reductions in ridership and left a gap for a more accessible location closer to City of Franklin riders.

WeGo staff have been working with the City of Franklin over the last few years in pursuit of a convenient location within the Franklin city limits for a park and ride lot. Several sites were evaluated previously without a location being able to move forward successfully. Last fall, in coordination with the city's staff, a location was identified at the intersection of Carothers Parkway and Cool Springs Blvd, in Franklin. The site is next to the Cool Springs Conference Center, near I-65 and along the way of RTA Route 95 Spring Hill-Franklin. 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 license grants WeGo evening and weekend access to the site to support special event transit, including sports and concerts among others.

Staff along with RTA legal counsel have been in negotiations for the past few months with the property owner, Highwoods Properties, for a lease on the property. A draft agreement is included as part of this item for RTA Board review and consideration. A summary of the general terms is outlined below:

**Licensor:** Highwoods Realty Limited Partnership

**Licensee:** Regional Transportation Authority of Middle Tennessee d/b/a WeGo Public Transit

**Location:** 730 Cool Springs Blvd, Franklin, TN 37027

**Spaces:** Up to 100

**Term:**

| Years | Per Month           | Per Year             |
|-------|---------------------|----------------------|
| 1-4   | \$1,500 (50 spaces) | \$18,000 (50 spaces) |

*Subsequent adjustments in the number of parking spaces utilized shall be at a cost of thirty (\$30.00) dollars per additional space.*

**Use:** The parking spaces shall be used by Licensee (and Licensee 's customers) as a park and ride facility for individuals using the Licensee's bus services branded as WeGo Public Transit.

**RECOMMENDATION:**

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.

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**APPROVED:**

**7/15/2026**

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*Board Secretary*

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*Date*

**Exhibit B to Contract**  
**Tennessee State Contract Clauses**

**Conflicts of Interest.**

The Grantee warrants that no part of the total Grant Contract Amount shall be paid directly or indirectly to an employee or official of the State of Tennessee as wages, compensation, or gifts in exchange for acting as an officer, agent, employee, subcontractor, or consultant to the Grantee in connection with any work contemplated or performed relative to this Grant Contract

**Lobbying.**

The Grantee certifies, to the best of its knowledge and belief, that:

- a. No federally appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- b. If any funds other than federally appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this contract, grant, loan, or cooperative agreement, the Grantee shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions.
- c. The Grantee shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into and is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. § 1352

**Nondiscrimination.**

The Grantee hereby agrees, warrants, and assures that no person shall be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination in the performance of this Grant Contract or in the employment practices of the Grantee on the grounds of handicap or disability, age, race, color, religion, sex, national origin, or any other classification protected by federal, Tennessee state constitutional, or statutory law. The Grantee shall, upon request, show proof of nondiscrimination and shall post in conspicuous places, available to all employees and applicants, notices of nondiscrimination.

**Public Accountability.**

If the Grantee is subject to Tenn. Code Ann. § 8-4-401 et seq., or if this Grant Contract involves the provision of services to citizens by the Grantee on behalf of the State, the Grantee agrees to establish a system through which recipients of services may present grievances about the operation of the service program. The Grantee shall also display in a prominent place, located near the passageway through which the public enters in order to receive Grant supported services, a sign at least eleven inches (11") in height and seventeen inches (17") in width stating:  
NOTICE: THIS AGENCY IS A RECIPIENT OF TAXPAYER FUNDING. IF YOU OBSERVE AN AGENCY DIRECTOR OR EMPLOYEE ENGAGING IN ANY ACTIVITY WHICH YOU CONSIDER TO BE ILLEGAL, IMPROPER, OR WASTEFUL, PLEASE CALL THE STATE COMPTROLLER'S TOLL-FREE HOTLINE: 1-800-232-5454.

The sign shall be on the form prescribed by the Comptroller of the Treasury. The Grantor State Agency shall obtain copies of the sign from the Comptroller of the Treasury, and upon request from the Grantee, provide Grantee with any necessary signs.

### **Public Notice.**

All notices, informational pamphlets, press releases, research reports, signs, and similar public notices prepared and released by the Grantee in relation to this Grant Contract shall include the statement, "This project is funded under a grant contract with the State of Tennessee, Department of Transportation." All notices by the Grantee in relation to this Grant Contract shall be approved by the State.

### **Records.**

The Grantee and any approved subcontractor shall maintain documentation for all charges under this Grant Contract. The books, records, and documents of the Grantee and any approved subcontractor, insofar as they relate to work performed or money received under this Grant Contract, shall be maintained in accordance with applicable Tennessee law. In no case shall the records be maintained for a period of less than five (5) full years from the date of the final payment. The Grantee's records shall be subject to audit at any reasonable time and upon reasonable notice by the Grantor State Agency, the Comptroller of the Treasury, or their duly appointed representatives.

The records shall be maintained in accordance with Governmental Accounting Standards Board (GASB) Accounting Standards or the Financial Accounting Standards Board (FASB) Accounting Standards Codification, as applicable, and any related AICPA Industry Audit and Accounting guides.

In addition, documentation of grant applications, budgets, reports, awards, and expenditures will be maintained in accordance with U.S. Office of Management and Budget's Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

Grant expenditures shall be made in accordance with local government purchasing policies and procedures and purchasing procedures for local governments authorized under state law.

The Grantee shall also comply with any recordkeeping and reporting requirements prescribed by the Tennessee Comptroller of the Treasury.

The Grantee shall establish a system of internal controls that utilize the COSO Internal Control - Integrated Framework model as the basic foundation for the internal control system. The Grantee shall incorporate any additional Comptroller of the Treasury directives into its internal control system.



Any other required records or reports which are not contemplated in the above standards shall follow the format designated by the head of the Grantor State Agency, the Central Procurement Office, or the Commissioner of Finance and Administration of the State of Tennessee.

#### **Environmental Tobacco Smoke.**

Pursuant to the provisions of the federal “Pro-Children Act of 1994” and the “Children’s Act for Clean Indoor Air of 1995,” Tenn Code Ann. §§39-17-1601 through 1606, the Grantee shall prohibit smoking of tobacco products within any indoor premises in which services are provided to individuals under the age of eighteen (18) years. The Grantee shall post “no smoking” signs in appropriate, permanent sites within such premises. This prohibition shall be applicable during all hours, not just the hours in which children are present. Violators of the prohibition may be subject to civil penalties and fines. This prohibition shall apply to and be made part of any subcontract related to this Grant Contract.

#### **Debarment and Suspension.**

The Grantee certifies, to the best of its knowledge and believe, that the Selected Offeror:

- a. is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal or state department or agency;
- b. has not within a three (3) year period preceding this Grant Contract been convicted of, or had a civil judgment rendered against them from commission of fraud, or a criminal offence in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or grant under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification, or destruction of records, making false statements, or receiving stolen property;
- c. is not presently indicted or otherwise criminally or civilly charged by a government entity (federal, state, or local) with commission of any of the offenses detailed in section b. of this certification; and
- d. has not within a three (3) year period preceding this Grant Contract had one or more public transactions (federal, state, or local) terminated for cause or default.

The Grantee will provide immediate written notice to the State if at any time it learns that there was an earlier failure to disclose information or that due to changed circumstances, the Selected Offeror is excluded or disqualified, or presently falls under any of the prohibitions of sections a-d.

**IRAN DIVESTMENT ACT.**

The requirements of Tennessee Code Annotated, Sections 12-12-101 through 12-12-113, addressing contracting with persons as defined at Tennessee Code Annotated, section 12-12-103(5) that engage in investment activities in Iran, shall be a material provision of this Contract. The Contractor certifies, under penalty of perjury, that to the best of its knowledge and belief it is not on the list created pursuant to Tennessee Code Annotated, Section 12-12-106. The Contractor also hereby agrees that it shall not utilize any subcontractor that is identified on a list created pursuant to Tennessee Code Annotated, Section 12-12-106 in the performance of this Agreement.

**BOYCOTT OF ISRAEL.**

The Contractor certifies that it is not currently engaged in, and covenants that it will not, for the duration of the Contract, engage in a Boycott of Israel, as that term is defined in Tenn. Code Ann. § 12-4-119.

# Regional Transportation Authority

*of Middle Tennessee*

## Board Action Item

|              |                                                                          |               |           |
|--------------|--------------------------------------------------------------------------|---------------|-----------|
| Item Number: | R-A-26-018                                                               | Meeting Date: | 7/15/2026 |
| Item Title:  | Donelson Station Land Swap to Support Public Infrastructure Improvements |               |           |

### 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 on schedule for delivery this month.

### Phase III – Transit Center Building

Phase III represents the vertical investment in the transit center building itself and serves as the centerpiece of the overall mobility enhancement. The facility will be a climate-controlled transit center designed to provide a safe, welcoming, and efficient environment for passengers while also supporting WeGo's operational needs. Similar in quality and function to recently delivered transit centers, the building will elevate the rider experience and reflect the Authority's commitment to enhanced transit infrastructure. WeGo staff is currently evaluating design firms' qualifications received as part of the RFQ process to select the design team to complete the design, construction documents, and permitting for the transit center building, with an anticipated RTA contract award this summer 2026. Originally, it was anticipated that the transit center building would be incorporated into a larger private development. However, with current market conditions deferring that project indefinitely, RTA

needs to move forward to construct the transit center building now, while retaining the option for a future joint development project.

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.

### **RTA and HG Hill Land Swap**

A key element to deliver the internal roadway and stormwater infrastructure component of Phase II – Internal Circulation and Passenger Platform Enhancements is a proposed land swap between RTA and HG Hill. 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.

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.

Recently, 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 appraisal results are listed below:

- RTA Market Value - \$353,250 (.318 acres)
- HG Hill Market Value - \$1,047,200 (.601 acres)

RTA Staff and representatives of HG Hill concur with the land valuation.

### **RECOMMENDATION:**

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. 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.

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**APPROVED:**

**7/15/2026**

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*Board Secretary*

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*Date*

# Regional Transportation Authority

## of Middle Tennessee

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

|              |                              |               |           |
|--------------|------------------------------|---------------|-----------|
| Item Number: | R-D-26-016                   | Meeting Date: | 7/15/2026 |
| Item Title:  | Monthly Operating Statistics |               |           |

### BACKGROUND:

Attached are monthly operating statistics for **May 2026**.

### Ridership

May ridership continued its year over year growth. Total RTA passengers reached 25,985, a 5.8% increase over May 2025. RTA bus ridership grew 11.3% year over year to 13,805 passengers. WeGo Star carried 12,180 passengers, a 0.2% increase. Fiscal year ridership stands at 280,239 through eleven months, up 4.7% over FY2025. Growth was again strongest in the Southeast Corridor, where Routes 84 and 86 combined for a 31.3% year over year increase, led by a 37.4% gain on the Murfreesboro Express. The North Corridor grew 11.0%, while the Northwest and South Corridors were essentially flat to slightly down against last year. The Star Downtown Shuttle nearly doubled its ridership year over year.

### Safety

RTA bus services recorded zero accidents in May 2026, compared to one in May 2025. WeGo Star also operated accident free, completing the fiscal year with zero accidents. While May was a clean month, the fiscal year total of 24 RTA bus accidents remains elevated against 11 in FY2025, and RTA bus safety continues to be an area of active focus as the agency works to carry recent monthly improvement into the new fiscal year.

### Operational reliability

RTA bus trip completion was 99.10% for the month, slightly below the prior year result of 99.46%. WeGo Star completed 98.75% of scheduled trips, reflecting three annulments during the month. On-time performance improved on both modes: RTA bus reached 80.7%, up from 76.6% in May 2025, and WeGo Star reached 97.1%, up from 95.2%. Miles between service interruptions declined for the month, with RTA bus at 3,293.9 miles versus 5,564.4 in the prior year.

### Special Events

WeGo also hosted the Metropolitan Nashville Police Department's SWAT unit for a training event in May. The collaborative effort with the Maintenance Department was designed to enhance the unit's familiarity with WeGo's fleet and operational systems in support of emergency preparedness and coordinated response.

### CURRENT STATUS:

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

### APPROVED:



7/15/2026

Chief Operating Officer

Date

# RTA Monthly Dashboard Report \*

| Metric                                        | May 2026 | May 2025 | Pct. Change |
|-----------------------------------------------|----------|----------|-------------|
| <b>Ridership</b>                              |          |          |             |
| Total RTA Bus Passengers                      | 13,805   | 12,400   | 11.3%       |
| WeGo Star Passengers                          | 12,180   | 12,157   | 0.2%        |
| Total RTA Passengers                          | 25,985   | 24,557   | 5.8%        |
| Percentage of Pre-Pandemic Ridership          | 48.0%    | 45.4%    | 5.8%        |
| <b>Safety</b>                                 |          |          |             |
| RTA Bus Total Accidents                       | 0        | 1        | -100.0%     |
| WeGo Star Total Accidents                     | 0        | 0        | N/A         |
| RTA Bus Total Miles btwn Accidents            | N/A      | 48,633   | N/A         |
| WGS Total Miles btwn Accidents                | N/A      | N/A      | N/A         |
| <b>Service Quality</b>                        |          |          |             |
| RTA Bus Total Trip Completion %               | 99.10%   | 99.46%   | -0.36%      |
| WeGo Star Total Trip Completion %             | 98.75%   | 100.00%  | -1.25%      |
| RTA Bus Total Miles btwn Service Interruption | 3,293.9  | 5,564.4  | -40.8%      |
| WGS Total Miles btwn Service Interruption     | 2,108.4  | N/A      | N/A         |
| <b>On-Time Performance ^</b>                  |          |          |             |
| RTA Bus                                       | 80.7%    | 76.6%    | 5.4%        |
| WeGo Star                                     | 97.1%    | 95.2%    | 1.9%        |
| <b>Customer Care</b>                          |          |          |             |
| RTA Bus Total Passengers per Complaint        | 812      | 1,127    | -28.0%      |
| WeGo Star Passengers per Complaint            | 12,180   | N/A      | N/A         |

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

^ On Time Performance reporting began September 2017.

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

# RTA Fiscal Year Dashboard Report \*

| Metric                                        | FY2026<br>May | FY2025<br>May | Pct. Change |
|-----------------------------------------------|---------------|---------------|-------------|
| <b>Ridership</b>                              |               |               |             |
| Total RTA Bus Passengers                      | 143,894       | 139,108       | 3.4%        |
| WeGo Star Passengers                          | 134,818       | 120,112       | 12.2%       |
| Total RTA Passengers                          | 278,712       | 259,220       | 7.5%        |
| Percentage of Pre-Pandemic Ridership          | 48.2%         | 44.8%         | 7.5%        |
| <b>Safety</b>                                 |               |               |             |
| RTA Bus Total Accidents                       | 24            | 11            | 118.2%      |
| WeGo Star Total Accidents                     | 0             | 4             | -100.0%     |
| RTA Bus Total Miles btwn Accidents            | 22,145        | 47,774        | -53.6%      |
| WGS Total Miles btwn Accidents                | N/A           | 18,106        | N/A         |
| <b>Service Quality</b>                        |               |               |             |
| RTA Bus Total Trip Completion %               | 99.35%        | 99.03%        | 0.32%       |
| WeGo Star Total Trip Completion %             | 99.78%        | 99.53%        | 0.26%       |
| RTA Bus Total Miles btwn Service Interruption | 4,570.4       | 3,083.2       | 48.2%       |
| WGS Total Miles btwn Service Interruption     | 12,123.1      | 5,571.0       | 117.6%      |
| <b>On-Time Performance ^</b>                  |               |               |             |
| RTA Bus                                       | 79.9%         | 79.9%         | 0.0%        |
| WeGo Star                                     | 97.1%         | 96.4%         | 0.7%        |
| <b>Customer Care</b>                          |               |               |             |
| RTA Bus Total Passengers per Complaint        | 953           | 953           | 0.0%        |
| WeGo Star Passengers per Complaint            | 9,630         | 6,322         | 52.3%       |

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

^ On Time Performance reporting began September 2017.

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



# RTA Operations Dashboard Glossary

| Metric                               | Definitions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|--------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Ridership</b>                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Total Passengers</b>              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| RTA Bus                              | Total fixed route passenger boardings on all MTA operated RTA routes (84, 86, 93, 96) and Anchor operated RTA routes (87, 88, 89, 91, 92, 94, 95)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| WeGo Star                            | Total passenger boardings on WeGo Star Rail Service                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Safety</b>                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| RTA Bus Accidents                    | A motor vehicle collision, either preventable or non-preventable, in which the Operator did not do everything reasonable to avoid a collision, committed an error or failed to react to the errors of others. A motor vehicle collision in which the Operator committed no driving error and reacted reasonably to the errors of others. (Anchor & MTA operated RTA metrics combined)                                                                                                                                                                                                                                                                                                                                         |
| WeGo Star Accidents                  | Accident – an unexpected, unforeseen, or unintended event that causes injury, loss, or damage. These events can include any event arising from the operation of the railroad which results in the death of any person; or an injury to any person that requires medical treatment, except suicides or attempted suicides; any collision between railroad on-track equipment and an automobile, bus, truck, motorcycle, occupied bicycle, pedestrian or trespasser at any location on the railroad; any collision, derailment, fire, explosion, failure of equipment or infrastructure, act of nature, or other event involving damage to the railroad's on-track equipment, signals, track, track structures, and/or roadbed. |
| <b>Service Quality</b>               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| RTA Bus Missed Trips                 | The total number of Bus revenue trips not completed or departing more than 30 minutes late -vs- scheduled. (Anchor & MTA operated RTA metrics combined)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| WeGo Star Missed Trips               | A train that is disabled in transit or cancelled prior to embarking. A missed trip is reported as an annulment and is when the train is cancelled and doesn't complete the run or make it to its final destination.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| RTA Bus Trip Completion Percentage   | Percentage of one-way fixed route revenue trips completed versus scheduled.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| WeGo Star Trip Completion Percentage | Percentage of one-way rail trips completed versus scheduled.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

# RTA Operations Dashboard Glossary

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

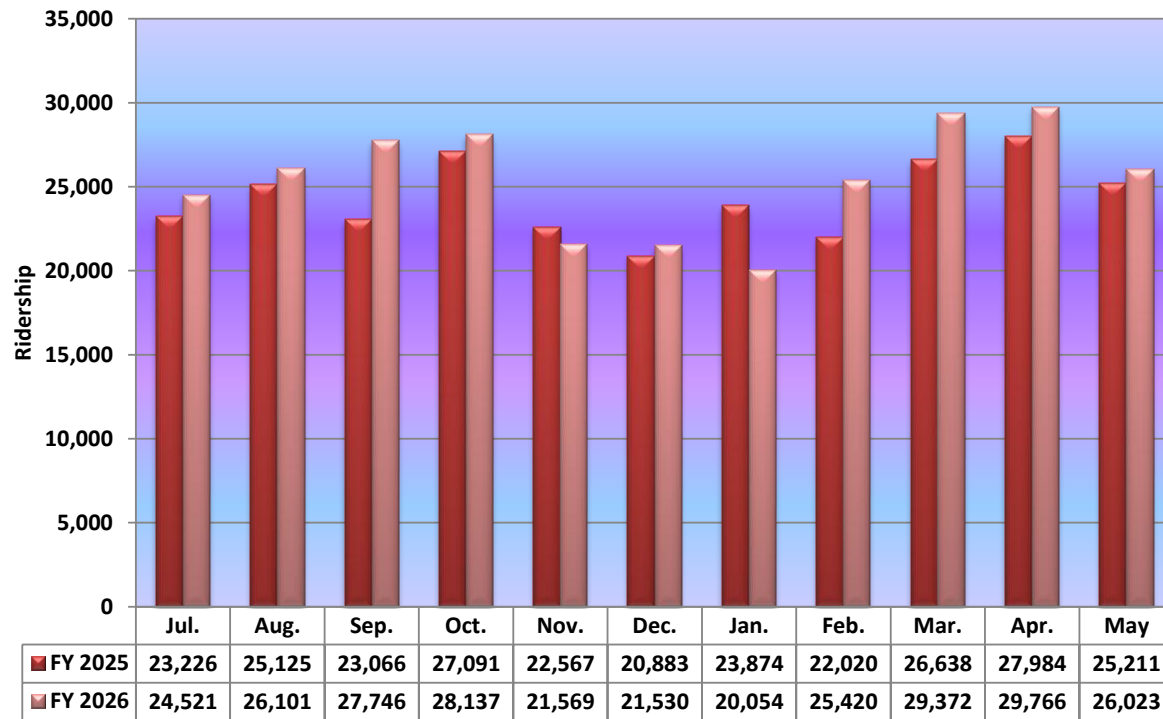


## REGIONAL TRANSPORTATION AUTHORITY

### FISCAL YEAR & MONTH TO MONTH RIDERSHIP COMPARISON: FY2026 -vs- FY2025

|                                | Month to Month Comparison |               |                   | Fiscal Year Comparison |                |                   |
|--------------------------------|---------------------------|---------------|-------------------|------------------------|----------------|-------------------|
|                                | May-26                    | May-25        | Percentage Change | FY 2026                | FY 2025        | Percentage Change |
| WeGo Star                      | 12,180                    | 12,157        | 0.2%              | 134,818                | 120,112        | 12.2%             |
| Express Bus & Shuttle Services | 13,805                    | 12,400        | 11.3%             | 143,874                | 139,117        | 3.4%              |
| RTA VanStar Vanpool Service    | 38                        | 654           | -94.2%            | 1,547                  | 8,456          | -81.7%            |
| <b>Total RTA Ridership</b>     | <b>26,023</b>             | <b>25,211</b> | <b>3.2%</b>       | <b>280,239</b>         | <b>267,685</b> | <b>4.7%</b>       |

**RTA FY2026 -vs- FY2025**  
**Month to Month Ridership Comparison**



■ FY 2025    ■ FY 2026



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

|                                                      | Month to Month Comparison |         |        | Fiscal Year |           |        |
|------------------------------------------------------|---------------------------|---------|--------|-------------|-----------|--------|
|                                                      | May-26                    | May-25  | Change | FY 2026     | FY 2025   | Change |
| <b>MTA Local Bus Service</b>                         | 877,835                   | 754,809 | 16.3%  | 8,856,362   | 8,011,839 | 10.5%  |
| <b>MTA Local Paratransit Service</b>                 | 48,216                    | 36,113  | 33.5%  | 470,662     | 377,578   | 24.7%  |
| <b>RTA Regional Bus Service</b>                      | 13,805                    | 12,400  | 11.3%  | 143,874     | 139,117   | 3.4%   |
| <b>RTA VanStar Vanpool Service</b>                   | 38                        | 654     | -94.2% | 1,547       | 8,456     | -81.7% |
| <b>RTA Regional Rail Service</b>                     | 12,180                    | 12,157  | 0.2%   | 134,818     | 120,112   | 12.2%  |
| <b>* RTA Special Events Rail Service</b>             | 0                         | 0       | N/A    | 8,372       | 10,761    | -22.2% |
| <b>Subtotal RTA Rail Service</b>                     | 12,180                    | 12,157  | 0.2%   | 143,190     | 130,873   | 9.4%   |
| <b>Subtotal MTA &amp; RTA Bus &amp; Rail Service</b> | 952,074                   | 816,133 | 16.7%  | 9,615,635   | 8,667,863 | 10.9%  |
| <b>Williamson County VanStar Vanpool Service</b>     | 6,773                     | 5,626   | 20.4%  | 63,758      | 60,553    | 5.3%   |
| <b>Murfreesboro Transit Local Bus Service</b>        | 8,659                     | 9,427   | -8.1%  | 93,156      | 98,887    | -5.8%  |
| <b>Franklin Transit Local Bus Service</b>            | 5,852                     | 7,482   | -21.8% | 84,177      | 91,130    | -7.6%  |
| <b>Clarksville Transit Local Bus Service</b>         | 38,828                    | 37,875  | 2.5%   | 439,038     | 440,580   | -0.3%  |
| <b>Total Area Ridership</b>                          | 1,012,186                 | 876,543 | 15.5%  | 10,295,764  | 9,359,013 | 10.0%  |

# REGIONAL TRANSPORTATION AUTHORITY

## ROUTE PERFORMANCE INDICATOR REPORT

For the Month of: May 26



| Rte.<br>No.                                         | Route Name                          | Monthly<br>Ridership | Ridership<br>Change vs Last<br>Year | Revenue Hours<br>Of Service | Average Passengers |          |
|-----------------------------------------------------|-------------------------------------|----------------------|-------------------------------------|-----------------------------|--------------------|----------|
|                                                     |                                     |                      |                                     |                             | Per Trip           | Per Hour |
| CORRIDOR SERVICE COMPARISONS - COMMUTER BUS SERVICE |                                     |                      |                                     |                             |                    |          |
|                                                     | North Corridor (Route 87)           | 1,941                | 11.0%                               | 187                         | 12                 | 10.4     |
|                                                     | Northwest Corridor (Routes 89 & 94) | 2,638                | -0.2%                               | 329                         | 9                  | 8.0      |
|                                                     | South Corridor (Route 95)           | 1,012                | -3.6%                               | 229                         | 6                  | 4.4      |
|                                                     | Southeast Corridor (Route 84 & 86)  | 4,207                | 31.3%                               | 878                         | 7                  | 4.8      |
| EXPRESS BUS ROUTE SERVICE                           |                                     |                      |                                     |                             |                    |          |
| 84                                                  | Murfreesboro Express                | 3,450                | 37.4%                               | 706                         | 7                  | 4.9      |
| 86                                                  | Smyrna - LaVergne                   | 757                  | 9.1%                                | 172                         | 5                  | 4.4      |
| 87                                                  | Gallatin - Hendersonville           | 1,941                | 11.0%                               | 187                         | 12                 | 10.4     |
| 88                                                  | Dickson                             | 562                  | 6.6%                                | 94                          | 7                  | 6.0      |
| 89                                                  | Springfield - Joelton               | 509                  | 1.8%                                | 111                         | 6                  | 4.6      |
| 94                                                  | Clarksville                         | 2,129                | -0.7%                               | 218                         | 11                 | 9.8      |
| 95                                                  | Spring Hill - Franklin              | 1,012                | -3.6%                               | 229                         | 6                  | 4.4      |
|                                                     | Express Bus Route Totals            | 10,360               | 12.9%                               | 1,717                       | 8                  | 6.0      |
| OTHER ROUTES                                        |                                     |                      |                                     |                             |                    |          |
| 64                                                  | Star Downtown Shuttle               | 821                  | 98.3%                               | 52                          | 5                  | 15.7     |
| 93                                                  | Star West End Shuttle               | 2,624                | -6.7%                               | 75                          | 16                 | 34.8     |
|                                                     | RTA Bus Route Monthly Totals        | 13,805               | 11.3%                               | 1,845                       | 9                  | 7.5      |
| COMMUTER RAIL SERVICE                               |                                     |                      |                                     |                             |                    |          |
| 90                                                  | WeGo Star Commuter Rail             | 12,180               | 0.2%                                | 228                         | 51                 | 53.3     |
|                                                     | RTA Commuter Rail and Bus Total     | 25,985               | 5.8%                                | 2,073                       | 14                 | 12.5     |