



REGIONAL TRANSPORTATION AUTHORITY
Of Middle Tennessee

BOARD MEETING

Wednesday, June 16, 2021 | 9:30 a.m.

Location:

**TN Bankers Association
211 Athens Way #100, Nashville, TN 37228**

1. **Call to Order**
2. **Approval of January 20, 2021 Minutes**
3. **Public Comments**
4. **Finance Committee Report – Sumner County Mayor Anthony Holt**
 - Monthly Financial Report Compared to Budget R-D-20-006 Pg. 5
 - Fifth -Third Revolving Line of Credit R-A-21-003 Pg. 8
 - RTA/MTA Contract Renewal for State EasyRide Services R-A-21-004 Pg. 9
 - RTA/MTA EasyRide Program Revenue Sharing Agreement R-A-21-005 Pg. 10
 - RTA/MTA Management Contract Renewal R-A-21-006 Pg. 12
 - RTA/MTA Regional Bus Contract FY2022 Renewal R-A-21-007 Pg. 13
 - RTA/MTA Regional Bus Contract FY2022 Renewal R-A-21-008 Pg. 14
 - WeGo Star Liability Insurance Renewal R-A-21-009 Pg. 15
 - FY2022 Proposed Operating Budget R-A-21-010 Pg. 21
 - Adoption of RTA FY2022-2026 Capital Investment Plan
5. **Operations Committee Report – Mayor Jerry Kirkman, Chair** R-D-20-007 Pg. 34
 - RTA Monthly Operating Statistics
6. **Other Business**
7. **CEO’s Report – Stephen G. Bland, CEO**
8. **Chair’s Report – Mayor Randall Hutto, Chair**
9. **Adjournment**



MINUTES
EXECUTIVE COMMITTEE MEETING
REGIONAL TRANSPORTATION AUTHORITY
MAY 19, 2021

- I. **Call to Order:** The regular meeting of the Regional Transportation Authority of Middle Tennessee (RTA) Board of Directors was held at the Nashville School of Law located at, 4013 Armory Oaks Drive, Nashville, TN 37204 on Wednesday, May 19, 2021. A quorum was established, and the meeting was called to order at 9:29 a.m. by Chair, Mayor Randall Hutto.

Mayor Hutto asked Mayor Anthony Holt to begin the meeting by leading the group in prayer in lieu of the pandemic and everything that our families, communities and nation has gone through and had to endure.

Executive Committee Members in Attendance:

Mayor Randall Hutto – Wilson County
Governor’s Appointee Ed Cole, Secretary – Davidson County
Mayor Jerry Kirkman – City of Westmoreland
Bob Rial – Dickson County
Mayor Bill Ketron – Rutherford County
Mayor Anthony Holt – Sumner County
Mayor Billy Vogle – Robertson County
Governor’s Appointee Kelly Dannenfelser – Williamson County
Governor’s Appointee Ken Davis – Wilson County

Others Present:

Mayor Rick Bell – City of Lebanon
Mayor Jamie Clary – City of Hendersonville
Victor Lay – City of Nolensville
Gerald Herman- City of White House (Alt.)
Mayor Jim Durrett – Montgomery County
Kaitlyn McClanahan (TDOT)
Ray Render
Jessica Dauphin
Liza Joffrion

- II. **Approval of the March 17, 2021 Minutes**

A motion was made by Mayor Anthony Holt and seconded by Governor’s Appointee Ken Davis and the minutes were approved unanimously.

- III. **Public Comments:** There were no public comments to come before this.

- IV. **Finance Committee Report:** Sumner County Mayor Anthony Holt reported the following:

- a. **Monthly Financial Report Compared to Budget Report (EXC-D-21-009):** Sumner County Mayor Anthony Holt reviewed the year-to-date data of the statement of operations for the month of January 2021 compared to the FY2020 budget and the balance sheet as

of January 31, 2021. Chief Financial Officer Ed Oliphant was present to answer any questions and there were on none at this time.

- b. Operating Budget Forecast Discussion for FY2022 -FY2025 (EXC-D-21-010):** Sumner County Mayor Anthony Holt said the Finance Committee had a great discussion about the budget for next year, with the focus on the service plan and how RTA moves forward over the next 3 to 4 years. CFO Oliphant and CEO Bland gave a summary of our history and the impact the pandemic has had on ridership, the reduced service levels RTA has been running, and all the federal one-time funding RTA has received through the CARES Act and the American Rescue Plan.

Mayor Holt said the budget that will be proposed at the June Board meeting is not going to present any problems, as there are no increases for partners included in the proposed budget, and staff is recommending moving back to full service in October. We will continue to use CARES Act funding to make up for lost revenues to cover expenses normally covered with fare revenues and keep partner contributions stable. Staff presented to the committee an optimistic and a pessimistic scenario coming out of the pandemic as to ridership returning to more normal levels over the next 2 – 3 years and CMAQ continuing to be available and a more pessimistic scenario of ridership on a much slower recovery and CMAQ not continuing. TDOT has just announced a call for projects for CMAQ and the Committee thinks that it is imperative that RTA apply for continued funding. We need to have a plan for the future and think longer term. Key RTA Committee and Board members should probably meet with TDOT and Commissioner Bright sooner than later to express RTA's need for TDOT's continuing support through CMAQ funding for operations and also for any other capital initiatives in TDOT's plans that RTA could partner with them. The Finance Committee has asked staff to develop an outline and eventually an overall plan as soon as possible that we can use as talking points for an eventual meeting with TDOT.

Mayor Hutto said federal funding is the lifeblood to the regional bus services and without the continuation of this funding, there would be a strong likelihood that the regional partners could not sustain the service as we see it today. Right now staff predicts the current round of CMAQ funding will last through the first half of 2023 and that is great, but the Committee is concerned if TDOT will award new CMAQ funding if there is an impression that RTA is loaded with a bunch of federal CARES and Rescue dollars. While we are grateful that Uncle Sam has awarded this funding, it is a one-time funding and we cannot lose sight that it will run out, and we will always need CMAQ to fund regional bus service. If we skip a new round of funding, there is a greater likelihood that it will be much harder to get back in the future.

Mayor Bill Ketron said with the timing being so close, members of the Finance Committee will need to meet soon to put together a plan before the Commissioner starts working on the Governor's budget in October.

Secretary Ed Cole concurred with everything that had been discussed and made a motion that the Regional Transportation Authority put together a plan to show TDOT and anybody else that we are using these short-term federal resources and that there is a need for continued CMAQ funding. This motion was unanimously approved by the Executive Committee.

- c. FY2022 Capital Plan Update (EXC-D-21-011):** Director of Planning & Grants Felix Castrodad presented the following:

The Regional Transportation Authority of Middle Tennessee (RTA) Capital Investment Plan prioritizes, identifies funding sources, and sets timelines for RTA's capital projects over a five-year period. The plan outlines regulatory, state of good repair, growth, and expansion

needs that promote the provision of continuous efficient services by RTA. The plan is closely coordinated with pertaining agency efforts like the nMotion Strategic Plan and the Transit Asset Management Plan (TAMP) as well as with transit partners at the state, regional and local level.

Although the plan covers a five-year horizon, the main emphasis is on the first couple of years of the plan as the outer years are more conceptual in nature, requiring additional scoping and more detailed information on cost and funding sources.

Capital funding typically comes from several different sources including federal, state, and local sources, and can be allocated based on a specific formula or competitive discretionary opportunities. Expected revenues vary by funding source and the detailed requirements associated with each source.

During the past year, the federal government made some one-time funding opportunities available because of the COVID-19 pandemic. Federal bills including the Coronavirus Aid, Relief, and Economic Security (CARES) Act, and the American Rescue Plan (ARP) Act, provided 100% federal money (no match required) designed to provide relief and support to transit agencies keeping them operational in light of reduced and uncertain local revenues.

These one-time relief bills provide an opportunity for RTA to review capital investment opportunities as part of the FY2022 Capital Plan development.

Mr. Castrodad concluded his remarks and was available for any questions from the floor and there were none at this time.

V. Operations Committee Report: Mayor Jerry Kirkman reported the following:

- a. **Monthly Operating Statistics (EXC-D-21-012):** Mayor Jerry Kirkman reviewed the RTA Monthly Dashboard Report through the month of March 30, 2021 with the Executive Committee. Chief Operating Officer Andy Burke was present to answer any questions and there were none at this time.

VI. CEO's Report: CEO Bland provided the following report:

1. Despite the CDC's relaxation of mask-wearing and other aspects of COVID-19 precautions, CEO Bland said that we are still asking all of our employees and customers to wear facial coverings while on WeGo Public Transit vehicles and in our facilities as the Transportation Safety Administration has continued to extend the requirement to wear masks on public transportation until September.
2. In Mayor Holt's report, you heard a discussion on funding received by the region for transit under the American Rescue Plan Act. The RTA's share of these dollars was \$1 million, and we are in the process of programming these funds and putting in grant applications.
3. Also as reported by Mayor Holt, Mayor Cooper's budget proposal would fully restore RTA operating funds to their prior levels as we requested if approved by the Metro Council. Our budget hearing before Council is next Tuesday.
4. CEO Bland said that two of the senior staff positions have been filled since the last meeting: Andy Burke joined us as Chief Operating Officer and he comes to us from San Jose, California where he worked in Operations for their transit agency; and Renuka Christoff joined us as Director of Marketing, Sales and Communications. Renuka comes to us from the Music City Center, where she held a similar position.

5. CEO Bland said that we will be partnering with the City of Nashville, TDOT, and the Nashville Downtown Partnership on a Downtown Nashville Traffic Study to examine the many competing uses for downtown Nashville streets and rights of way. One of our key objectives will be to try to identify transit priority corridors where we can gain transit priority measures like dedicated lanes and improved infrastructure. This will be essential for RTA commuters as the downtown workforce spreads well beyond the State Capitol complex.
6. Progress continues on the QuickTicket contactless fare collection system.

CEO Bland concluded his remarks and was available for any questions from the floor and there were none at this time.

- VII. Chair's Report:** Mayor Hutto thanked everyone for the adjustments that they have made and the cooperation on everyone's part to keep our operation going during this pandemic, which has affected all of us. He said that this pandemic has been a challenge and has affected everyone, but he thanked everyone again for their patience and resilience.

In closing, Mayor Hutto invited everyone to their first Senior's Ride in Wilson County Friday, May 21, 2021, at 9 a.m.

- VIII. Adjournment:** With no further business, Mayor Hutto called for adjournment, proper motion was made and seconded, and the meeting was adjourned at 10:05 a.m.

Respectfully submitted:

Ed Cole, RTA Secretary &
Davidson County Governor Appointee

Regional Transportation Authority of Middle Tennessee

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

Item Number:	R-D-21-006	Meeting Date:	06/16/2021
Item Title:	Monthly Financial Report Compared to Budget		

BACKGROUND:

Attached is a statement of operations for the month of April 2021 compared to the budget and a balance sheet as of April 30, 2021.

CURRENT STATUS:

Chief Financial Officer Ed Oliphant will review the statements at the committee meeting.

APPROVED:



Chief Financial Officer

June 11, 2021

Date

Regional Transportation Authority

Statement of Operations Compared to Budget

For the Period Ending April 30, 2021

UNAUDITED

	Actual Month	Budget Month	Month End Variance	F / U	Prior Year Y-T-D	Actual Y-T-D	Budget Y-T-D	Y-T-D Variance	F / U	Budget
Revenue from Operations:										
R&R Revenues	\$10,584	\$19,420	(\$8,836)	U	\$565,790	\$101,231	\$114,607	(\$13,376)	U	\$154,797
Train Revenues	7,957	21,830	(13,873)	U	677,321	74,241	131,229	(56,988)	U	181,959
Special Events	0	6,130	(6,130)	U	71,046	0	57,560	(57,560)	U	74,250
Advertising	0	1,000	(1,000)	U	16,362	0	8,180	(8,180)	U	9,900
Other Non-Trans Revenue	5,938	26,004	(20,066)	U	226,826	235,147	217,992	17,155	F	227,892
Total Operating Revenue	24,479	74,384	(49,905)	U	1,557,345	410,619	529,568	(118,949)	U	648,798
Federal/State/Local Income:										
Local Assistance	34,037	0	34,037	F	1,775,362	671,660	677,249	(5,589)	U	677,249
Regional Assistance	0	0	0	F	862,268	876,827	876,827	0	F	906,827
State Assistance	0	0	0	F	704,157	633,400	618,400	15,000	F	618,400
Federal Assistance - CMAQ	44,710	203,245	(158,535)	U	1,584,680	1,031,104	1,996,118	(965,014)	U	2,389,813
Federal Assistance - CARES Act	150,210	475,000	(324,790)	U	0	891,582	1,635,037	(743,455)	U	2,635,037
Total Assistance Income	228,957	678,245	(449,288)	U	4,926,467	4,104,573	5,803,631	(1,699,058)	U	7,227,326
Capital Revenue:										
Capital Operating Reimbursement	145,896	195,260	(49,364)	U	1,625,801	1,604,377	1,952,600	(348,223)	U	2,343,079
Total Capital Income	145,896	195,260	(49,364)	U	1,625,801	1,604,377	1,952,600	(348,223)	U	2,343,079
Total Revenue	\$399,332	\$947,889	(\$548,557)	U	\$8,109,613	\$6,119,569	\$8,285,799	(\$2,166,230)	U	\$10,219,203
Expenses from Operations:										
Management Contract - MTA Services	\$70,338	\$70,338	\$0	F	\$689,600	\$703,380	\$703,380	\$0	F	\$844,056
Fuel	458,701	708,328	249,627	F	6,043,352	4,310,708	6,705,564	2,394,856	F	8,114,887
Materials and Supplies	30,319	37,417	7,098	F	418,066	285,049	374,166	89,117	F	449,000
Utilities	2,700	1,916	(784)	U	8,989	8,980	19,151	10,171	F	22,975
Other	14,393	14,565	172	F	114,975	124,770	145,027	20,257	F	174,170
Casualty and Liability	37,619	48,328	10,709	F	416,758	385,239	487,359	102,120	F	584,015
Other	99	1,835	1,736	F	16,369	11,634	26,670	15,036	F	30,100
Total Operating Expenses	614,169	882,727	268,558	F	7,708,109	5,829,760	8,461,317	2,631,557	F	10,219,203
Surplus / (Deficit)	(\$214,837)	\$65,162	(\$279,999)	U	\$401,504	\$289,809	(\$175,518)	\$465,327	F	\$0
Capital Grant Revenue	44,681		44,681	F	8,846,974	4,251,966		4,251,966	F	0
Gain / (Loss) on Sale	0		0	F	5,200	0		0	F	0
Vanpool Replacement Revenue Fund	0		0	F	8,188	1,250		1,250	F	0
Depreciation	(203,641)		(203,641)	U	(1,418,912)	(2,047,468)		(2,047,468)	U	0
Surplus / (Deficit)	(\$373,797)	\$65,162	(\$438,959)	U	\$7,842,954	\$2,495,557	(\$175,518)	\$2,671,075	F	\$0

Regional Transportation Authority

Comparative Balance Sheets

	Month Ended April 30, 2021	Month Ended June 30, 2020
	(unaudited)	(unaudited)
CURRENT ASSETS		
Cash and cash equivalents	\$1,178,628	\$1,075,391
Receivables from federal, state and local government	435,919	1,694,806
Accounts receivable	24,754	39,906
Materials and supplies	394,531	407,321
Prepaid expense and other	122,805	470,282
Total Current Assets	2,156,637	3,687,706
PROPERTY AND EQUIPMENT		
Land	3,382,052	3,382,052
Building, shelter and benches	16,730,983	16,730,983
Guideway Improvements	6,594,944	4,502,068
Revenue equipment and parts	21,499,101	18,144,223
Office equipment	457,791	360,705
Work-in-Progress	7,386,650	8,012,117
	56,051,521	51,132,148
Less: Accumulated Depreciation	(16,047,926)	(13,294,665)
Total Property and equipment, net	40,003,595	37,837,483
OTHER ASSETS		
Cash and investments restricted	4,570,659	4,098,697
TOTAL ASSETS	\$46,730,891	\$45,623,886
LIABILITIES AND NET ASSETS		
CURRENT LIABILITIES		
Accounts payable	\$1,091,235	\$2,287,362
Accrued expenses	29,000	26,800
Deferred Revenue	2,117,749	1,643,847
Note Payable	0	0
Total Current Liabilities	3,237,984	3,958,009
NET ASSETS		
Invested in capital assets	40,003,595	37,837,483
Restricted - Self Insurance Reserve	1,000,000	1,000,000
Restricted - Administrative Reserve	1,000,000	1,000,000
Restricted - Reserve for van pool replacement	456,100	454,850
Restricted - Regional Bus Reserve	2,057,714	1,643,847
Restricted - Regional Bus Reserve	56,845	0
Unrestricted	(3,576,903)	(9,162,719)
Current Year Surplus / (deficit)	2,495,556	8,892,416
Total Net Assets	43,492,907	41,665,877
TOTAL LIABILITIES AND NET ASSETS	\$46,730,891	\$45,623,886

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivable	\$18,958 76.6%	\$5,796 23.4%	\$0 0.0%	\$0 0.0%	\$24,754 100.0%
Accounts Payable	\$585,104 53.6%	\$506,131 46.4%	\$0 0.0%	\$0 0.0%	\$1,091,235 100.0%

Regional Transportation Authority

of Middle Tennessee

Board Action Item

Item Number:	R-A-21-003	Meeting Date:	06/16/2021
Item Title:	Fifth-Third Revolving Line of Credit		

BACKGROUND:

RTA has had a new operating line of credit through Fifth-Third Bank for the last year in the amount of \$5 million for general borrowings to cash flow expenses for RTA. The maturity date for the current line of credit is June 30, 2021. While the renewal last year for the master line of credit agreement was for a term of 5 years, the line of credit must be renewed in one year increments due to banking regulations.

While we continue to reduce the frequency of need to utilize the line, not only is it difficult to forecast the availability of future federal grant funding. Consequently, we believe it is imperative to renew the line of credit to ensure timely cash flow for expenses. One of the fees on the line is a non-use fee of 7.5 basis points charged quarterly for any unused portion of the line. In order to minimize that expense, we are recommending to initially only open \$3.0 million of the line to be subject to the non-use fee and should we need additional capacity, at the discretion of management, we would contact the bank to open the additional line up to \$5 million in \$500,000 increments as needed. All covenants have been met on the current line of credit. The additional costs to renew the line include attorney's fees and a small closing fee. The charges under the line remain consistent with the interest rate set at LIBOR plus 1.20% and a non-use fee of 7.5 basis points. These expenses have been included in the annual budget.

Any borrowings are contingent upon the receipt of federal funding when the grant funding becomes available. The line of credit is for general use to pay for expenses incurred that are reimbursable by a federal grant.

RECOMMENDATION:

We are requesting that the Board authorize the CEO to enter into the second year of a five-year revolving line of credit agreement for up to \$5.0 million with Fifth Third Bank with a term from July 1, 2021 to June 30, 2022 based upon the terms described above.

APPROVED:

Board Secretary

June 16, 2021

Date

Regional Transportation Authority

of Middle Tennessee

Board Action Item

Item Number:	R-A-21-004	Meeting Date:	06/16/2021
Item Title:	RTA/MTA Contract Renewal for State EasyRide Services		

BACKGROUND:

The Regional Transportation Authority of Middle Tennessee (RTA) and the Nashville Metropolitan Transit Authority (Nashville MTA) have established a positive working relationship over the years on a regional EasyRide program involving the State of Tennessee.

For several years, the Nashville MTA along with the RTA have participated in the EasyRide program with the State of Tennessee where both agencies provide transit rides to State employees, and the State reimburses both the Nashville MTA and RTA on a cost-per-ride basis. The Nashville MTA has been the principle in this contract with the State of Tennessee and RTA's portion of the rides provided is passed through via a separate agreement with the Nashville MTA. The State has agreed to a new contract with the Nashville MTA for the EasyRide Program for July 1, 2021 through June 30, 2022 at a cost per ride set at a weighted average of \$2.50 per ride and a total contract not to exceed \$1.75 million.

An analysis of state employee ridership for both the Nashville MTA and RTA services is usually performed to confirm the cost per ride passed through to RTA. However, due to the severe drop in ridership an updated analysis would not accurately reflect the pass-through pricing. Consequently, we are recommending that the effective rate of \$3.15 per ride which has been consistent over the last several years should be maintained for FY2022. The higher rate being passed through to RTA from the Nashville MTA has merit since RTA's fares for regional bus service and train service are proportionately higher than the Nashville MTA's base fares.

RECOMMENDATION:

Based upon the explanation above, staff requests that the Board the approve RTA entering into a contract with the Nashville MTA that calls for the Nashville MTA to reimburse RTA for EasyRide trips provided to State employees participating in the EasyRide program at a rate of \$3.15 per ride for a period of one year, beginning July 1, 2021 through June 30, 2022.

APPROVED:

Board Secretary

June 16, 2021

Date

Regional Transportation Authority

of Middle Tennessee

Board Action Item

Item Number:	R-A-21-005	Meeting Date:	06/16/2021
Item Title:	RTA/MTA EasyRide Program Revenue Sharing Agreement		

BACKGROUND:

In June 2020, the Board approved for the first time, an EasyRide Program Revenue Sharing Agreement with Nashville MTA for the period of July 1, 2020 through June 30, 2021. The EasyRide Program is an employer-paid transit pass program to provide employee commuter benefits on Nashville MTA and RTA services in Middle Tennessee under the name WeGo Public Transit. FY2021 was the first year for the new EasyRide program to reach out to new companies to promote employer paid transportation for their employees. To remind the Board, the following are the objectives of the program:

- All: Simplify program transportation benefits;
- All: Simplify program administration;
- All: Simplify program fee structure to better predict costs and revenues for annual budgeting;
- MTA/RTA: Protect existing program revenue;
- MTA/RTA: Grow program participation to increase overall ridership and operating revenue;
- MTA/RTA: Increase transparency between the two agencies on program revenue and ridership;
- Business Partners: Manage and reduce both direct and indirect transportation costs;
- Business Partners: Provide sustainable and competitive employee benefits.

Current and potential business partners had expressed a strong preference for a consolidated pass program – one in which their employees could utilize a single pass for both Nashville MTA and RTA services. Under the Revenue Sharing Agreement, Nashville MTA is the master contractor under the program with revenue splits between the Nashville MTA and RTA that fairly compensates both agencies relative to the overall use of the program. Unfortunately, the pandemic basically stopped this program in its tracks with very little if any existing customers, let alone new customers participating in the program. Despite this slow down, the program needs to be brought back to life as we move out of the pandemic and see ridership return.

The plan under this agreement is for revenues collected from business partners of the EasyRide Program be assigned to each agency based on a formula that weights average fare (which will skew toward the RTA due to a higher fare structure) and ridership (which will skew toward MTA due to generally higher rates of usage) equally. The annual "conflict of interest review" that we discuss will include a review of how revenue assignment was calculated for the preceding period with testing of these calculations incorporated into both agencies external audit scope.

While we have no meaningful information to report for this past year for the EasyRide Program, it is staff's intent to restart this program during the new fiscal year which will require a renewal of this agreement since it is due to expire June 30, 2021.

RECOMMENDATION:

We are requesting that the Board approve the renewal of the EasyRide Program Revenue Sharing Agreement with Nashville MTA for the period of July 1, 2021 through June 30, 2022 based upon the formula explained above and that Nashville MTA will continue to be the Master Contractor for the EasyRide Program and will share revenues with RTA based upon the calculated formula. Each Board will review the agreement on an annual basis to assess if any changes should be made to the Agreement going forward.

APPROVED:

Board Secretary

June 16, 2021

Date

Regional Transportation Authority

of Middle Tennessee

Board Action Item

Item Number:	R-A-21-006	Meeting Date:	06/16/2021
Item Title:	RTA/MTA Management Contract Renewal		

BACKGROUND:

The Regional Transportation Authority (RTA) is currently operating under a management contract with MTA in which MTA provides management services overseeing all operations of the RTA. The current contract was approved by the RTA Board in 2016 for five years and is due to expire June 30, 2021. The contractual arrangement has served RTA well since MTA began managing the RTA in December 2008. The current annual contract value is \$844,056. MTA has proposed a new five-year contract to begin July 1, 2021 to run through June 30, 2026 with the contract value remaining at \$844,056. The new contract would remain consistent with the terms of the expiring contract and includes a provision that allows for the compensation to be adjusted as necessary beginning July 1, 2022 and each year thereafter for the life of the contract by mutual agreement of both parties. There is also a termination clause in the contract that allows either party to terminate the contract for any reason at any time with a 30-day written notice to the other party.

RECOMMENDATION:

We request approval from the RTA Board to enter a new five-year contract for MTA to manage and oversee all operations of the RTA at an annual cost of \$844,056. The contract shall become effective July 1, 2021 and terminate June 30, 2026. The compensation under the contract may be adjusted beginning July 1, 2022 and each year thereafter for the life of the contract by mutual agreement of both parties. There is also a termination clause in the contract that allows either party to terminate the contract for any reason at any time with a 30-day written notice to the other party.

APPROVED:

Board Secretary

June 16, 2021

Date

Regional Transportation Authority

of Middle Tennessee

Board Action Item

Item Number:	R-A-21-007	Meeting Date:	06/16/2021
Item Title:	RTA/MTA Regional Bus Contract FY2022 Renewal		

BACKGROUND:

A positive working relationship has been established for many years between the Regional Transportation Authority of Middle Tennessee (RTA) and the Nashville Metropolitan Transit Authority (Nashville MTA) on regional transit programs.

Each year, the RTA contracts with the Nashville MTA for regional transit services for Davidson/Rutherford County Relax & Ride services to Murfreesboro, Tennessee, as well as connecting bus services to support the commuter train service for the WeGo Star in Nashville, Tennessee. The RTA desires to renew these contracts for the period of July 1, 2021 through June 30, 2022. Since there are different funding sources for the regional bus services and the connecting bus services, two separate contracts are required.

Contract 1 – Under the new contract for the regional bus service between Davidson and Rutherford Counties (Routes 84X and 86X), the RTA will pay the Nashville MTA for up to 60.11 hours of daily service at a rate of \$113.57 per hour, or an amount not to exceed \$1,733,980, covering 254 days of weekday transit service contained in the contract. The \$113.57 represents a 3.0% increase in the contract price compared to the prior year.

Contract 2 – Under the new contract for connecting bus services for Davidson County (Routes 64 and 93), the RTA will pay the Nashville MTA up to 11.1 hours of daily service at a rate of \$113.57 per hour, or \$320,199, covering the 254 days of weekday transit service contained in the contract. The \$113.56 represents a 3.0% increase in the contract price compared to the prior year.

A fuel escalator clause will again be included in all the new contracts to protect the Nashville MTA should the average fuel prices escalate above \$1.75 per gallon. The clause stipulates that for every 25-cent increase in the monthly average per gallon cost of fuel, the hourly rate will increase \$1.50 per hour for that month going forward. This will cover the Nashville MTA's increase in operating cost due to increased fuel costs. This escalator is above and beyond the contracted amounts mentioned above. This will likely not be a factor for RTA since Nashville MTA has hedged approximately 80% of projected diesel fuel consumption at a contract price of around \$1.23 per gallon.

RECOMMENDATION:

Staff requests that the Board approve the renewal of contracts with Nashville MTA consisting of Contract 1 for regional bus services and Contract 2 for connecting bus services supporting commuter rail. Both of these contracts are for a period of one year beginning July 1, 2021 through June 30, 2022 for the following base amounts:

- Contract #1 for a not-to-exceed amount of \$1,733,980 for regional bus service; and,
- Contract #2 for \$320,199 for connecting buses supporting commuter rail.

APPROVED:

Board Secretary

June 16, 2021

Date

Regional Transportation Authority

of Middle Tennessee

Board Action Item

Item Number:	R-A-21-008	Meeting Date:	06/16/2021
Item Title:	WeGo Star Liability Insurance Renewal		

BACKGROUND:

We have been working with our insurance broker regarding the renewal of our \$30 million liability insurance coverage for commuter rail which is due to expire June 30, 2021. As stipulated within the Tri-Party Agreement between the Regional Transportation Authority of Middle Tennessee (RTA), Nashville & Eastern Railroad, and Nashville and Eastern Rail Authority, the RTA provides the first \$1 million through its own supplemental insurance reserve account. The remaining \$29 million per occurrence and \$58 million aggregate excess policy is what we receive pricing for each year. The current policy with Aspen Specialty Insurance and Liberty Surplus International Insurance companies had a total premium of \$327,500. This was a 23.3% decrease from the prior year. However, that decrease was due to the impact the pandemic had on train ridership and ultimately the structure of our policy. The main driver of liability insurance premiums is ridership exposure. All the insurance carriers have a minimum (floor) they will charge for an annual premium and then have a truing up at the end of the fiscal year based upon an audit of how many riders used the train. The floor (in terms of ridership) set by Aspen and Liberty was 193,689 rides. WeGo Star will not achieve that ridership number and thus will end this fiscal year with a floor premium of \$327,500.

Our broker typically contacts all the insurance companies in the passenger rail insurance market to receive market quotes for WeGo Star coverage. The market for commuter rail liability insurance is very limited and consists of only four companies that will provide quotes.

We have once again received a quote for FY2022 from Aspen Specialty Insurance as the primary and Liberty Surplus Insurance Corporation as the second layer. Both companies continue to have an excellent bond rating. Due to the ongoing impact the pandemic is having on ridership, the quotes were done consistent with last year's methodology being based upon a minimum floor price. The \$29 million per occurrence/\$58 million in the aggregate cost has been confirmed at a price of approximately \$295,562 which is a 9.8% decrease over prior year. Aspen will be covering the primary layer of \$18 million/\$36 million aggregate and Liberty has the second layer of \$11 million/\$22 million aggregate. The benchmark for ridership within the quote is assumed at 174,570 rides, or approximately \$1.69 per rider, compared to a benchmark floor of 193,689 rides, or approximately \$1.69 per rider, for the prior year. Should the ridership return sooner than anticipated and we exceed the benchmark, RTA would have to pay additional premiums at \$1.69 times the number of rides over the benchmark. We are currently estimating fares and ridership to be off by as much as 50% to 80% compared to pre-pandemic levels of approximately 280,000 rides. Consequently, we do not believe ridership on the train will exceed the benchmark.

RECOMMENDATION:

We are requesting 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, 2021 through July 1, 2022 to be awarded to Aspen Specialty Insurance and Liberty Surplus Insurance Corporation for a total base annual premium of \$295,562 with the caveat that if the annual ridership exceeds the benchmark of 174,570 rides, RTA will pay additional premium at a rate of \$1.69 per ride given over the benchmark. RTA will continue to provide the supplemental insurance reserve of \$1 million, making our total liability insurance coverage \$30 million.

APPROVED:

Board Secretary

June 16, 2021

Date

Regional Transportation Authority

of Middle Tennessee

Board Action Item

Item Number:	R-A-21-009	Meeting Date:	06/16/2021
Item Title:	RTA Proposed Operating Budget for FY2022		

BACKGROUND:

Last month, we had some very good discussions with both the RTA Finance Committee and Executive Committee regarding the proposed budget for next year as well as a look ahead through FY2025. The attached proposed FY2022 reflects the direction of the committees to maintain all Member city/county contributions at current levels, with Nashville restoring its contribution to \$1,820,200. It also assumes full availability of Congestion Mitigation and Air Quality Funds (Federal funding provided through TDOT) for the upcoming years, as residual funds from our last CMAQ grant award will be sufficient to do so. We will be up for renewal of this CMAQ program in the coming year. The following are significant issues and assumptions underlying the proposed budget:

COVID-19 and Its Impacts on the Operating Budget

From almost the beginning of the pandemic, RTA has been operating at reduced service levels for both bus and train services due to the decreased demand. While we continue to see significantly reduced ridership and fare revenues, ridership has been slowly returning since the relaxation of COVID restrictions, and we expect this to continue (albeit at a slow pace) as employees return to offices. This proposed budget assumes restoring full-service levels for all regional bus corridors and the WeGo Star in October 2021. Prior to the pandemic, our average monthly fare revenues for regional bus and train averaged over \$64,000 and \$75,000 per month, respectively. In April 2021, we collected \$8,500 and \$10,000 on our regional bus service and train service, respectively. For the next fiscal year, we are projecting that ridership and fare revenue will likely not recover very quickly and have projected continued use of the CARES Act funding to bridge the gap on decreased fare revenues.

Federal Response: The CARES Act and American Rescue Plan Act

As you know, Congress passed the Coronavirus Aid, Relief and Economic Security (CARES) Act which resulted in RTA receiving approximately \$13.8 million. As part of RTA's pandemic response team, we developed a plan for how this supplemental Federal support would be utilized to sustain current services for our customers. Our planning assumptions included:

1. Sustaining operating revenue losses, through FY20, FY21 and FY22.
2. Capital projects related to system resilience, specifically focused on enhanced rail services and identification of park and ride properties for regional bus services.

Obviously, it is impossible to forecast the extent or duration of item 1. Our base assumption was that we would bear the full brunt of the operating income and expense impacts of the pandemic through the remainder of calendar year 2020 and 2021, with a slow return to normal through the course of calendar year 2021, but some lingering impacts into late 2022 and FY2023.

Based on these assumptions, we developed a CARES Act Program of Projects. These include:

1. Sustain operating expenses in light of operating revenue loss and contractual or inflationary increases in operating expenses –	\$9,786,259
2. Continued engineering assessment of Star service upgrades –	\$2,000,000
3. Park and ride expansion -	\$2,000,000
Total:	<u>\$13,786,259</u>

Based on current projections that assume full service being maintained and Metro restoring its full funding, we anticipate the \$9.8 million in CARES Act funding available for lost operating income to last through at least FY2025.

RTA also received an additional \$1 million through the American Rescue Plan. This funding is more restrictive than the CARES funding in that it must be used on operating expenses and must be obligated by FY2024 and spent by FY2029. The proposed budget assumes utilizing all \$1 million in FY22's operating budget offsetting what RTA would use in federal 5307 for capital cost of contracting.

Annual Review of Fares and Lease Rates for Riverfront Station

The present fare structure for regional bus service and the commuter rail have been in place since Nashville MTA began managing the RTA in December 2008 except for two fare increases, with the most recent of 5% across the board approved in 2016. RTA is in the process of implementing a new account-based touchless fare collection system that will be fully operational during FY2022.

We propose maintaining the current fare structure for FY2022 with the intent of reassessing the structure once the new fare collection system is in place to promote the earliest possible return of passengers. We will address the overall fare structure with particular focus on the fares for commuter rail. Of particular interest is the outlier fare at Donelson Station of \$2 that has been in place since 2006.

RTA Proposed FY2021 Budget

The Regional Transportation Authority of Middle Tennessee's (RTA) budget proposal for FY2022 has an overall increase of \$124,744, or 1.2%, to \$10.76 million compared to \$10.63 million in FY2021. This represents a decrease of approximately \$206,600, or 4.0%, to \$5.0 million in the commuter train services budget as well as a increase of approximately \$331,300, or 6.1%, to \$5.8 million in the regional bus services budget. The decrease in train services is primarily due to favorable diesel pricing through our fuel hedging program and decreased liability insurance coverage associated with the reduced train ridership which is the driver for liability insurance premiums. These decreases are partially offset by a 2.3% contractual increase from Transit Solutions Group, our train operator, and a proposed 3% increase in train shuttle services provided by Nashville MTA. The regional bus services are seeing a decrease in the hourly rate charged by Gray Line. Our contracted price for regional bus services operated by Gray Line will decrease in FY2022 as RTA will be providing an additional 3 WeGo commuter buses on top of the 10 previously provided for Gray Line to operate which reduced the cost per hour charge due to Gray Line not having to charge for capital replacement of their own buses used in RTA operations. This decrease is partially offset by proposed contractual rate increases from Nashville MTA, of approximately 3%. The remaining increase in regional bus is related to increases in the regional bus reserves.

The attached proposed budget also includes the following assumptions:

- CARES Act funding being used in this budget is approximately \$2.7 million;
- RESCUE Plan funding of \$1 million is being used to offset federal 5307;
- the State will continue their operating subsidy as well as support for the regional bus services;
- the Tennessee Department of Transportation (TDOT) will continue the support for the EasyRide program (payment for state employees to ride transit services); and,
- Full CMAQ funding as previously planned is being utilized for FY2022. These funds will be available regardless of a final decision by TDOT on our upcoming application for renewal of CMAQ funding for the next 3 years.

The revenues needed to cover the operating expenses will come from CARES Act funding, Rescue Plan funding, fare revenues, advertising and rental revenues, federal Congestion Mitigation Air Quality (CMAQ) grant funding, state, local, and regional subsidy support, as well as federal formula 5307 capital funding that will be converted to operating revenue through the preventive maintenance and capital cost of contracting process.

This proposed budget also assumes that up to \$5 million from the line of credit will be available for use throughout the fiscal year. This is for cash flow purposes only, with full repayment over the course of the fiscal year.

Two versions of the proposed FY2022 Budget have been included for your reference. One version is the traditional format of the regional bus and train operations while the other represents the budget by regional partner including forecasts through FY2025.

Chief Financial Officer Ed Oliphant and CEO Steve Bland will review both budgets at the committee meeting.

RECOMMENDATION:

We are requesting that the Board adopt the proposed FY2022 budget as presented.

APPROVED:

Board Secretary

June 16, 2021

Date

Regional Transportation Authority
FY2022 Proposed Budget

Version: MaxCARES

	Proposed RTA REGIONAL BUS FY2022	Proposed RTA TRAIN FY2022	TOTAL Proposed Budget for FY2022	TOTAL Approved Budget for FY2021	Dollar Variance	Percent Variance
Revenues From Operations						
Ticket Sales Revenues	\$185,757	\$272,939	\$458,696	\$336,756	\$121,940	36.2%
Rail Operations Advertising Revenue		9,000	9,000	9,000	0	0.0%
Ticket Revenue from Special Events		74,250	74,250	74,250	0	0.0%
Membership Dues	169,932	0	169,932	169,932	0	0.0%
Miscellaneous Other Revenues	0	98,840	98,840	58,860	39,980	67.9%
Unidentified Revenue	0	0	0	0	0	#DIV/0!
Total Operating Revenue	355,689	455,029	810,718	648,798	161,920	25.0%
Federal/State/Local Support Income						
Wilson County, Lebanon, Mt Juliet		134,408	134,408	134,408	0	0.0%
Metro Nashville Government	320,200	1,500,000	1,820,200	820,200	1,000,000	121.9%
Regional Subsidies	1,033,335		1,033,335	1,043,335	(10,000)	-1.0%
JARC/NF	0		0	0	0	#DIV/0!
State Support	470,616	162,784	633,400	618,400	15,000	2.4%
CMAQ	1,373,477		1,373,477	2,389,813	(1,016,336)	-42.5%
CARES Act Funds	2,063,310	646,758	2,710,068	2,635,037	75,031	2.8%
Federal 5307 (Maint. & Capital Cost of Contracting)	141,185	1,101,023	1,242,208	2,343,079	(1,100,871)	-47.0%
Federal RESCUE Plan Funding	0	1,000,000	1,000,000	0	1,000,000	#DIV/0!
Total Support Income	\$5,402,123	\$4,544,973	\$9,947,096	9,984,272	(37,176)	-0.4%
Total Revenue	\$5,757,812	\$5,000,002	\$10,757,814	\$10,633,070	\$124,744	1.2%
Expenses :						
Mgmt Contract with MTA	422,028	422,028	844,056	844,056	0	0.0%
Marketing	84,560	82,710	167,270	162,400	4,870	3.0%
Legal Fees	20,000	27,000	47,000	47,000	0	0.0%
Audit Fee	15,000	21,800	36,800	35,000	1,800	5.1%
Software & Web Maintenance	54,680	0	54,680	77,200	(22,520)	-29.2%
Interest Expense - Line of Credit	0	27,500	27,500	27,500	0	0.0%
Bank Service Charges	3,500	6,300	9,800	9,800	0	0.0%
Consultant / Other Labor	7,000	82,200	89,200	89,200	0	0.0%
Contract - Fare Collections	71,000	129,000	200,000	200,000	0	0.0%
Contract - Station Maint & Security	0	189,000	189,000	238,000	(49,000)	-20.6%
Contract - Track Usage, Maint & Dispatch	0	824,175	824,175	821,250	2,925	0.4%
Contract - Transit Services (Bus)	4,267,697	320,488	4,588,185	4,592,146	(3,961)	-0.1%
Contract - Transit Services (Rail)	0	1,810,291	1,810,291	1,770,391	39,900	2.3%
Contract - MCS Special Event Trips	0	41,300	41,300	41,000	300	0.7%
Fuel	0	319,175	319,175	449,000	(129,825)	-28.9%
Consumable Supplies	8,800	14,975	23,775	23,775	0	0.0%
Printing & Publishing	2,000	15,300	17,300	17,300	0	0.0%
Travel & Training	1,000	0	1,000	1,000	0	0.0%
Other - R&R Reserve	778,567	0	778,567	413,867	364,700	88.1%
Dues & Membership Fees	4,000	7,000	11,000	11,000	0	0.0%
Insurance	5,000	491,730	496,730	584,015	(87,285)	-14.9%
Utilities	8,980	168,030	177,010	174,170	2,840	1.6%
Contract - Emergency Ride Home	4,000	0	4,000	4,000	0	0.0%
Total Operating Expenses	\$5,757,812	\$5,000,002	\$10,757,814	\$10,633,070	\$124,744	1.2%
Annual Surplus / (Deficit)	\$0	\$0	\$0	\$0	\$0	

Regional Transportation Authority
Budget for FY2022, Forecasts for FY2023-FY2025 (MaxCARES)

Budget by Partner	FY2021 Approved Budget	FY2022 APPROVED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED
Expenses					
<i>Direct Cost of Service Provided</i>					
87X - Gallatin/Hendersonville Express	\$336,072.00	\$655,625.00	\$675,315.00	\$692,815.00	\$716,402.00
92X - Hendersonville (Only) Express	336,072.00	0.00	0.00	0.00	0.00
89X - Robertson Cty Express	322,069.00	314,154.00	323,588.00	331,974.00	343,276.00
91X - Franklin (Only) Express	420,091.00	0.00	0.00	0.00	0.00
95X - Franklin/Spring Hill Express	280,060.00	682,943.00	703,453.00	721,683.00	746,252.00
94X - Clarksville Express	616,133.00	600,989.00	619,039.00	635,081.00	656,702.00
88X - Dickson Express	287,062.00	280,006.00	288,416.00	295,890.00	305,963.00
84X - Murfreesboro Express	433,253.00	1,301,278.00	1,340,350.00	1,375,132.00	1,421,930.00
86X - Smyrna Express	362,398.00	432,702.00	445,694.00	457,260.00	472,821.00
96L - Murfreesboro Local	887,791.00	0.00	0.00	0.00	0.00
Commuter Rail Train Service	3,990,801.00	3,826,159.00	4,114,837.00	4,246,637.00	4,323,755.00
<i>Indirect Costs</i>	1,947,401.00	\$1,885,391.00	1,859,885.00	1,864,935.00	1,890,650.00
Total Expenses	10,219,203.00	9,979,247.00	10,370,577.00	10,621,407.00	10,877,751.00
Revenue Sources					
Self-Generated Revenues					
Fares & Other Self-generated Revenues	478,866.00	640,786.00	941,776.00	1,028,008.00	1,215,325.00
Membership Dues	169,932.00	169,932.00	169,932.00	169,932.00	169,932.00
Unidentified Revenue Source	-	-	-	-	-
Total Fares and Other	648,798.00	810,718.00	1,111,708.00	1,197,940.00	1,385,257.00
Federal					
Federal \$5307 Contribution - R&R Related Svcs	190,445.00	141,185.00	145,390.00	184,628.00	199,896.00
Federal \$5307 Contribution - Train Related Svcs	2,152,634.00	1,101,023.00	2,270,063.00	2,306,423.00	2,318,362.00
Federal CARES Contribution - R&R Related Svcs	667,278.00	2,063,310.00	1,900,771.00	791,288.00	389,836.00
Federal CARES Contribution - Train Related Svcs	1,967,759.00	646,758.00	529,739.00	464,799.00	364,721.00
Federal CMAQ Contribution - R&R Related Svcs	2,389,813.00	1,373,477.00	1,461,044.00	2,324,343.00	2,655,581.00
Federal RESCUE Contribution - Train Related Svcs	-	1,000,000.00	-	-	-
Total Federal	7,367,929.00	6,325,753.00	6,307,007.00	6,071,481.00	5,928,396.00
Metro					
Davidson County - R&R Related Services	320,200.00	320,200.00	320,200.00	320,200.00	320,200.00
Davidson County - Train Related Services	500,000.00	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00
Total Metro	820,200.00	1,820,200.00	1,820,200.00	1,820,200.00	1,820,200.00
State					
TDOT	968,400.00	983,400.00	996,100.00	1,009,000.00	1,022,200.00
Total State	968,400.00	983,400.00	996,100.00	1,009,000.00	1,022,200.00
Regional Subsidy Contributions					
SE Corridor (84X, 86X)					
Rutherford County	49,220.00	49,220.00	49,220.00	49,220.00	49,220.00
Murfreesboro	33,610.00	33,610.00	33,610.00	33,610.00	33,610.00
Smyrna	27,000.00	17,000.00	27,000.00	27,000.00	27,000.00
LaVergne	9,000.00	9,000.00	9,000.00	9,000.00	9,000.00
MTSU	25,000.00	25,000.00	25,000.00	25,000.00	25,000.00
NE Corridor (87X)					
Sumner County	55,597.00	55,597.00	55,597.00	55,597.00	55,597.00
Gallatin	55,597.00	55,597.00	55,597.00	55,597.00	55,597.00
Hendersonville	55,597.00	55,597.00	55,597.00	55,597.00	55,597.00
S Corridor (95X)					
Williamson County	78,040.00	78,040.00	78,040.00	78,040.00	78,040.00
Spring Hill	42,237.00	42,237.00	42,237.00	42,237.00	42,237.00
Franklin	56,185.00	56,185.00	56,185.00	56,185.00	56,185.00
N Corridor (89X)					
Robertson County	15,000.00	15,000.00	15,000.00	15,000.00	15,000.00
Springfield	15,000.00	15,000.00	15,000.00	15,000.00	15,000.00
NW Corridor (94X)					
Montgomery County	51,301.00	51,301.00	51,301.00	51,301.00	51,301.00
Clarksville	51,301.00	51,301.00	51,301.00	51,301.00	51,301.00
E Corridor (Train)					
Wilson County	50,000.00	50,000.00	70,000.00	105,000.00	125,000.00
Lebanon	54,408.00	54,408.00	74,408.00	109,408.00	125,000.00
Mt. Juliet	30,000.00	30,000.00	50,000.00	85,000.00	125,000.00
Cheatham County (Pleasant View)	-	-	-	-	-
W Corridor (88X)					
Dickson County	36,825.00	36,825.00	36,825.00	36,825.00	36,825.00
City of Dickson	36,825.00	36,825.00	36,825.00	36,825.00	36,825.00
Total Regional Contributions	827,743.00	817,743.00	887,743.00	992,743.00	1,068,335.00
Total Revenue Sources	10,633,070.00	10,757,814.00	11,122,758.00	11,091,364.00	11,224,388.00
Surplus:					
Membership Dues	-	-	-	-	-
Reserve for Future Service	413,867.00	778,567.00	752,181.00	469,957.00	346,637.00
Surplus / (Deficit)	413,867.00	778,567.00	752,181.00	469,957.00	346,637.00

Summary of Partner Contributions - FY2022 Planning

Estimated R&R Costs /Contributions	TOTAL NEEDED	Contrib FY22*	CARES Act Used to Bal Rt Budget	Reserve/ (Used)	Given in FY21	Reserve Balance @ 6.30.21	Cummulative Reserve @ end of FY22	Target Reserve (1 Year) @ 6.30.22	Reserve Excess/ (shortage)
FY2022 Budget									
Davidson County	61,751	320,200	0	258,449	320,200	584,446.35	842,895	454,712	388,183
City of Murfreesboro	16,163	33,610	0	17,447	33,610	3,982.00	21,429	144,302	(122,873)
MTSU	16,163	25,000	0	8,837	25,000	4,605.00	13,442	144,302	(130,860)
Smyrna	5,661	17,000	0	11,339	27,000	14,237.00	25,576	50,543	(24,967)
Lavergne	5,661	9,000	0	3,339	9,000	8,237.00	11,576	50,543	(38,967)
Rutherford County	21,824	49,220	0	27,396	49,220	68,124.50	95,521	144,302	(48,782)
Sumner County	7,899	55,597	0	47,698	55,597	119,243.00	166,941	70,522	96,419
Gallatin	7,899	55,597	0	47,698	55,597	141,902.00	189,600	70,522	119,078
Hendersonville	7,899	55,597	0	47,698	55,597	141,902.00	189,600	70,522	119,078
City of Dickson	15,282	36,825	0	21,543	36,825	89,248.24	110,791	39,838	70,953
Dickson County	15,282	36,825	0	21,543	36,825	89,248.23	110,791	39,838	70,953
City of Springfield	6,597	15,000	0	8,403	15,000	97,490.00	105,893	58,893	47,000
Robertson County	6,597	15,000	0	8,403	15,000	135,578.00	143,981	58,893	85,088
City of Clarksville	160	51,301	0	51,141	51,301	99,433.00	150,574	1,430	149,144
Montgomery County	160	51,301	0	51,141	51,301	99,433.00	150,574	1,430	149,144
Franklin	9,990	56,185	0	46,195	56,185	99,335.75	145,531	89,185	56,346
Williamson County	9,990	78,040	0	68,050	78,040	119,149.00	187,199	89,185	98,014
Spring Hill	9,990	42,237	0	32,247	42,237	142,120.00	174,367	89,185	85,182
	224,968.00					2,057,714	2,836,281	1,668,147	

FY2023 PROJECTED Budget									
	Contrib FY23*	CARES Act Used to Bal Rt Budget	Reserve/ (Used)	Given in FY22	Reserve Balance @ 6.30.22	Cummulative Reserve @ end of FY23	Target Reserve (1 Year) @ 6.30.23	Reserve Excess/ (shortage)	
Davidson County - YR 2	71,630	320,200	0	248,570	320,200	842,895	1,091,465	490,605	600,860
City of Murfreesboro - YR 2	18,950	33,610	0	14,660	33,610	21,429	36,089	154,530	(118,441)
MTSU - YR 2	18,950	25,000	0	6,050	25,000	13,442	19,492	154,530	(135,038)
Smyrna - YR 2	6,619	27,000	0	20,381	27,000	25,576	45,957	53,976	(8,019)
Lavergne - YR 2	6,619	9,000	0	2,381	9,000	11,576	13,957	53,976	(40,019)
Rutherford County - YR 2	25,569	49,220	0	23,651	49,220	95,521	119,172	154,530	(35,359)
Sumner County - YR 2	9,277	55,597	0	46,320	55,597	166,941	213,261	75,649	137,612
Gallatin - YR 2	9,277	55,597	0	46,320	55,597	189,600	235,920	75,649	160,271
Hendersonville - YR 2	9,277	55,597	0	46,320	55,597	189,600	235,920	75,649	160,271
City of Dickson - YR 2	16,711	36,825	0	20,114	36,825	110,791	130,905	42,753	88,152
Dickson County - YR 2	16,711	36,825	0	20,114	36,825	110,791	130,905	42,753	88,152
City of Springfield - YR 2	7,645	15,000	0	7,355	15,000	105,893	113,248	62,341	50,907
Robertson County - YR 2	7,645	15,000	0	7,355	15,000	143,981	151,336	62,341	88,995
City of Clarksville - YR 2	813	51,301	0	50,488	51,301	150,574	201,062	6,634	194,428
Montgomery County - YR 2	813	51,301	0	50,488	51,301	150,574	201,062	6,634	194,428
Franklin - YR 2	11,616	56,185	0	44,569	56,185	145,531	190,100	94,722	95,378
Williamson County - YR 2	11,616	78,040	0	66,424	78,040	187,199	253,623	94,722	158,901
Spring Hill - YR 2	11,616	42,237	0	30,621	42,237	174,367	204,988	94,722	110,266
	261,354.00					2,836,281	3,588,462	1,796,716	

FY2024 PROJECTED Budget									
	Contrib FY21	CARES Act Used to Bal Rt Budget	Reserve/ (Used)	Given in FY23	Reserve Balance @ 6.30.23	Cummulative Reserve @ end of FY24	Target Reserve (1 Year) @ 6.30.24	Reserve Excess/ (shortage)	
Davidson County - YR 3	170,587	320,200	0	149,613	320,200	1,091,465	1,241,078	852,261	388,817
City of Murfreesboro - YR 3	44,396	33,610	17,225	6,439	33,610	36,089	42,528	247,181	(204,653)
MTSU - YR 3	44,396	25,000	25,835	6,439	25,000	19,492	25,931	247,181	(221,250)
Smyrna - YR 3	15,007	27,000	0	11,993	27,000	45,957	57,950	83,553	(25,603)
Lavergne - YR 3	15,007	9,000	8,084	2,077	9,000	13,957	16,034	83,553	(67,519)
Rutherford County - YR 3	59,403	49,220	18,699	8,516	49,220	119,172	127,688	247,181	(119,494)
Sumner County - YR 3	22,135	55,597	0	33,462	55,597	213,261	246,723	123,238	123,485
Gallatin - YR 3	22,135	55,597	0	33,462	55,597	235,920	269,382	123,238	146,144
Hendersonville - YR 3	22,135	55,597	0	33,462	55,597	235,920	269,382	123,238	146,144
City of Dickson - YR 3	30,091	36,825	0	6,734	36,825	130,905	137,639	70,006	67,633
Dickson County - YR 3	30,091	36,825	0	6,734	36,825	130,905	137,639	70,006	67,633
City of Springfield - YR 3	15,467	15,000	2,225	1,758	15,000	113,248	115,006	86,118	28,888
Robertson County - YR 3	15,467	15,000	2,225	1,758	15,000	151,336	153,094	86,118	66,976
City of Clarksville - YR 3	18,931	51,301	0	32,370	51,301	201,062	233,432	105,402	128,030
Montgomery County - YR 3	18,931	51,301	0	32,370	51,301	201,062	233,432	105,402	128,030
Franklin - YR 3	24,564	56,185	0	31,621	56,185	190,100	221,721	136,762	84,959
Williamson County - YR 3	24,564	78,040	0	53,476	78,040	253,623	307,099	136,762	170,337
Spring Hill - YR 3	24,564	42,237	0	17,673	42,237	204,988	222,661	136,762	85,899
	617,871.00					3,588,462	4,058,419	3,063,962	

FY2025 PROJECTED Budget									
	Contrib FY25	CARES Act Used to Bal Rt Budget	Reserve/ (Used)	Given in FY24	Reserve Balance @ 6.30.24	Cummulative Reserve @ end of FY25	Target Reserve (1 Year) @ 6.30.25	Reserve Excess/ (shortage)	
Davidson County - YR 4	208,809	320,200	0	111,391	320,200	1,241,078	1,352,469.35	852,261	500,208
City of Murfreesboro - YR 4	54,001	33,610	20,391	0	33,610	42,528	42,528	247,181	(204,653)
MTSU - YR 4	54,001	25,000	29,001	0	25,000	25,931	25,931	247,181	(221,250)
Smyrna - YR 4	18,141	27,000	0	8,859	27,000	57,950	66,809	83,553	(16,744)
Lavergne - YR 4	18,141	9,000	9,141	0	9,000	16,034	16,034	83,553	(67,519)
Rutherford County - YR 4	72,142	49,220	22,922	0	49,220	127,688	127,688	247,181	(119,494)
Sumner County - YR 4	27,017	55,597	0	28,580	55,597	246,723	275,303	123,238	152,065
Gallatin - YR 4	27,017	55,597	0	28,580	55,597	269,382	297,962	123,238	174,724
Hendersonville - YR 4	27,017	55,597	0	28,580	55,597	269,382	297,962	123,238	174,724
City of Dickson - YR 4	35,232	36,825	0	1,593	36,825	137,639	139,232	70,006	69,226
Dickson County - YR 4	35,232	36,825	0	1,593	36,825	137,639	139,232	70,006	69,226
City of Springfield - YR 4	18,262	15,000	3,262	0	15,000	115,006	115,006	86,118	28,888
Robertson County - YR 4	18,262	15,000	3,262	0	15,000	153,094	153,094	86,118	66,976
City of Clarksville - YR 4	26,880	51,301	0	24,421	51,301	233,432	257,853	105,402	152,451
Montgomery County - YR 4	26,880	51,301	0	24,421	51,301	233,432	257,853	105,402	152,451
Franklin - YR 4	29,281	56,185	0	26,904	56,185	221,721	248,625	136,762	111,863
Williamson County - YR 4	29,281	78,040	0	48,759	78,040	307,099	355,858	136,762	219,096
Spring Hill - YR 4	29,281	42,237	0	12,956	42,237	222,661	235,617	136,762	98,855
	754,877.00					4,058,419	4,405,056	3,063,962	

Regional Transportation Authority of Middle Tennessee

Board Action Item

Item Number:	R-A-21-010	Meeting Date:	06/16/2021
Item Title:	Adoption of RTA FY2022-2026 Capital Investment Plan		

BACKGROUND:

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

Staff is presenting a recommended Capital Investment Plan for the period of FY2022-2026. Overall, investments totaling \$9,480,000 are recommended in Year One of the plan (FY2022), with a total project investment recommendation of \$148,123,548 over the life of the plan. Projects identified in Year One have access to full funding.

The plan shows significant deficits in FY2024 and beyond. This is due to the fact that (1) with respect to revenue, we only show those sources that we are reasonably certain of receiving year after year (ie: formula funds, basic match, etc.), and (2) we are programming several significant enhancement projects, particularly with respect to the WeGo Star enhancements and park-and-ride expansion on the RTA bus network. In order to advance, these projects the RTA will need to secure supplemental funding sources not yet identified.

RECOMMENDATION:

Staff recommends that the RTA Board adopts the attached FY2022-2026 Capital Investment Plan to guide future project development and funding identification.

APPROVED:

Board Secretary

June 16, 2021

Date

FY 2022-2026 RTA Proposed Capital Investment Plan

June 16, 2021

The Board of Directors of the Regional Transportation Authority of Middle Tennessee (RTA) recognizes the need to develop a broad funding policy for the annual Capital Budget 1) to maintain assets in a state of good repair; 2) to provide improvements to existing service for current riders; and 3) to reflect and advance the initiatives adopted under the nMotion Strategy to expand the use of mass transit in Middle Tennessee.

This capital plan generally identifies sources and amounts of projected capital funding available to RTA as well as a framework for categorizing and prioritizing projects for funding decisions. It goes on to provide descriptions of proposed capital projects and to project available resources for those projects.

The capital plan provides planned projects for a 5-year horizon – FY2022 through FY2026. Projects listed for FY2022 generally (1) have been thoroughly scoped, and (2) have identified funding sources associated with them. Once approved in the Capital Plan, RTA Board Members can next expect to see them reported out in a “project delivery” phase, such as design or procurement.

Projects listed for FY2023 and beyond are more conceptual in nature, and most will likely require more detailed scoping and the identification of specific funding sources. In the case of “State of Good Repair” projects, these are drawn from our existing fleet plan, as well as recent experience with respect to facility capital maintenance projects and ongoing regulatory requirements. Projects under “Business Improvement” and “nMotion Service Expansion/Service Improvement” are listed to facilitate discussion of RTA priorities among members. Once adopted into the FY2022 Capital Plan, staff will work with funding partners (Federal Transit Administration, Tennessee Department of Transportation, Greater Nashville Regional Council, Metro Nashville, and other local partners) to identify the best matches for outside discretionary funding. Funds described in later sections of this document that might be applied include Congestion Mitigation and Air Quality (CMAQ) funds, Federal Surface Transportation Block Grant Program (STBG) funds and State Improve Act funds, as well as several smaller sources. In particular, the identified projects of “WeGo Star Service Enhancement Program” and “Park and Rides Development” are large enough in scope and expense to mandate the identification of additional funding sources.

This plan is broadly broken down into the following sections:

- A – RTA Capital Funding Sources and Amounts – Describes the typical funding sources for RTA capital projects.
- B – Capital Funding Strategy – Broadly describes a ranking process that management uses in advancing capital projects for recommendation to the Board for inclusion. This process is consistent with Federal Transit Administration Asset Management Requirements.
- C – Capital Funding Look Ahead – A snapshot of where the RTA stands with respect to likely available funds compared to project needs.
- D – Project Plan Budget – A listing of proposed projects, scheduled years and budgets.
- E – Project Descriptions – A brief description of each project in the project plan budget.

A. RTA Capital Funding Sources and Amounts

RTA receives capital funding from Federal, State, and Local sources as identified below.

1. Federal 5307 – Urbanized Area Formula Grant

The 5307 federal formula funding is provided to the Region based on reported ridership data and other demographic data relative to the nation as a whole. Through annual agreements with regional partners at the MPO level, funding is split among MTA, RTA, and Franklin Transit Authority. These funds can also be “flexed” over to the operational budget to be used for capital cost of contracting for rail service as allowed by FTA regulation. These are typically “80%” funds, meaning that 80% of the funding shown is federal money while 10% of the money comes from the state and 10% comes from local sources.

At this time, RTA can reasonably predict that annually it will receive approximately \$2.5M total for Capital needs in 5307 funds including state/local match annually. RTA typically transfers approximately \$2.28M to the operations budget for Rail Capital Costs of Contracting though the specific amount for this transfer is included as part of the annual operating budget process. Through prior agreement of the RTA Board, some Section 5307 bus capital funds are flexed to finance preventive maintenance related expenses on the Dickson County commuter service, due to the ineligibility of this service for ongoing CMAQ support as is available in the other bus corridors.

FTA provides 5307 funding to public transit systems in Urbanized Areas (UZA) for public transportation capital projects, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.

Eligible activities include, but are not limited to:

- planning, engineering, design and evaluation of transit projects and other technical transportation-related studies;
- capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and
- capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software.

Population of an urbanized area is among the variables that factor into the calculation of these formula grant amounts. Population is based on the most recently completed census. Once the 2020 census numbers are certified and released, two specific possibilities may have a negative impact on funding available to RTA:

- The Nashville-Davidson Urbanized Area could exceed 1 million for the first time. This will place RTA in a different funding tier, among the largest metropolitan areas of the nation, and could have a negative impact on funding if Congress does not increase the allocation of total funding to this program and our specific population tier; and
- The City of Murfreesboro may be included in the Nashville-Davidson Urbanized area for the first time, adding their transit system –Murfreesboro Rover to the regional mix of transit operators – MTA, RTA, Franklin Transit, Rover, and MCHRA – sharing these funds.

This issue also impacts other Federal formula funded programs.

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

The 5337 federal formula funding is provided to the Region based on reported and audited rail ridership data.

RTA is the only regional provider eligible for 5337 funds. As with 5307 funding, these are typically “80%” funds, meaning that 80% of the funding shown is federal money while 10% of the money comes from the state and 10% comes from local sources. Funding under this program may only be allocated to projects for WeGo Star. Bus projects are not eligible.

At this time, the region can reasonably predict that annually it will receive approximately \$3.6M total for Capital needs in 5337 funds and state/local match annually.

FTA provides 5337 funding to states and transit agencies through a statutory formula for capital projects to maintain a fixed guideway or a high intensity motorbus system in a state of good repair, including projects to replace and rehabilitate capital assets, along with the development and implementation of transit asset management plans.

3. Federal 5339 – Bus and Bus Facilities Grant

The 5339 federal formula funding is provided to the Region based on reported bus ridership data. Through annual agreements with regional partners, funding can be split among MTA, RTA, and Franklin Transit. As with 5307 funding, these are typically “80%” funds, meaning that 80% of the funding shown is federal money while 10% of the money comes from the state and 10% comes from local sources.

At this time, the region can reasonably predict that annually it will receive approximately \$2M total for Capital needs in 5339 funds and state/local match annually. As MTA provides the greatest share of bus service in Middle Tennessee, the portion of these funds that would be fairly shared with RTA and Franklin Transit requires significant paperwork for limited revenue to those agencies. By mutual agreement, MTA receives the full allocation of regional 5339 funding.

FTA provides 5339 funding to states and transit agencies through a statutory formula for capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Funding available under this program would also be impacted by the inclusion of Murfreesboro in the Nashville-Davidson Urbanized Area.

4. Federal Congestion Mitigation and Air Quality (CMAQ)

These are federal funds that are allocated by TDOT through an annual competitive grant process. These funds typically are 80% federal and require a state or local match. RTA can apply to TDOT for capital funding for Bus Acquisition, Park and Rides, and other projects that would result in a reduction of vehicle congestion and an associated improvement of local or regional air quality.

With the exception of funding to support the operation of commuter bus service, RTA’s strategy for requesting these funds cannot reasonably include capital projects that would have an ongoing need and be considered a stable funding source. However, RTA does review “shovel ready” projects in its capital budget to submit CMAQ applications each year. Recent requests focused on bus replacements. As the Board approves each subsequent capital plan, staff will work with TDOT and regional leadership at the MPO (GNRC) to evaluate the best candidate projects for CMAQ funding. The expansion of purpose-built park and ride facilities in the RTA service area would be a good example of the type of project we would prioritize for CMAQ funding.

CMAQ funds also support the operation of commuter bus service in the Williamson, Rutherford, Sumner, Robertson, and Montgomery County corridors. This is an anomaly, as CMAQ funding to support service operation is generally limited to no more than 3 years. Due to specific language in the last Federal Transportation

Reauthorization Bill, service initiated with Federal Fiscal Year 2012 funds may renew their CMAQ eligibility continually. TDOT renewed the most recent reauthorization in 2018 and RTA intends to apply for funding as part of the 2021 call for projects. WeGo Star service and the Dickson County corridor are not eligible for this funding.

5. Federal Surface Transportation Block Grant Program (STBG)

These are funds that are managed and allocated by the MPO. RTA can apply for these funds for use on capital projects, engineering, planning studies, and similar activities. These funds are also typically 80% federal and require a state and/or local match.

RTA does not have a current strategy for requesting these funds and cannot reasonably include this as an ongoing and stable funding source. Like CMAQ, as the Board approves each subsequent capital plan, staff will work with TDOT and regional leadership at the MPO to evaluate the best candidate projects for STBG funding. Previous examples of RTA projects utilizing these funds in the past include Greensboro North Park and Ride in Gallatin and the WeGo Star Hamilton Springs Station in Lebanon.

6. Residual Federal Pandemic Relief Act Funding

Through the Federal CARES Act and American Rescue Plan Act, the RTA was allocated a total of \$14,786,259. The stated priority for these funds is to sustain operations through the course of the pandemic and its aftermath in a manner that minimizes disruptions in service, or forces reductions in force. However, funds are eligible to be used for other purposes (within the guidelines of the Acts) if the priority need is met. In the case of the RTA (where a much larger allocation of CARES Act dollars was driven by the STAR and its impact on driving Federal Formula funds for Fixed Guideway State of Good Repair), we anticipate sufficient funding to advance several projects in the Capital Plan upon Board concurrence. These funds are noteworthy beyond their magnitude and flexibility insofar as they do not require State or Local matching funds.

7. State IMPROVE ACT Program

These are state funds that are allocated by TDOT through an annual competitive grant process. These funds require a local match. RTA can apply to TDOT for funding for a broad range of transit capital projects.

RTA does not have a current strategy for requesting these funds and cannot reasonably include this as an ongoing and stable funding source. However, RTA does review “shovel ready” projects in its capital budget to submit IMPROVE ACT applications each year. Recent year requests focused on rehabilitation of rail cars for the WeGo Star commuter rail and regional commuter bus replacement. IMPROVE Act funds began to become available following passage of this funding bill in 2017. Since that time, funding has increased incrementally, reaching a peak of \$21 million statewide in FY2020-21 available for competitive capital projects. The budget adopted by the State for FY2021-22 reduces this funding source to \$6 million, severely reducing expectations RTA might have of gaining significant funding through this program.

8. State Grant Match

RTA relies on state funding to provide matches to federal funds, typically in the amount of 10% of total project cost.

9. Local Capital Funding and Grant Match

RTA relies on funding from regional partners to provide matches to federal funds. Historically, Metro Nashville has been providing most of the match for federal formula funding and IMPROVE Act. During the history of the RTA, only Metro Nashville has provided general local match for capital projects, although other local entities have provided funding for specific projects in within their jurisdictional boundaries (for instance, the City of Lebanon provided local funding to support the construction of the Hamilton Springs Station). Identifying a source

for local matching funds will be critical for future project development.

10. Other

When projects deemed to be an RTA priority cannot be funded through traditional formula sources, a dialogue is initiated with potential outside funding partners (ie: TDOT, GNRC, etc.) to identify other potential sources of funds. Other sources include grants from other federal, state, or local entities. Most of those grants, at a minimum, will require a local match to be provided by regional partners. RTA continuously reviews opportunities to apply for grants to support capital projects.

B. RTA Capital Funding Strategy

The RTA capital funding strategy prioritizes the agencies needs 1) to maintain assets in a state of good repair; 2) to provide improvements to existing service for current riders; and 3) to reflect and advance the initiatives adopted under the nMotion Strategy for Middle Tennessee to expand the usage of mass transit. Projects are categorized in the following order of priority.

1. Safety / Regulatory Projects

Completing projects required for safety or by law/regulation is at the top of RTA's priority list. Capital projects for FY22 in this category include security cameras purchase for surveillance at WeGo Star stations and a mandatory rail audit by the Federal Railroad Administration (FRA) to ensure that the rail service provider (TSG) is in compliance with FRA's rules and regulations.

2. Rail Service Capital Cost of Contracting

RTA transfers Federal 5307 capital dollars for the cost of contracting rail services. The amount transferred annually is reviewed to balance the needs of system maintenance and system capital projects. This has historically been funded at under \$2.2 million. For FY2022, this amount is projected to increase to \$2.6 million to address the current operating budget.

3. State of Good Repair

Maintaining the existing transit system in a State of Good Repair (SGR) is also one of RTA's highest priorities. Having well maintained, reliable transit infrastructure will help ensure safe, dependable, efficient, and accessible services.

Capital SGR projects for bus and rail include Routine Vehicle Repair and Replacement, Infrastructure Rehabilitation, Replacement and Repair, Rail Station Park-and-Ride Lot Capital Maintenance, and routine replacement of Information Technology assets.

4. Business Improvements

In order to provide increase staff efficiency and improve business processes, RTA will review and upgrade or implement strategic process improvements to streamline business efforts and increase effective use of existing resources. In prior years, the new automated fare collection system is an example of a project categorized under "Business Improvements".

Funding for an update to the nMotion Strategic Service Plan (adopted in 2016) is programmed for FY2022. This was originally programmed with Section 5307 funding, but RTA was able to secure FTA Section 5303 (Metropolitan & Statewide Planning) funding for the plan update through a TDOT discretionary award.

5. nMotion Service Expansion/Improvements

In order to provide increasingly meaningful service to Middle Tennessee residents, RTA will improve its existing service making it easier to use, more convenient, more comfortable, and more efficient, and more accessible. nMotion Recommendations for Service Improvements include:

- Improvements to the WeGo Star Rail Infrastructure to support the future expansion of service to

- increase the number of daily trips;
- Development of Purpose-Built Park-and-Ride Facilities;
- Planning and Project Development Support for emerging nMotion initiatives.

C. RTA Capital Funding Look Ahead

The table below illustrates the reasonably predicted sources and amounts of funds available to the RTA for capital projects for FY2022 through FY2026. In addition to recurring sources, RTA has access to carryover funds from prior project years. These funds generally become available through reprogramming of project funds for projects that could not be completed, projects coming in under budget, etc. RTA will carry approximately \$18 million of total funding into FY2022 capital projects. This is largely due to funds that were accumulated for Positive Train Control before approval of the Limited Service Exception by FRA in 2018. Over the past 3 years, we have expended funds freed up by this determination for key State of Good Repair projects like the recent replacement of passenger cars on the WeGo Star, track and infrastructure upgrades, and the ongoing rehabilitation of our 4 locomotives.

RTA has approximately \$9.4M in identified project capital needs for FY2022 and known funding in the amount of \$23.8M including \$18M of prior year funding. Although this appears to be extremely high, you will note that the annual capital budget has a structural deficit, and that carryover funds decline in each of the 5 years of the proposed program until the overall program is in deficit in year 5 (FY2026). RTA is assuming Metro matching funds against federal and State funding will be awarded. If these matching funds do not materialize, the negative effects on the system will be radical. For instance, if we cannot match our Federal formula funds, RTA will lose access to Section 5307 formula funding. Apart from scheduled capital projects, the operating budget depends on \$2.28M of these funds for capital cost of contracting. Once the Metro Capital Spending plan is approved and adopted, RTA will need to review the capital budget and modify our spend plan based on local funding levels. RTA will also actively seek additional Regional and State funding to support capital needs. Comparing funds available to projects programmed, Metro's Capital Spending plan will need to include approximately a minimum of \$629,796 annually to match reasonably projected State and Federal formula funds, with additional match required for discretionary programs. We will continue to assume that each local jurisdiction will provide any required local match for capital projects located specifically within its boundaries.

Based on recent trends in formula funding and ongoing discussions with entities such as the Tennessee Department of Transportation and the Greater Nashville Regional Council, the following table projects funding we can reasonably expect to receive over the 5 years of this plan:

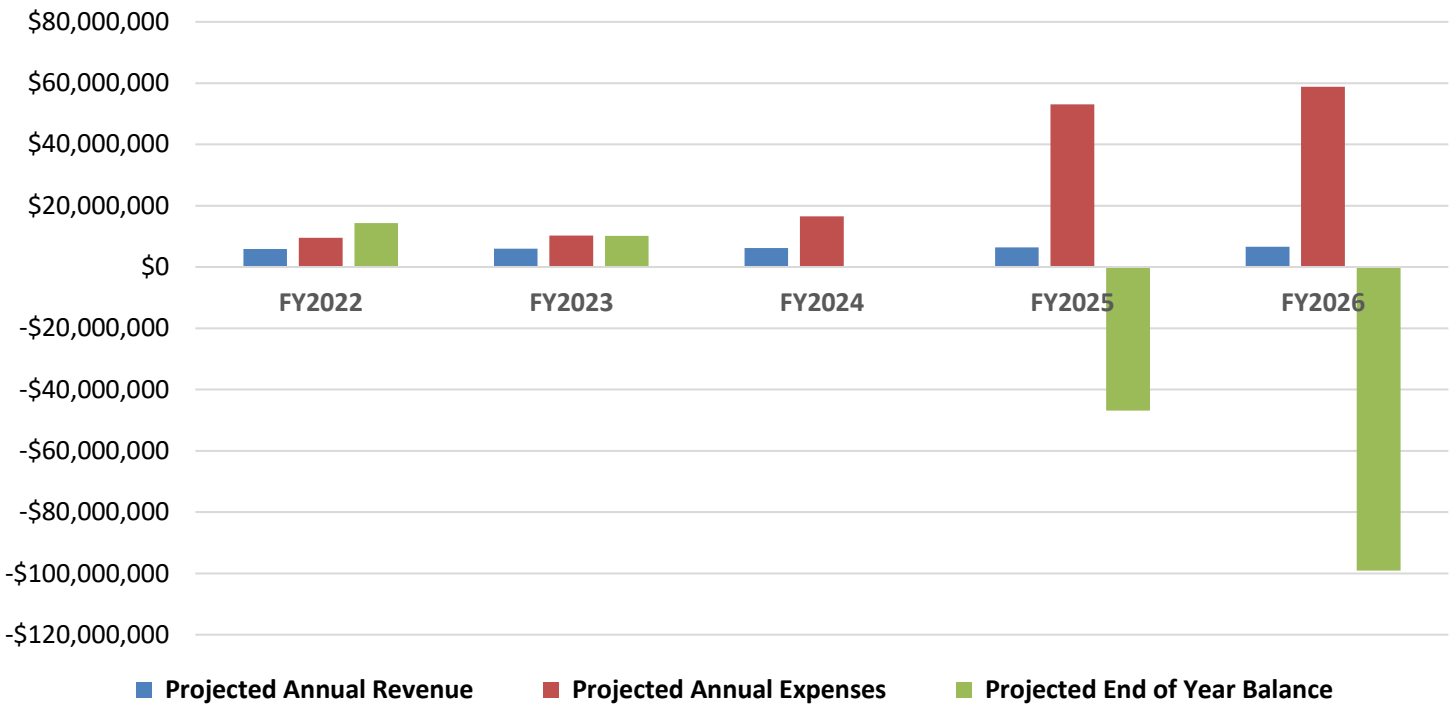
Funding Source	Prior Year						Total
	Balance Remaining	FY2022	FY2023	FY2024	FY2025	FY2026	
Prior Year Carryover	\$ -	\$ 18,003,590	\$ 14,369,741	\$ 10,112,277	\$ (167,396)	\$ (46,878,512)	\$ -
Section 5303 - TDOT Planning Award	\$ 240,000						
Section 5307 - Urbanized Area Formula	\$ 9,040,058	\$ 1,920,200	\$ 1,977,806	\$ 2,037,140	\$ 2,098,254	\$ 2,161,202	\$ 19,234,660
Section 5337 - State of Good Repair for Fixed Guideway	\$ 10,668,029	\$ 2,756,721	\$ 2,839,423	\$ 2,924,605	\$ 3,012,343	\$ 3,102,714	\$ 25,303,835
Congestion Mitigation/Air Quality	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Surface Transportation Block Grant	\$ 262,830	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 262,830
Improve Act	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
Metro Local (100%)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Match	\$ 2,463,511	\$ 584,615	\$ 602,154	\$ 620,218	\$ 638,825	\$ 657,989	\$ 5,567,312
Metro Match	\$ 3,089,218	\$ 584,615	\$ 602,154	\$ 620,218	\$ 638,825	\$ 657,989	\$ 6,193,019
Total	\$ 27,263,645	\$ 23,849,741	\$ 20,391,277	\$ 16,314,458	\$ 6,220,852	\$ (40,298,617)	\$ 58,061,656
Less Funds Committed to Ongoing Projects	\$ 9,260,056	\$ 9,480,000	\$ 10,279,000	\$ 16,481,854	\$ 53,099,364	\$ 58,783,331	\$ 148,123,548
Funds Available for Ensuing Year	\$ 18,003,590	\$ 14,369,741	\$ 10,112,277	\$ (167,396)	\$ (46,878,512)	\$ (99,081,948)	

These projections are relatively conservative, insofar as they assume no funds under the Improve Act, which is a competitive discretionary program, nor do they assume new CMAQ or STBG funds. Historically, the RTA has

been successful in gaining access to both sources for regional projects. These figures do assume that Metro will continue to provide the minimum local match required to receive available State and Federal funds. The most significant risk to the program beyond the availability of regional partners funding is the potential impact of the 2020 census on our Federal formula funding, as described above.

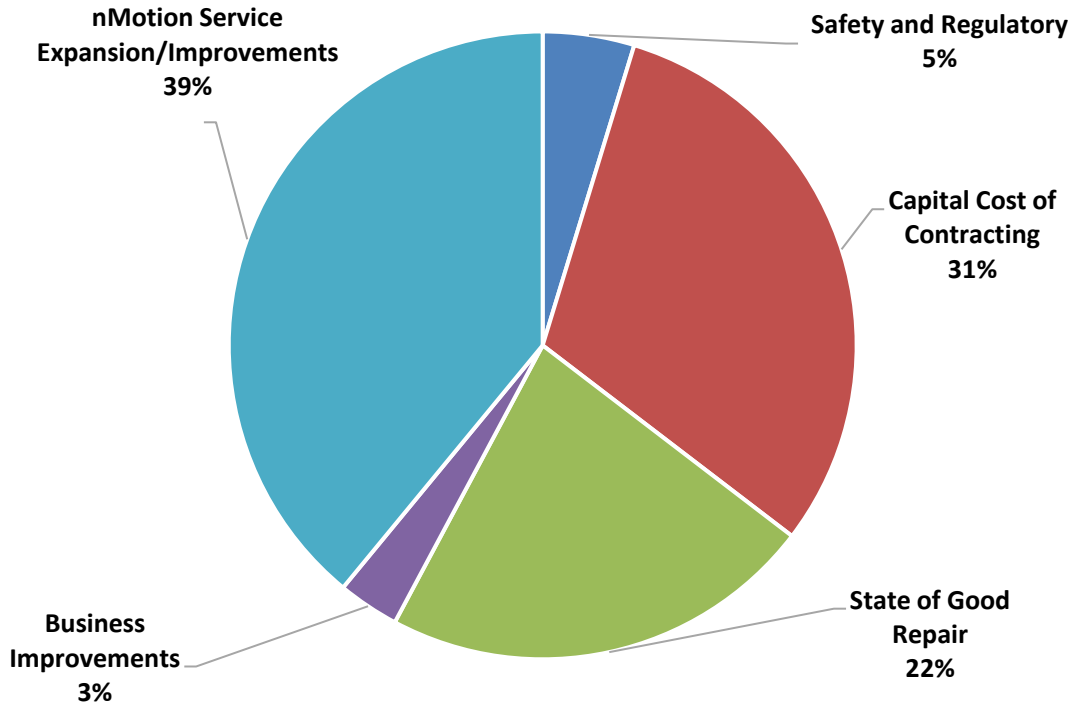
You will note from the chart below that we project the overall 5-year plan to have a funding gap of approximately \$99million, or 67% of the overall recommended program expenditure. As described earlier, several projects (park-and-ride development and the WeGo Star Enhancement Program) will be dependent on the identification of additional funding sources to advance beyond the conceptual/design phase. These projects make up \$117.5M, or 79% of the overall plan. Funding we reasonably expect to receive on an ongoing basis will be sufficient to cover all other projects. Larger risks reside in the impact of the 2020 census on ongoing Federal revenue, and the ability of Metro Nashville to continue to provide matching funds for available State and Federal dollars. In the event program funding does fall short, first-priority will need to go to Safety and Regulatory Projects and State of Good Repair Projects. RTA will need to seek out discretionary funding for future large capital projects and work with regional partners on match needed for those projects.

FY2022-2026 Annual Capital Funding Projections

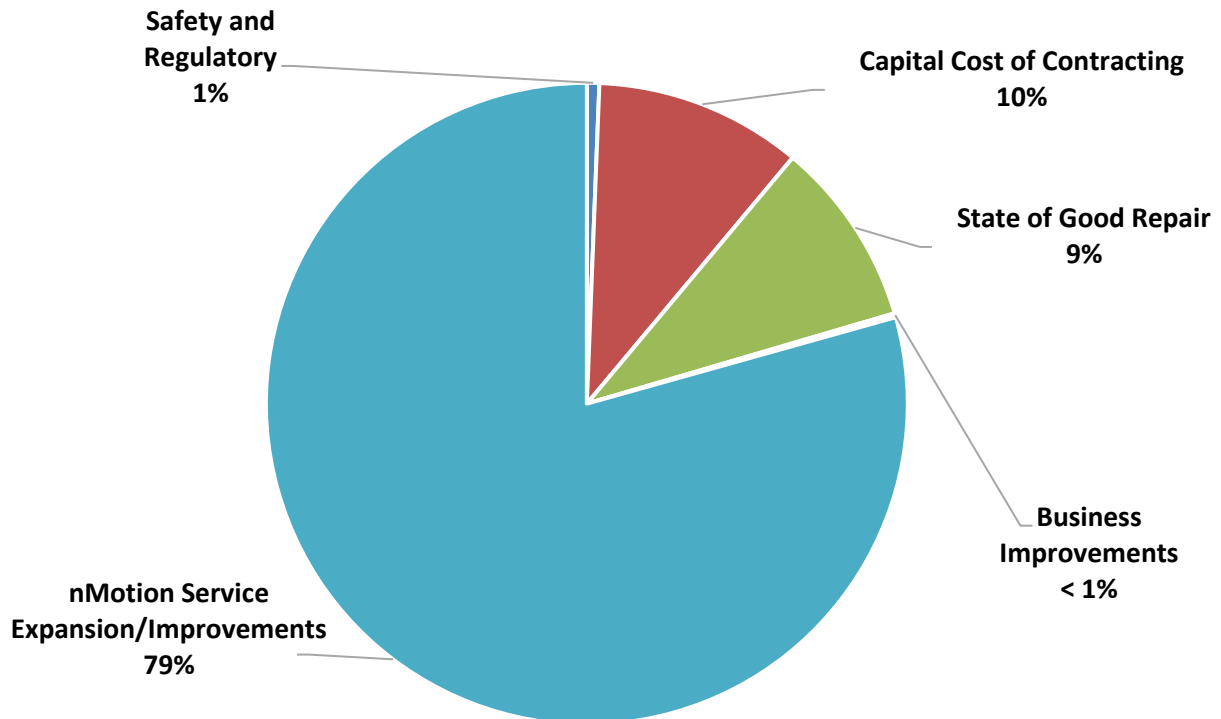


The next two charts provide an overview of recommended project funding. The first chart illustrates the recommended distribution among major project categories in FY2022, and the second illustrates the recommended distribution among major project categories for the 5-year span of the plan – FY2022 through FY2026.

FY2022 Proposed Project List \$9,480,000



FY2022-2026 RTA Proposed Project List \$148,123,548



D. Project Plan Budget

The recommended detailed project plan budget tables are as follows:

Summary Project Amounts							
	Program Year FY2022	Program Year FY2023	Program Year FY2024	Program Year FY2025	Program Year FY2026	5-Year Total	
1 - Safety and Regulatory Projects							
A. Security Camera Purchase and Installation	\$ 187,000	\$ -	\$ -	\$ -	\$ -	\$ 187,000	
B. Transit Asset Management Plan Update	\$ 200,000				\$ 220,000	\$ 420,000	
D. Annual FRA Track Audit	\$ 60,000	\$ 61,800	\$ 63,654	\$ 65,564	\$ 67,531	\$ 318,548	
Total Safety and Regulatory -	\$ 447,000	\$ 61,800	\$ 63,654	\$ 65,564	\$ 287,531	\$ 925,548	
2 - Capital Cost of Contracting							
A. Annual Rail Capital Cost of Contracting	\$ 2,676,000	\$ 2,802,000	\$ 2,894,000	\$ 2,926,000	\$ 2,960,000	\$ 14,258,000	
B. Bus Service Capital Cost of Contracting (Dickson)	\$ 232,000	\$ 240,200	\$ 247,800	\$ 257,800	\$ 265,800	\$ 1,243,600	
Total Capital Cost of Contracting -	\$ 2,908,000	\$ 3,042,200	\$ 3,141,800	\$ 3,183,800	\$ 3,225,800	\$ 15,501,600	
3 - State of Good Repair Projects							
<u>Rolling Stock (Revenue)</u>							
A. 45' Over the Road Clean Diesel Coach Replacement Fixed Route	\$ -	\$ -	\$ -	\$ -	\$ 6,270,000	\$ 6,270,000	
B. Cab Control Car	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ 750,000	
Total Revenue Vehicle Replacement -	\$ 750,000	\$ -	\$ -	\$ -	\$ 6,270,000	\$ 7,020,000	
<u>Equipment</u>							
A. IT/Hardware Replacement	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ -	\$ 50,000	
Total Equipment -	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ -	\$ 50,000	
<u>Facilities</u>							
B. WeGo Star Rail Track Infrastructure	\$ 850,000	\$ 950,000	\$ 1,050,000	\$ 550,000	\$ 500,000	\$ 3,900,000	
C. WeGo Star Stations Capital Maintenance/Upgrade	\$ 500,000	\$ 500,000	\$ 900,000	\$ 900,000	\$ 100,000	\$ 2,900,000	
Total Facilities -	\$ 1,350,000	\$ 1,450,000	\$ 1,950,000	\$ 1,450,000	\$ 600,000	\$ 6,800,000	
4 - Business Improvements							
E. nMotion Strategic Plan Update	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000	
Total Business Improvements -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000	
5 - nMotion Service Expansion/ Improvements							
<u>A. WeGo Star Service Enhancement Program</u>							
1. Planning, Engineering and Environmental	\$ 1,500,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ 3,000,000	
2. Track Infrastructure/Crossing Improvements	\$ -	\$ -	\$ 2,500,000	\$ 10,500,000	\$ 10,000,000	\$ 23,000,000	
3. Downtown Storage	\$ -	\$ -	\$ 4,626,400	\$ 9,373,600	\$ -	\$ 14,000,000	
4. Positive Train Control	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 27,000,000	\$ 30,000,000	
5. Station Improvement/Infill Station Development	\$ -	\$ -	\$ -	\$ 21,326,400	\$ -	\$ 21,326,400	
6. Park-and-Ride Development/Expansion	\$ -	\$ -	\$ -	\$ -	\$ 7,200,000	\$ 7,200,000	
B. Park and Ride Development - Regional Bus	\$ 2,200,000	\$ 4,200,000	\$ 4,200,000	\$ 4,200,000	\$ 4,200,000	\$ 19,000,000	
Total nMotion Expansion/Service Improvements	\$ 3,700,000	\$ 5,700,000	\$ 11,326,400	\$ 48,400,000	\$ 48,400,000	\$ 117,526,400	
Grand Total, All Projects -	\$ 9,480,000	\$ 10,279,000	\$ 16,481,854	\$ 53,099,364	\$ 58,783,331	\$ 148,123,548	

E. Project Descriptions

The following are brief descriptions of each project contained in the Project Plan Budget.

Safety and Regulatory Projects

Safety and Regulatory Projects represent those projects viewed as important to protecting the safety and security of WeGo Public Transit customers, employees, and assets. These projects also represent investments that are required to operate within the rules of various regulatory bodies that govern specific operations of WeGo Public Transit.

1. **WeGo Star Stations Security Cameras** – Currently there are no cameras at any of the WeGo Star stations with the exception of Riverfront and Hamilton Springs. We have identified the need to provide surveillance cameras at the stations due to past incidents of theft and vandalism. The \$165,000 will cover the installation of a camera system at each of the non-camera stations (Donelson, Hermitage, Mt. Juliet, Martha, and Lebanon). The Riverfront Station currently has 4 cameras that provide minimal coverage of the building and the passenger access areas. Part of this project will increase surveillance cameras at Riverfront Station to enhance security coverage for those using the facility for events as well as daily riders. It would cover an additional 4 cameras at Riverfront Station including an upgraded camera system.
2. **Transit Asset Management Plan Update** – The Transit Asset Management Plan (TAM) is a federal requirement and provides a strategic and systematic planning tool to manage transit capital assets based on careful planning and improved decision-making. Transit asset conditions are used to manage capital assets and prioritize funding to improve or maintain the overall transit fleet and facilities to a target level of State of Good Repair. The plan needs to be updated by October 2022. This project would cover consulting costs for updating the agency's TAM plan. A copy of the current TAM Plan is available for inspection at https://www.rtaretaxandride.com/PDF/RTAFullTAMP-FINAL_v2Sml.pdf.
3. **Annual FRA Track Audit** – Audit services serve as a 3rd party oversight function to ensure the service provider, Transit Solutions Group (TSG), complies with Federal Railroad Administration's (FRA) rules & regulations and RTA's Operations & Maintenance contract. Beyond FRA compliance, this level of oversight is necessary as a condition of our Federal Transit Administration funding to assure continuing control over Federally funded assets.

Capital Cost of Contracting

Because of limited funding for operations, RTA transfers federal 5307 capital dollars for the cost of contracting services.

4. **Annual Rail Capital Cost of Contracting** - Annual transfer of capital funds to rail operational budget for Cost of Contracting expenses. This is estimated amount needed as currently calculated by Finance.
5. **Bus Service Capital Cost of Contracting** – Through adoption of this capital plan and the accompanying FY2021-2022 Annual Operating Budget, the RTA Board formalizes the “informal agreement” to allocate 5307 Federal formula funds specifically to Dickson County Corridor bus service. Among all RTA Regional Bus corridors, Dickson County is the only corridor that is not eligible for the special exception to the 3-year limitation on CMAQ funding for operation of commuter bus service. In the interest of preserving a comprehensive regional network, the RTA Board agreed to apply system-wide resources to this purpose, and adoption of this capital plan and the proposed operating budget would extend this practice through (at least) FY2021-22.

State of Good Repair Projects

State of Good Repair Projects represent those investments in the rehabilitation and routine replacement of fixed assets based on the useful life of an asset, or some other precipitating condition such as engineering analysis or in-service failure. This category is the specific focus of the Authority's Transit Asset Management Plan, as required by the Federal Transit Administration.

6. **45' Over the Road Clean Diesel Coach – Fixed Route** - Procure a total of 10 new, RTA-owned buses to replace buses leased from Gray Line and those operated by the Metropolitan Transit Authority that will have exceeded their useful lives. The advantage being, (1) a reduction in long-term operating cost due to the elimination of the bus leasing portion of the Gray Line contract and (2) the ability to acquire vehicles in the RTA "brand" paint scheme for enhanced visibility and marketing opportunities. Annual bus replacement to bring fleet into State of Good Repair according to the fleet management plan and in accordance with goals established in the RTA Transit Asset Management Plan for existing service levels. Fleet replacement schedule is as follows:

	FY2022	FY2023	FY2024	FY2025	FY2026
45' Over the Road Clean Diesel Coach	0	0	0	0	10

7. **We Go Star Cab Control Car Acquisition** - The initial purchase of passenger cars for the WeGo Star in 2019 included a third cab car. However, the seller reduced that to two in their best and final offer submission. This project proposes the procurement of an additional Cab Control Car operationally configured to operate with the WeGo Star existing fleet.
8. **Information Technology Hardware Replacement** - This project will support on board and on street hardware and software related to fare collection system, ticket vending machines, 800Mhz voice, Ultra High Frequency data, on board routers, automated passenger counters, Computer-Aided Dispatch/Automatic Vehicle Locator, and Wi-Fi hardware. Station hardware includes customer facing equipment such as network equipment, and video surveillance hardware at each station
9. **WeGo Star Rail Infrastructure** – This project is to ensure the safety and ride quality of the WeGo STAR operating service in compliance with Federal Railroad Administration requirements for commuter rail operations. The annual request is consistent with the annual rail audit and the Tri-Party Agreement that includes annual maintenance and rehabilitation of the STAR corridor. Labor and materials routinely include track, ties, ballast, switches, bridges and overall upkeep of the at-grade crossings.
10. **WeGo Star Stations Capital Maintenance and Upgrades** – Provides for capital repairs to all rail stops & Park and Ride facilities as needed. This can include power and lighting, shelters, glass, parking lot/asphalt sealing, irrigation, storm sewer, plumbing, sidewalks, fencing, vandalism repair, painting, locksmith, hazardous waste services, etc. Station work will also support the RTA's new fare collection system and ticket vending machines in addition to general station capital maintenance.

Business Improvement

Business Improvement Projects are generally larger-scale planning, software or technology projects that provide a measurable enhancement to efficiency or customer service. These projects will also include routine, periodic updates to Authority planning efforts as required.

11. **nMotion Strategic Plan Update** – The nMotion Strategic Plan was adopted in August 2016 by the RTA Board. Funds are programmed in FY22 to update baseline data and develop an updated Strategic Plan. As in 2016, the scope of the plan is for both, MTA and RTA services and will be coordinated with a

comprehensive on-board rider survey effort, and complementary market research. The funding programmed with Section 5303 funding will help expand the analysis to the regional level. Apart from updating the agency's strategic service plan for general regional changes, this update will be noteworthy with the anticipated release of 2020 Census Data, and some assessment of the impact of a "post-pandemic" operating environment on our business models.

nMotion Service Expansion/Service Improvement

12. **WeGo Star Service Enhancement Program** – This project is a continuation of a 2020 Capital project request for a phased approach to enhancements as outlined in the HDR report for potential Star enhancements. In 2020, representatives of HDR Engineers presented a phased approach to enhancements of the WeGo Star Commuter Rail Line targeted at:

- a. Generally increasing the number of trips provided on a daily basis.
- b. Extending all trips to the end of line in Lebanon.
- c. Accommodating a proposed extension to serve a new end-of-line station at the Wilson County Expo Center.

The consultants outlined a sequenced series of projects that could, in the short-term, provide for 1 additional peak direction trip through the mid-day storage of trains near downtown Nashville; as well as extend all trips to Lebanon. This would require track and station modifications at Martha Station in Lebanon and at or near Riverfront Station in Downtown Nashville. Longer term, installation and maintenance of Positive Train Control would need to be undertaken.

RTA is currently in the planning phases as part of pursuing these enhancements. A Request for Information (RFI) for consultant teams to respond is currently posted by RTA. Over the next year, the project should conclude the RFI process and conduct an RFP for a selected consultant team to pursue enhancement next steps. Programming in the out years is largely placeholders for resulting alternatives from the planning phase of the project. Beyond early stage engineering (which would be funded from existing formula rail funds), new funding sources would need to be identified to advance these projects.

Beyond the projects contemplated in the "incremental plan" developed by HDR, the programmed investments illustrate larger, longer-term investments to undertake a full-blown expansion of Star capacity, including positive train control, track improvements, etc.

13. **Park-and-Rides Development** – As identified in nMotion, the RTA has a need for the development of purpose-built and conveniently located park-and-ride (PnR) facilities specifically designed to reduce overall travel times for commuters and to serve multiple modes of transportation. Currently, most RTA PnR lots are at local businesses or community organizations, often at no cost to RTA and without any formal long-term agreement. While this has been a low-cost approach to providing PnR facilities, there have been many instances in recent years when property owners have asked RTA to stop using PnR lots with little advance notice. In these situations, RTA had to find alternative PnR sites for riders quickly, and in each case ridership on the route was negatively impacted by the change. In several cases, no alternative could be found. Developing purpose-built PnR lots will give RTA long-term control of the sites, clarify maintenance responsibilities, and allow additional amenities as appropriate. In order to pursue the development of new PnR lots, \$2.2 million is being proposed for FY2022 and \$4.2 million annually after that to help advance different project elements such as any land acquisition needed, planning, development or construction as specific partnerships and opportunities arise. It would be the intent of RTA staff to work closely with the MPO and TDOT to identify additional funding sources – such as CMAQ – when specific projects are identified.

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-21-007	Meeting Date:	06/16/2021
Item Title:	Monthly Operating Statistics		

BACKGROUND:

Attached are monthly operating statistics through April 30, 2021.

CURRENT STATUS:

Chair of Operations Committee Jerry Kirkman will review the statistics at the committee meeting.

APPROVED:



Chief Operating Officer

June 11, 2021

Date

RTA Monthly Dashboard Report *

Metric	April 2021	April 2020	Pct. Change
Ridership			
			% Change
Total RTA Bus Passengers	4,868	2,977	63.5%
WeGo Star Passengers	3,615	1,510	139.4%
Total RTA Passengers	8,483	4,487	89.1%
Safety			
RTA Bus Total Accidents	0	0	N/A
WeGo Star Total Accidents	0	0	N/A
RTA Bus Total Miles btwn Accidents	N/A	N/A	N/A
WGS Total Miles btwn Accidents	N/A	N/A	N/A
Service Quality			
RTA Bus Total Trip Completion %	99.7%	100.0%	-0.3%
WeGo Star Total Trip Completion %	100.0%	100.0%	0.0%
RTA Bus Total Miles btwn Service Interruption	12,085.1	N/A	0.0%
WGS Total Miles btwn Service Interruption	N/A	N/A	N/A
On-Time Performance ^			
RTA Bus	88.3%	94.1%	-6.1%
WeGo Star	94.9%	99.4%	-4.6%
Customer Care			
RTA Bus Total Passengers per Complaint	974	992	-1.9%
WeGo Star Passengers per Complaint	N/A	N/A	N/A

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

^ On Time Performance reporting began September 2017.

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

RTA Monthly Dashboard Report *

Metric	FY 2021 April	FY 2020 April	Pct. Change
Ridership			
			% Change
Total RTA Bus Passengers	44,350	256,703	-82.7%
WeGo Star Passengers	26,567	201,735	-86.8%
Total RTA Passengers	70,917	458,438	-84.5%
Safety			
RTA Bus Total Accidents	1	2	-50.0%
WeGo Star Total Accidents	2	2	0.0%
RTA Bus Total Miles btwn Accidents	293,758	241,530	21.6%
WGS Total Miles btwn Accidents	26,381	32,950	-19.9%
Service Quality			
RTA Bus Total Trip Completion %	98.5%	99.6%	-1.1%
WeGo Star Total Trip Completion %	99.0%	98.4%	0.6%
RTA Bus Total Miles btwn Service Interruption	2,122.2	7,253.1	-70.7%
WGS Total Miles btwn Service Interruption	3,103.7	1,647.5	88.4%
On-Time Performance ^			
RTA Bus	89.6%	80.7%	11.1%
WeGo Star	98.2%	98.6%	-0.4%
Customer Care			
RTA Bus Total Passengers per Complaint	2,772	2,037	36.1%
WeGo Star Passengers per Complaint	1,771	4,483	-60.5%

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

^ On Time Performance reporting began September 2017.

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

RTA Operations Dashboard Glossary

Metric	Definitions
Ridership	
Total Passengers	
RTA Bus	Total fixed route passenger boardings on all MTA operated RTA routes (84, 86, 93, 96) and Gray Line operated RTA routes (87, 88, 89, 91, 92, 94, 95)
WeGo Star	Total passenger boardings on WeGo Star Rail Service
Safety	
RTA Bus Accidents	A motor vehicle collision, either preventable or non-preventable, in which the Operator did not do everything reasonable to avoid a collision, committed an error or failed to react to the errors of others. A motor vehicle collision in which the Operator committed no driving error and reacted reasonably to the errors of others. (Gray Line & MTA operated RTA metrics combined)
WeGo Star Accidents	Accident – an unexpected, unforeseen, or unintended event that causes injury, loss, or damage. These events can include any event arising from the operation of the railroad which results in the death of any person; or an injury to any person that requires medical treatment, except suicides or attempted suicides; any collision between railroad on-track equipment and an automobile, bus, truck, motorcycle, occupied bicycle, pedestrian or trespasser at any location on the railroad; any collision, derailment, fire, explosion, failure of equipment or infrastructure, act of nature, or other event involving damage to the railroad’s on-track equipment, signals, track, track structures, and/or roadbed.
Service Quality	
RTA Bus Missed Trips	The total number of Bus revenue trips not completed or departing more than 30 minutes late -vs- scheduled. (Gray Line & MTA operated RTA metrics combined)
WeGo Star Missed Trips	A train that is disabled in transit or cancelled prior to embarking. A missed trip is reported as an annulment and is when the train is cancelled and doesn’t complete the run or make it to its final destination.
RTA Bus Missed Trips	The total number of Bus revenue trips not completed or departing more than 30 minutes late -vs- scheduled. (Gray Line & MTA operated RTA metrics combined)
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. Gray Line operated routes - OTP is the Percentage of total scheduled fixed WeGo Central route arrivals and departures occurring no later than 5 minutes 59 seconds late obtained from data provided by Gray Line personnel. (Gray Line & MTA operated RTA metrics combined based on a weighted average of total trips)

WeGo Star OTP

A train is considered on time when the train arrives at the final destination less than 6 minutes from the scheduled time. If a train is held up for 6 minutes or longer it is considered delayed and not on time. Intermediate station times are not included.

Customer Care

Passengers Carried Per Complaint

RTA Bus

Total RTA Bus passengers divided by total RTA Bus customer complaints. (Gray Line & MTA operated RTA metrics combined)

WeGo Star

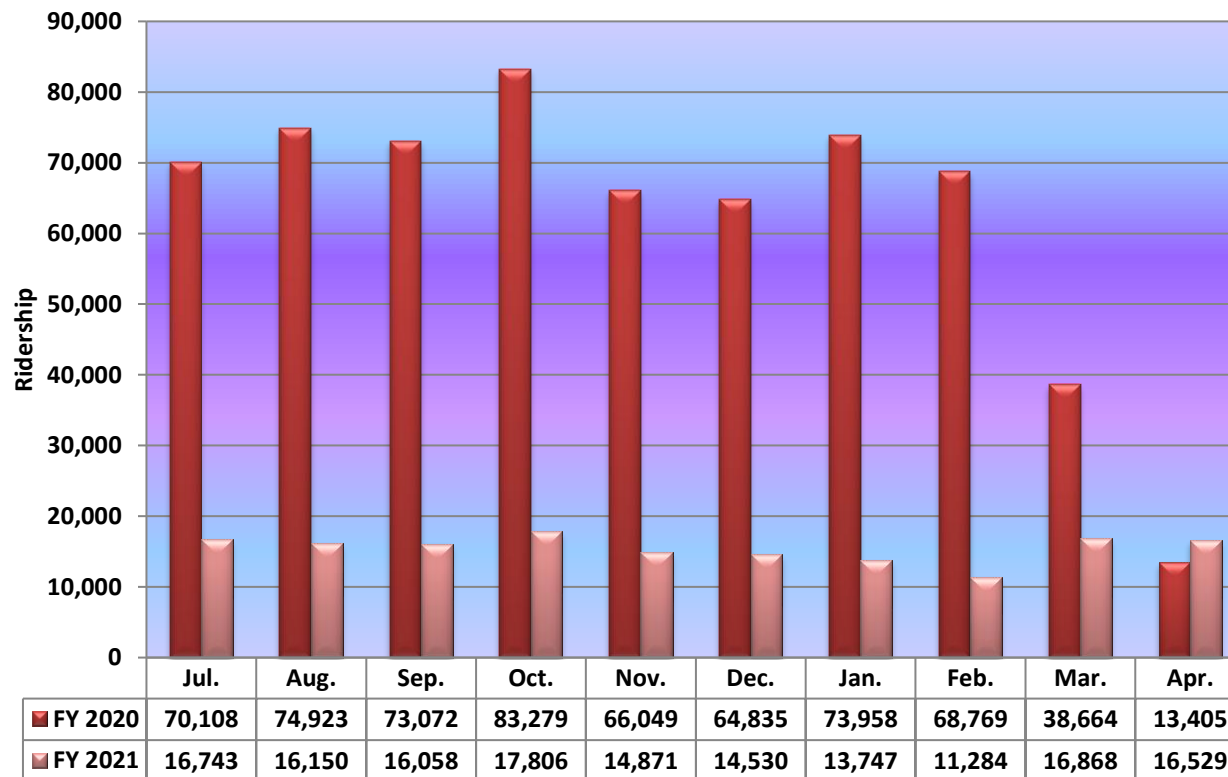
Total WeGo Star passengers divided by total WeGo Star customer complaints.



**REGIONAL TRANSPORTATION AUTHORITY
FISCAL YEAR AND MONTH TO MONTH RIDERSHIP COMPARISON - FY 2021-vs-2020**

	Month to Month Comparison			Fiscal Year Comparison		
	Apr-20	Apr-21	Percentage Change	FY 2020	FY 2021	Percentage Change
WeGo Star	1,510	3,615	139.4%	201,735	26,567	-86.8%
Express Bus & Shuttle Services	2,977	5,146	72.9%	256,703	44,628	-82.6%
RTA VanStar Vanpool Service	2,992	1,182	-60.5%	54,479	16,204	-70.3%
Total RTA Ridership	7,479	9,943	32.9%	512,917	87,399	-83.0%

**RTA FY2021-vs-FY2020
Month to Month Ridership Comparison**





**NASHVILLE AND REGIONAL TRANSPORTATION AUTHORITY
FISCAL YEAR AND MONTH TO MONTH RIDERSHIP COMPARISON - FY 2021-vs-2020**

	Month to Month Comparison			Fiscal Year		
	Apr-20	Apr-21	Change	FY 2020	FY 2021	Change
MTA Local Bus Service	270,963	380,895	40.6%	6,625,252	3,347,206	-49.5%
MTA Local Paratransit Service	12,150	23,738	95.4%	337,138	204,750	-39.3%
RTA Regional Bus Service	2,977	5,146	72.9%	256,703	44,628	-82.6%
RTA VanStar Vanpool Service	2,992	1,182	-60.5%	54,479	16,204	-70.3%
RTA Regional Rail Service	1,510	3,615	139.4%	201,735	26,567	-86.8%
* RTA Special Events Rail Service	0	0	N/A	8,207	0	-100.0%
Subtotal RTA Rail Service	1,510	3,615	139.4%	209,942	26,567	-87.3%
Subtotal MTA & RTA Bus & Rail Service	290,592	414,576	42.7%	7,483,514	3,639,355	-51.4%
Williamson County VanStar Vanpool Service	5,926	6,586	11.1%	105,937	67,187	-36.6%
Murfreesboro ROVER Local Bus Service	7,623	8,856	16.2%	143,000	83,896	-41.3%
Franklin Transit Local Bus Service	1,914	4,067	112.5%	63,789	33,954	-46.8%
Clarksville Transit Local Bus Service	38,488	39,153	1.7%	530,943	364,431	-31.4%
Total Area Ridership	344,543	473,238	37.4%	8,327,183	4,188,823	-49.7%



**REGIONAL TRANSPORTATION AUTHORITY
ROUTE PERFORMANCE INDICATOR REPORT**

For the Month of: **2021 April**

Rte. No.	Route Name	Monthly Ridership	Ridership	Revenue	Average	
			Change vs Last Year	Hours Of Service	Per Trip	Per Hour
CORRIDOR SERVICE COMPARISONS - COMMUTER BUS SERVICE						
	North Corridor (Routes 87 & 92)	853	100.7%	175	9	4.9
	Northwest Corridor (Routes 89 & 94)	1,365	169.2%	237	9	5.8
	South Corridor (Routes 91 & 95)	383	148.7%	171	4	2.2
	Southeast Corridor (Routes 84, 86 & 96)	753	15.8%	578	3	1.3
EXPRESS BUS ROUTE SERVICE						
84	Murfreesboro Express	356	N/A	360	1	1.0
86	Smyrna - LaVergne Express	151	N/A	77	3	2.0
87	Gallatin Express	701	364.2%	142	6	4.9
88	Dickson Express	119	183.3%	46	3	2.6
89	Springfield - Joelton Express	309	155.4%	61	7	5.1
91	Franklin Express	67	4.7%	33	2	2.0
92	Hendersonville Express	152	-44.5%	33	5	4.6
94	Clarksville Express	1,056	173.6%	176	12	6.0
95	Spring Hill Express	316	251.1%	138	2	2.3
96	Murfreesboro - Relax and Ride	246	-62.2%	141	2	1.7
	Express Bus Route Totals	3,473	95.3%	1,207	5	2.9
OTHER ROUTES						
64	Star Downtown Shuttle	0	N/A	360	0	0.0
93	WeGo Star West End Shuttle	1,673	39.5%	61	28	27.4
	RTA Bus Route Monthly Totals	5,146	72.9%	1,268	7	4.1
COMMUTER RAIL SERVICE						
90	WeGo Star Commuter Rail	3,615	139.4%	125	30	28.9
	RTA Commuter Rail and Bus Totals	8,761	95.3%	1,393	10	6