



**REGIONAL TRANSPORTATION AUTHORITY**  
Of Middle Tennessee

**EXECUTIVE COMMITTEE MEETING**

Wednesday, September 20, 2023 | 9:30 a.m.

**The City Winery**  
609 Lafayette Street | Nashville, TN 37203

- 
1. Call to Order
  2. Approval of August 16, 2023 Minutes
  3. Public Comments
  4. Finance Committee Report – Mayor Ken Moore, Chair
    - Monthly Financial Report Compared to Budget – Ed Oliphant, CFO **R-D-23-018 Pg. 4**
    - Resolution of FY2024 Annual Grant Applications – Billy Higgins, Capital Grants Administrator **R-A-23-014 Pg. 7**
    - Adoption of RTA FY2024 Capital Investment Plan – Felix Castrodad, Director of Planning & Grants **R-A-23-015 Pg. 10**
  5. Operations Committee Report – Mayor Rick Bell, Chair
    - RTA Monthly Operating Statistics – Andy Burke, COO **R-D-23-019 Pg. 23**
  6. CEO’s Report – Stephen G. Bland, CEO
  7. Chair’s Report – Mayor Randall Hutto, Chair
  8. Other Business
  9. Adjournment

# **NEW MEETING LOCATION:**

**The City Winery**

**609 Lafayette Street  
Nashville, TN 37203**

**Note: Due to GNRC holding its annual meeting and luncheon later this day at City Winery, this month's RTA Board Meeting will also be held at City Winery. Next month, we will return to the Tennessee State Library & Archives.**



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

**August 16, 2023**

- I. **Call to Order:** The regular meeting of the Regional Transportation Authority of Middle Tennessee (RTA) Board was held at the Tennessee State Library & Archives located at 1001 Rep. John Lewis Way N., Nashville, TN 37219, on Wednesday, August 16, 2023. There was insufficient attendance to meet the quorum requirements for the full RTA Board Meeting. However, a quorum of the Executive Committee was established, and the Executive Committee Meeting was called to order at 9:34 a.m. by Mayor Randall Hutto.

**Executive Committee Members in Attendance:**

Mayor Randall Hutto, Wilson County, Chair  
Ed Cole – Davidson County (Gov. Appt.)  
Mayor Ken Moore – City of Franklin  
Mayor Rick Bell – City of Lebanon  
Mayor Rob Rial – Dickson County  
Mayor Billy Vogle – Robertson County  
Ken Davis – Wilson County (Gov. Appt.)

**Others Present:**

Diana Alarcon – Davidson County (Alt.)  
Darrell James – Dickson County (Gov. Appt.)  
Margot Fosnes – Robertson County (Gov. Appt.)  
Ed Elam – Rutherford County (Alt.)  
Mayor Jamie Clary – City of Hendersonville  
Jim Kerr – City of Murfreesboro (Alt.)

II. **Approval of Minutes:**

Mayor Ken Moore motioned to approve the June 21, 2023, meeting minutes; Ken Davis seconded the motion, and it was unanimously approved by the Executive Committee.

Mayor Randall Hutto acknowledged Congressman John Rose for being present. Congressman Rose then gave brief remarks, expressing his pleasure in attending the meeting. Congressman Rose also indicated that he was attempting to obtain Congressionally Directed funding toward the RTA's Donelson Station Improvement Project. He cautioned that it was very early in the Federal Appropriations process. Chairman Hutto expressed his sincere appreciation to Congressman Rose and thanked the Congressman's staff for their consistent support.

- III. **Public Comments:** There were no public comments given at this meeting.

- IV. **Audit Committee Report:** There were no items for the Audit committee this month.

- V. **Finance Committee Report:** Committee Chair Mayor Ken Moore presented the following for discussion and action:

- a. **Monthly Financial Report Compared to Budget (R-D-23-014)**: Mayor Ken Moore presented the Monthly Financials for the month of June 2023, compared to the budget and a balance sheet as of June 2023. Ed Oliphant was available for questions, and there were no additional questions or further discussions.
- b. **Debt Obligation Notification (R-D-23-015)**: Mayor Ken Moore presented the Debt Obligation Notification; on July 1, 2023, we entered a Revolving Credit Promissory Note with Fifth Third Bank for \$5.0 million, with an expiration of the note on June 30, 2024. This note is needed to cover our cash flow needs throughout the year. The terms of the loan are as follows:

Term:	1 year
Maturity Date:	June 30, 2024
Interest Rate:	Variable – Prime minus 1.8%
Legal Fees:	\$1,300 paid to Dickenson Wright Law Firm representing Fifth Third Bank
Non-Use Fee:	7.5 basis points on the daily unused principal amount of the note, charged quarterly. The maximum fee will not exceed \$3,750.

Once RTA receives the designated grant funds, any related outstanding loan will be paid down to minimize our interest expense. Ed Oliphant was available for questions, and there were no additional questions or further discussions.

**VI. Operations Committee Report**: Committee Chair Mayor Rick Bell presented the following items for discussion:

- a. **Monthly Operating Statistics (R-D-23-016)**: Chief Operating Officer Andy Burke reviewed the RTA Monthly Dashboard Report through the month of June 2023 with the Executive Committee. Andy Burke was available for questions, and there were no additional questions or further discussions.

**VII. Federal Transit Administration Triennial Review Update (R-D-23-017)**: Capital Grants Administrator Billy Higgins reviewed the Triennial Review process along with the Final Report and the corrective actions underway with respect to the Authority’s Drug and Alcohol Program. A copy of the Final Triennial Review Report was attached for the members to review.

On behalf of the board, Ed Cole expressed thanks for an exceptional FTA Triennial Report. Mayor Hutto and CEO Bland also appreciated Billy Higgins and the staff for the great work and the report's outcome. CEO Bland said that there was one finding in the report in the drug and alcohol program, which was mainly due to changes in administrative staff, and those findings are being addressed through corrective action.

There was no further discussion.

**VIII. CEO's Report**: CEO Bland provided the following report:

1. Last Friday, there was a collision on the Star when an automobile went through the crossing lights on West Main Street in Downtown Lebanon and collided with the side of one of the passenger coaches. The automobile driver sustained non-life-threatening injuries, and the passenger coach suffered some damage. Service was disrupted on Friday afternoon but returned to normal by Monday morning.
2. The RTA is up for legislative renewal in front of the General Assembly again this year. Our Sunset Hearing before the Commerce, Labor, Transportation, and Agriculture Joint Subcommittee of the Government Operations Committee has been scheduled for Thursday, October 19, 2023, beginning at 9:00 a.m., and will be held in House Hearing Room 1, Cordell Hull Building, Nashville, Tennessee. CEO Bland said he would request the Officers' participation in this hearing again, and any interested member is invited to attend.

3. WeGo operated a special train service for the 4<sup>th</sup> of July Fireworks and the Big Machine Music City Grand Prix. Ridership for the 4<sup>th</sup> of July was a sellout at 650 tickets sold, 1,146 total passenger trips, and service for the Grand Prix carried a total of 116 passenger trips.
4. Background work continues on the Donelson Station joint development project. The developer is pursuing a sliver parcel of property along the tracks between our property and Donelson Pike, and our engineers are examining the feasibility of creating a new signalized intersection at that location as part of the development and station improvements.
5. WeGo continues to advance the development of a park-and-ride lot in Murfreesboro. The appraisal process has been completed, and WeGo is working with the Federal Transit Administration to complete the Environmental Review process. WeGo is also working with the City of Murfreesboro to coordinate the park-and-ride design and development with their adjacent transit facility.
6. WeGo is working with Nashville SC to develop a regional bus service for some of their soccer matches. The Club completed a survey of its fan base, identifying the highest potential in the Clarksville, Murfreesboro, and Antioch markets. WeGo is working with the team and the city on operational details, intending to pilot one or two games this season in the Murfreesboro/Antioch market, hoping for a more extensive service next season.
7. WeGo participated in an event hosted by the Greater Nashville Chamber of Commerce surrounding the release of a new report, "Point of Departure – Navigating Nashville as a College Commuter." The report highlighted that, while transit was readily available to most post-secondary institutions of higher education in Davidson County, service design elongates many trips and that there is a general lack of access to higher education in the outlying counties served by the RTA. WeGo will consider the information compiled in this report during the upcoming update to our strategic service plan.
8. CEO Bland thanked all the members and other community leaders who participated in various public meetings surrounding the Star Future Vision Study. The attendance was strong and will better inform Hatch's approach to the project as WeGo continues to advance the effort. They are currently developing various potential scenarios to model with respect to operational impacts, capital costs, operating costs, and ridership.

**IX. Chair's Report:** Mayor Randall Hutto announced that the Marathon Train raised slightly over \$12K this year, and the proceeds generated were donated to St. Jude.

Mayor Hutto announced the Wilson County Fair would begin this weekend, and if anyone wanted to attend, he had tickets, and anyone could come and see him after the meeting.

Mayor Randall Hutto also acknowledged and thanked Gabriel Burgess for his work every year with the Marathon Train.

**X. Other Business:** Mayor Vogle acknowledged Margot Fosnes and said it was her last day at the RTA Board meeting, as she has pursued other career opportunities. He and the other board members thanked Ms. Fosnes for her work and contributions to the RTA Board.

**XI. Adjournment:** With no further business, Mayor Ken Moore motioned to adjourn the meeting; Mayor Billy Vogle seconded the motion, and the meeting was adjourned at 10:03 a.m.

Respectfully submitted:

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Ed Cole, RTA Secretary &  
Davidson County Governor Appointee

# Regional Transportation Authority of Middle Tennessee

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

Item Number:	R-D-23-018	Meeting Date:	9/20/2023
Item Title:	Monthly Financial Report Compared to Budget		

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## BACKGROUND:

Attached is a statement of operations for the month of July 2023 compared to the budget and a balance sheet as of July 31, 2023.

This is the first month of the new fiscal year, and consequently, there are just a few variances to discuss or highlight. The variances in budget within the federal, state, local, and capital operating revenue lines are purely issues of timing and availability of funding. You will also note the favorable variance in the Services operating expense line item. This is primarily due to the budget assuming full service for all services. However, as you know, some of the regional bus services operated by Gray Line are still at reduced services as we determine what service levels are appropriate to reinstate, given the slower recovery of ridership. Fuel was favorably compared to budget as we currently see more favorable prices at the pump than anticipated compared to where we thought prices would be in July.

As of July 31, 2023, RTA owed Nashville MTA approximately \$231,000 for services provided to and from Rutherford County and management fees and shared costs to MTA for the back-office operating expenses related to the new fare collection system due. RTA also had an accounts receivable from Nashville MTA of approximately \$43,526 for fares collected and Easy Ride revenue sharing due.

## CURRENT STATUS:

Chief Financial Officer Ed Oliphant will be available to answer any questions regarding the statements at the committee meeting.

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## APPROVED:



\_\_\_\_\_  
Chief Financial Officer

9/20/2023

\_\_\_\_\_  
Date

# Regional Transportation Authority

## Statement of Operations Compared to Budget

For the Period Ending July 31, 2023

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
<b>Revenue from Operations:</b>										
Regional Bus Revenues	\$19,896	\$13,370	\$6,526	F	\$17,763	\$19,896	\$13,370	\$6,526	F	\$169,079
Commuter Train Revenues	27,561	17,980	9,581	F	15,902	27,561	17,980	9,581	F	227,449
Special Events	11,050	9,100	1,950	F	10,778	11,050	9,100	1,950	F	78,500
Other Non-Trans Revenue	60,934	66,890	(5,956)	U	62,978	60,934	66,890	(5,956)	U	314,467
<b>Total Operating Revenue</b>	<b>119,441</b>	<b>107,340</b>	<b>12,101</b>	<b>F</b>	<b>107,421</b>	<b>119,441</b>	<b>107,340</b>	<b>12,101</b>	<b>F</b>	<b>789,495</b>
<b>Federal/State/Local Income:</b>										
Local Assistance	0	0	0	F	0	0	0	0	F	1,606,795
Regional Assistance	211,260	145,000	66,260	F	19,590	211,260	145,000	66,260	F	806,588
State Assistance	0	0	0	F	0	0	0	0	F	660,200
Federal Assistance - CMAQ	209,868	146,500	63,368	F	177,412	209,868	146,500	63,368	F	1,853,182
Federal Assistance - CARES Act	397,162	186,340	210,822	F	441,445	397,162	186,340	210,822	F	2,430,515
<b>Total Assistance Income</b>	<b>818,290</b>	<b>477,840</b>	<b>340,450</b>	<b>F</b>	<b>638,447</b>	<b>818,290</b>	<b>477,840</b>	<b>340,450</b>	<b>F</b>	<b>7,357,280</b>
<b>Capital Revenue:</b>										
Capital Operating Reimbursement	163,566	186,620	(23,054)	U	178,306	163,566	186,620	(23,054)	U	2,360,745
<b>Total Capital Income</b>	<b>163,566</b>	<b>186,620</b>	<b>(23,054)</b>	<b>U</b>	<b>178,306</b>	<b>163,566</b>	<b>186,620</b>	<b>(23,054)</b>	<b>U</b>	<b>2,360,745</b>
<b>Total Revenue</b>	<b>\$1,101,297</b>	<b>\$771,800</b>	<b>\$329,497</b>	<b>F</b>	<b>\$924,174</b>	<b>\$1,101,297</b>	<b>\$771,800</b>	<b>\$329,497</b>	<b>F</b>	<b>\$10,507,520</b>
<b>Expenses from Operations:</b>										
Management Contract - MTA	\$71,734	\$71,734	\$0	F	\$71,734	\$71,734	\$71,734	\$0	F	\$860,940
Services	589,106	645,794	56,688	F	587,665	589,106	645,794	56,688	F	8,224,590
Fuel	43,778	55,870	12,092	F	59,999	43,778	55,870	12,092	F	699,900
Materials and Supplies	275	780	505	F	0	275	780	505	F	22,975
Utilities	13,809	14,963	1,154	F	15,802	13,809	14,963	1,154	F	188,925
Casualty and Liability	39,019	38,213	(806)	U	38,666	39,019	38,213	(806)	U	480,890
Other	14,861	12,558	(2,303)	U	0	14,861	12,558	(2,303)	U	29,300
<b>Total Operating Expenses</b>	<b>772,582</b>	<b>839,912</b>	<b>67,330</b>	<b>F</b>	<b>773,866</b>	<b>772,582</b>	<b>839,912</b>	<b>67,330</b>	<b>F</b>	<b>10,507,520</b>
<b>Surplus / (Deficit)</b>	<b>\$328,715</b>	<b>(\$68,112)</b>	<b>\$396,827</b>	<b>F</b>	<b>\$150,308</b>	<b>\$328,715</b>	<b>(\$68,112)</b>	<b>\$396,827</b>	<b>F</b>	<b>\$0</b>
Capital Grant Revenue	0		0	F	2,980	0		0	F	0
Gain / (Loss) on Sale	0		0	F	0	0		0	F	0
Vanpool Replacement Revenue Fund	0		0	F	0	0		0	F	0
Depreciation	(346,331)		(346,331)	U	(360,488)	(346,331)		(346,331)	U	0
<b>Surplus / (Deficit)</b>	<b>(\$17,616)</b>	<b>(\$68,112)</b>	<b>\$50,496</b>	<b>F</b>	<b>(\$207,200)</b>	<b>(\$17,616)</b>	<b>(\$68,112)</b>	<b>\$50,496</b>	<b>F</b>	<b>\$0</b>

# Regional Transportation Authority

## Comparative Balance Sheets

	Month Ended July 31, 2023	Month Ended June 30, 2023
	(unaudited)	(unaudited)
<b>CURRENT ASSETS</b>		
Cash and cash equivalents	\$733,658	\$904,389
Receivables from federal, state and local government	791,513	871,401
Accounts receivable	121,166	114,686
Materials and supplies	365,996	364,480
Prepaid expense and other	372,437	23,994
Total Current Assets	2,384,770	2,278,950
<b>PROPERTY AND EQUIPMENT</b>		
Land	3,382,052	3,382,052
Building, shelter and benches	19,407,307	19,407,307
Guideway Improvements	8,586,547	8,586,547
Revenue equipment and parts	30,991,482	30,991,482
Office equipment	556,150	556,150
Work-in-Progress	601,495	601,495
	63,525,033	63,525,033
Less: Accumulated Depreciation	(23,741,416)	(23,395,084)
Total Property and equipment, net	39,783,617	40,129,949
<b>OTHER ASSETS</b>		
Cash and investments restricted	8,064,987	7,944,646
<b>TOTAL ASSETS</b>	<b>\$50,233,374</b>	<b>\$50,353,545</b>
<b>LIABILITIES AND NET ASSETS</b>		
<b>CURRENT LIABILITIES</b>		
Accounts payable	\$619,745	\$707,012
Accrued expenses	28,233	25,996
Deferred Revenue	5,535,514	5,433,831
Note Payable	0	0
Total Current Liabilities	6,183,492	6,166,839
<b>NET ASSETS</b>		
Invested in capital assets	39,783,617	40,129,949
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	529,473	529,473
Restricted - Regional Bus Reserve	3,901,106	3,780,765
Restricted - Regional Train Reserve	1,634,408	1,634,408
Unrestricted	(3,781,106)	(3,938,385)
Current Year Surplus / (deficit)	(17,616)	50,496
Total Net Assets	44,049,882	44,186,706
<b>TOTAL LIABILITIES AND NET ASSETS</b>	<b>\$50,233,374</b>	<b>\$50,353,545</b>

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivable	\$121,166	\$0	\$0	\$0	\$121,166
	100.0%	0.0%	0.0%	0.0%	100.0%
Accounts Payable	\$618,896	\$0	\$849	\$0	\$619,745
	99.9%	0.0%	0.1%	0.0%	100.0%

# Regional Transportation Authority

*of Middle Tennessee*

## Board Action Item

Item Number:	R-A-23-014	Meeting Date:	9/20/2023
Item Title:	Resolution of FY2024 Annual Grant Applications		

### BACKGROUND:

The Regional Transportation Authority of Middle Tennessee (RTA) has the authority to receive federal, state, and local financial assistance for transportation projects.

In order for the RTA to apply for and receive federal funds, RTA must comply with Federal Certifications and Assurances and annually submit compliance in accordance with these terms.

Reoccurring Federal Transit Administration (FTA), Federal Highway Administration, and State of Tennessee funding sources are as follows:

#### **5307 Urbanized Area Formula Funds**

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

#### **5337 State of Good Repair Formula Funds**

RTA is eligible to use FTA State of Good Repair Funds. State of Good Repair Formula funds are for the maintenance, rehabilitation, and replacement of existing fixed guideway systems to maintain a state of good repair. The FY2023 apportionment for the Nashville Urbanized Area combined with the State and Local match is \$5,173,959 (80% Federal/10% State/10% Local).

#### **State Operating Assistance**

RTA is eligible for operating assistance from the Tennessee Department of Transportation (TDOT). The amount for FY2024 is \$663,400, and an additional \$400,000 for commuter bus service.

#### **IMPROVE Act Assistance**

RTA can request up to \$5 million in assistance (requires a 20% match) for individual capital projects that support public transportation services.

### RECOMMENDATION:

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

Staff requests that the Board:

- Adopt the attached resolution;
- Authorize the applications for 5307 & 5337 funding and State/Local match;
- Authorize the submittal of the applications for State Operating Assistance funding; and,
- Authorize the submittal of applications and execution of contracts for any other federal, state, or local grant funding that may become available during the fiscal year 2024 for the benefit of RTA.

### APPROVED:

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

9/20/2023

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

**RESOLUTION NO. R-A-23-014**

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

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

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

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

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

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

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

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

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

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

**ATTEST:**

\_\_\_\_\_  
Junaid Odubeko  
Legal Counsel

\_\_\_\_\_  
Stephen G. Bland  
Chief Executive Officer

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

# Regional Transportation Authority

*of Middle Tennessee*

## Board Action Item

Item Number:	R-A-23-015	Meeting Date:	9/20/2023
Item Title:	Adoption of RTA FY2024-2028 Capital Investment Plan		

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### 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 RTA's future project development activity. Generally, projects identified in the plan's first year are relatively firm in scope and budget, while out-year projects are likely more conceptual.

Staff is presenting a recommended Capital Investment Plan for the period of FY2024-2028. Overall, investments totaling \$13,045,126 are recommended in Year One of the plan (FY2024), with a total project investment recommendation of \$149,798,990 over the life of the plan. Projects identified in year One have access to full funding.

The plan shows significant deficits in FYs 2027 and 2028. This is due to (1) with respect to revenue, we only show those sources that we are reasonably confident of receiving year after year (i.e., 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. The RTA will need to secure supplemental funding sources not yet identified to advance these projects.

### RECOMMENDATION:

Staff recommends that the RTA Executive Committee adopts the attached FY2024-2028 Capital Investment Plan.

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### APPROVED:

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

9/20/2023

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

## **FY 2024-2028 RTA Proposed Capital Investment Plan**

**September 20, 2023**

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 improve 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 and a framework for categorizing and prioritizing projects for funding decisions. It provides descriptions of proposed capital projects and project available resources for those projects.

The capital plan provides planned projects for a 5-year horizon – FY2024 through FY2028. Projects listed for FY2024 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 expect to see them reported in a "project delivery" phase, such as design or procurement.

Projects listed for FY2025 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 FY2024 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, State Improve Act funds, and several smaller sources. In particular, the identified projects of the "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 management uses to advance 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 the 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 it will receive approximately \$2.3M annually for Capital needs in 5307 funds, including state/local match annually. RTA typically transfers approximately \$2.8M to the operations budget for Rail Capital Costs of Contracting. However, the specific amount for this transfer is included as part of the annual operating budget process. Through the prior agreement of the RTA Board, some Section 5307 bus capital funds are flexed to finance contractor operation-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, reverse commute projects, and 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.

The population of an urbanized area is among the variables that factor into calculating these formula grant amounts. The Federal Transit Administration will apportion FY 2024 formula funds based on 2020 census data, and that may have a negative impact on funding available to RTA:

- The Nashville-Davidson Urbanized Area exceeded 1 million for the first time. This places RTA in a different funding tier, among the nation's largest metropolitan areas, and could negatively impact funding if Congress does not increase the allocation of total funding for this program and our specific population tier. This issue also affects other Federal formula-funded programs.

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

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

Currently, the Region can reasonably predict that annually; it will receive approximately \$4.1M 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**

Based on reported bus ridership data, the 5339 federal formula funding is provided to the Region. Annual agreements with regional partners can split funding 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.

Currently, the Region can reasonably predict that it will receive approximately \$1.5M annually 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 including Murfreesboro in the Nashville-Davidson Urbanized Area.

### **4. Federal Congestion Mitigation and Air Quality (CMAQ)**

These are federal funds that TDOT allocates 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 reduce vehicle congestion and improve 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 and the development and expansion of purpose-built park-and-ride facilities in the RTA service area. 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.

CMAQ funds also support the operation of commuter bus services in the Williamson, Rutherford, Sumner, Robertson, and Montgomery County corridors. This is an anomaly, as CMAQ funding to support service operations is generally limited to no more than three 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. As TDOT renews the authorization for this funding, RTA intends to apply for funding as part of future calls 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. These are Federal Highway Administration (FHWA) funds, and RTA can apply them for capital projects, engineering, planning studies, and similar activities. These funds are also typically 80% federal, require a state and/or local match, and are allocated through the MPO's Regional Transportation Plan development process.

RTA has no 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. State IMPROVE ACT Transit Investment Grant Program**

These are state funds that TDOT allocates 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 has no 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 regional park and ride facility expansion. IMPROVE Act funds began to become available following the passage of this funding bill in 2017. Since then, funding has increased incrementally, reaching a peak of \$21 million statewide in FY2023, available for competitive capital projects.

## **7. State Grant Match**

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

## **8. Local Capital Funding and Grant Match**

RTA relies on funding from regional partners to provide matches to federal funds. Historically, Metro Nashville has provided most of the match for federal formula funding and the IMPROVE Act. During the history of the RTA, only Metro Nashville has provided a general local match for capital projects. However, other local entities have provided funding for specific projects 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.

## **9. 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 (i.e., TDOT, GNRC, etc.) to identify other potential sources of funds. Other sources include grants from other federal, State, or local entities. A recent example is the Carbon Reduction Program, authorized in the Bipartisan Infrastructure Law (BIL) and which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources. Like with CMAQ, RTA will apply for operating funding for regional bus service. 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 agency's needs: 1) to maintain assets in a state of good repair; 2) to improve existing service for current riders, and 3) to reflect and advance the initiatives adopted under the nMotion Strategy for Middle Tennessee to expand mass transit usage. 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 FY23 in this category include 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 system maintenance needs and system capital projects. This has historically been funded at under \$2.2 million. For FY2024, this amount is projected to increase to \$2.8 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. 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 increase staff efficiency and improve business processes, RTA will review and upgrade or implement strategic process improvements to streamline business efforts and increase the effective use of existing resources.

### **5. nMotion Service Expansion/Improvements**

To provide increasingly meaningful service to Middle Tennessee residents, RTA will improve its existing service, making it easier to use, more convenient, comfortable, efficient, and 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; and
- Planning and Project Development Support for emerging nMotion initiatives.

## **C. RTA Capital Funding Look Ahead**

The table below illustrates the reasonably predicted sources and funds available to the RTA for capital projects for FY2024 through FY2028. In addition to recurring sources, RTA has access to carryover funds from prior project years. These funds generally become available through reprogramming project funds for projects that could not be completed, projects coming in under budget, etc. RTA will carry approximately \$22.7 million of total funding into FY2023 capital projects. This is primarily due to funds that were accumulated for Positive Train Control before approval of the Limited Service Exception by FRA in 2018. Over the past three 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 rehabilitating our four locomotives.

RTA has approximately \$8.8M in identified project capital needs for FY2024 and known funding in the amount

of \$114.9M, including \$22.7M 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 toward the end of the five years of the proposed program until the overall program is in deficit in years 4 and 5 (FYs 2027 and 2028). RTA assumes 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 \$2.8M of these funds for the 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 spending 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 \$1.8 million 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.

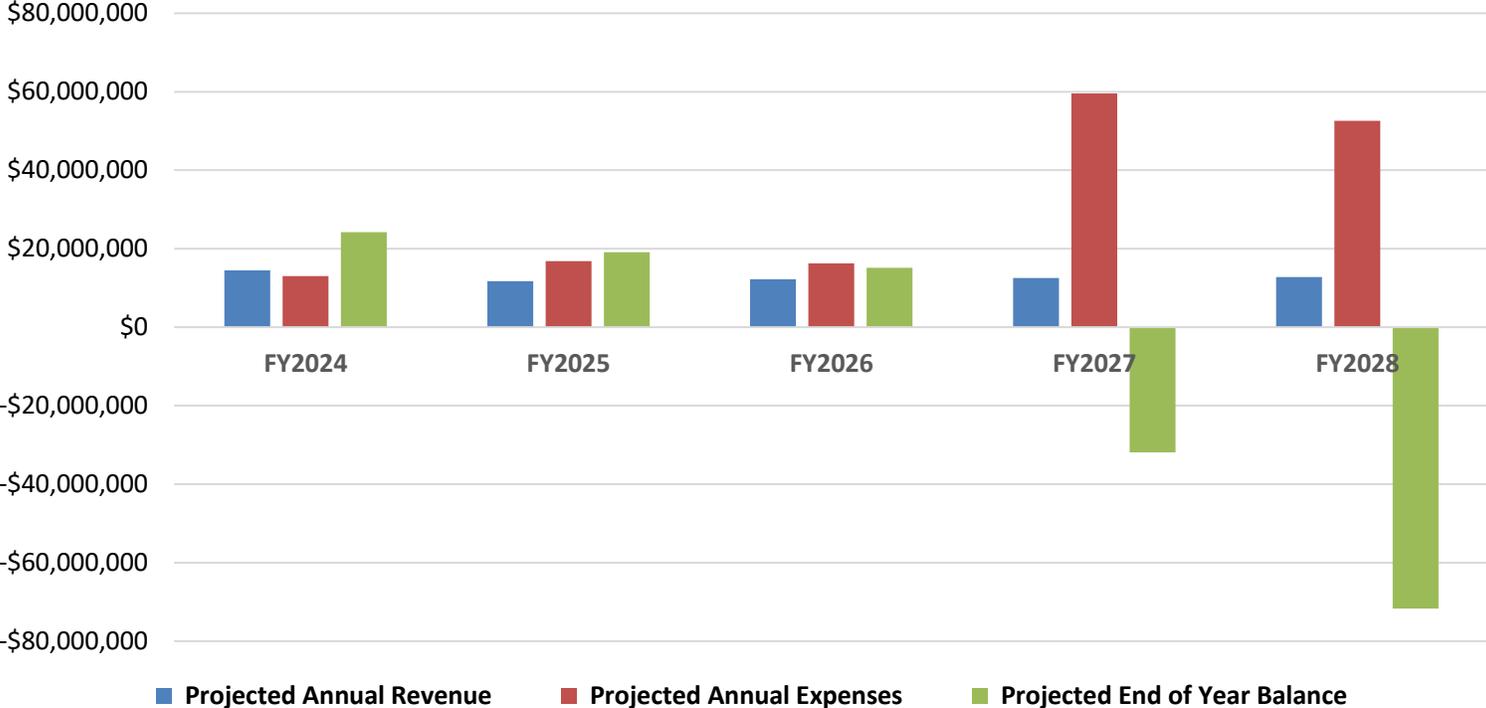
Based on recent trends in formula funding and ongoing discussions with entities such as the Tennessee Department of Transportation and the Greater Nashville Regional Council, the following table projects funding we can reasonably expect to receive over the five years of this plan:

Funding Source	Prior Year	FY2024	FY2025	FY2026	FY2027	FY2028	Total
	Balance Remaining						
Prior Year Carryover	\$ 2,766,402	\$ 22,734,740	\$ 24,192,329	\$ 19,117,115	\$ 15,121,532	\$ (31,890,984)	\$ -
Section 5303 - TDOT Planning Award	\$ 240,000						
Section 5307 - Urbanized Area Formula	\$ 6,187,969	\$ 2,316,545	\$ 2,261,774	\$ 2,531,531	\$ 2,636,277	\$ 2,715,365	\$ 18,649,461
Section 5337 - State of Good Repair for Fixed Guideway	\$ 10,511,159	\$ 4,125,627	\$ 4,139,167	\$ 4,263,342	\$ 4,391,242	\$ 4,522,980	\$ 31,953,517
Congestion Mitigation/Air Quality	\$ 1,280,000	\$ 2,160,000	\$ -	\$ -	\$ -	\$ -	\$ 3,440,000
Surface Transportation Block Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Improve Act	\$ -	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 15,000,000
State Match	\$ 2,087,391	\$ 805,272	\$ 800,118	\$ 849,359	\$ 878,440	\$ 904,793	\$ 6,325,372
Metro Match	\$ 2,467,391	\$ 2,095,272	\$ 1,550,118	\$ 1,599,359	\$ 1,628,440	\$ 1,654,793	\$ 10,995,372
<b>Total</b>	<b>\$ 25,540,312</b>	<b>\$ 37,237,455</b>	<b>\$ 35,943,505</b>	<b>\$ 31,360,707</b>	<b>\$ 27,655,931</b>	<b>\$ (19,093,052)</b>	<b>\$ 86,363,722</b>
<b>Less Funds Committed to Ongoing Projects</b>	<b>\$ 2,805,572</b>	<b>\$ 13,045,126</b>	<b>\$ 16,826,390</b>	<b>\$ 16,239,174</b>	<b>\$ 59,546,915</b>	<b>\$ 52,622,066</b>	<b>\$ 147,798,990</b>
<b>Funds Available for Ensuing Year</b>	<b>\$ 22,734,740</b>	<b>\$ 24,192,329</b>	<b>\$ 19,117,115</b>	<b>\$ 15,121,532</b>	<b>\$ (31,890,984)</b>	<b>\$ (71,715,118)</b>	

Historically, the RTA has successfully gained access to both sources for regional projects. These figures 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 any potential impact of the 2020 census on our federal formula funding, as described above.

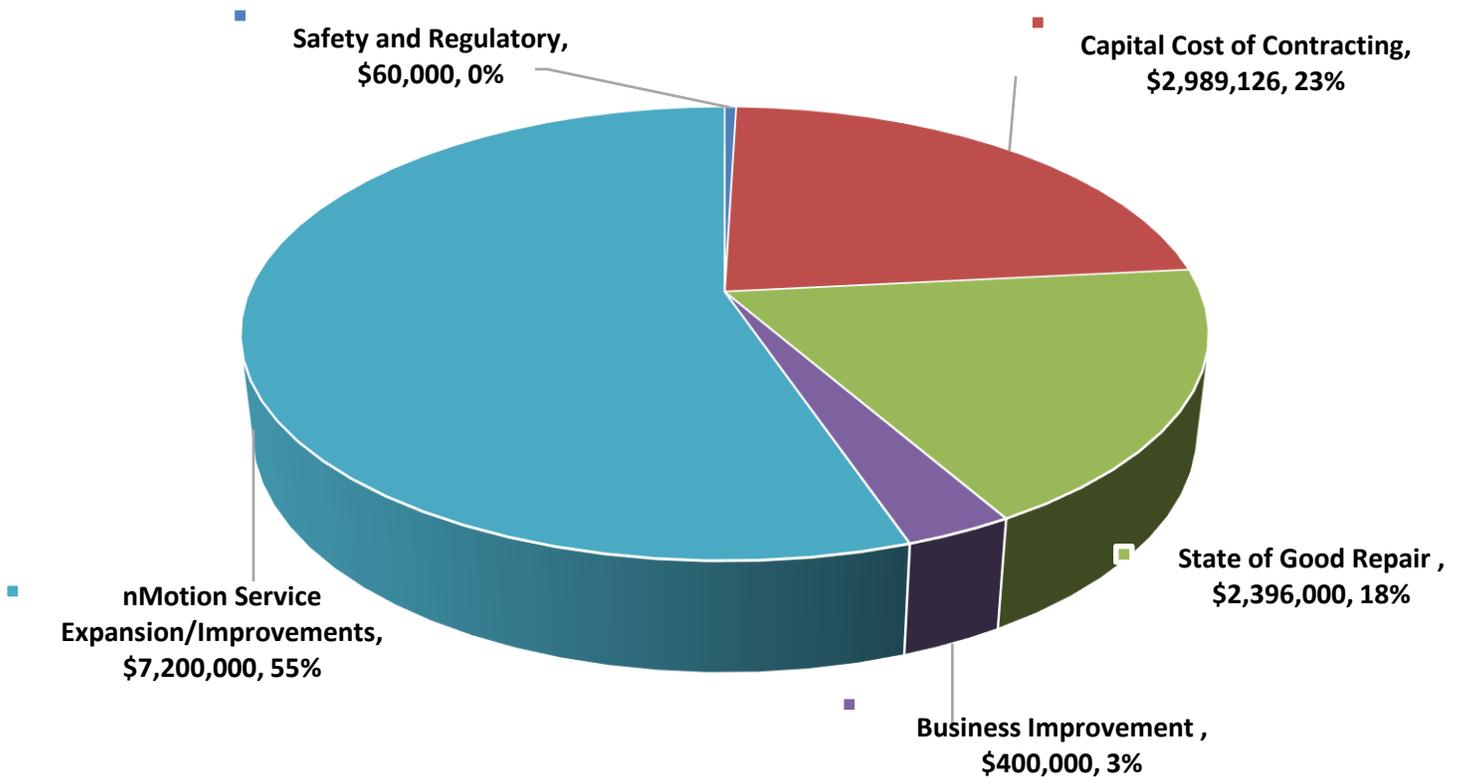
You will note from the chart below that we project the overall 5-year plan to have a funding gap of approximately \$71.7million, or 48.5% of the overall recommended program expenditure. As described earlier, several projects (park-and-ride development and the WeGo Star Enhancement Program) will depend on identifying additional funding sources to advance beyond the conceptual/design phase. These projects make up \$117.5 million, or 79.5% of the 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. If program funding falls short, the priority will need to go to Safety and Regulatory Projects and State of Good Repair Projects. RTA will need to seek discretionary funding for future large capital projects and work with regional partners on match needed for those projects.

# FY2024-2028 Annual Capital Funding Projections

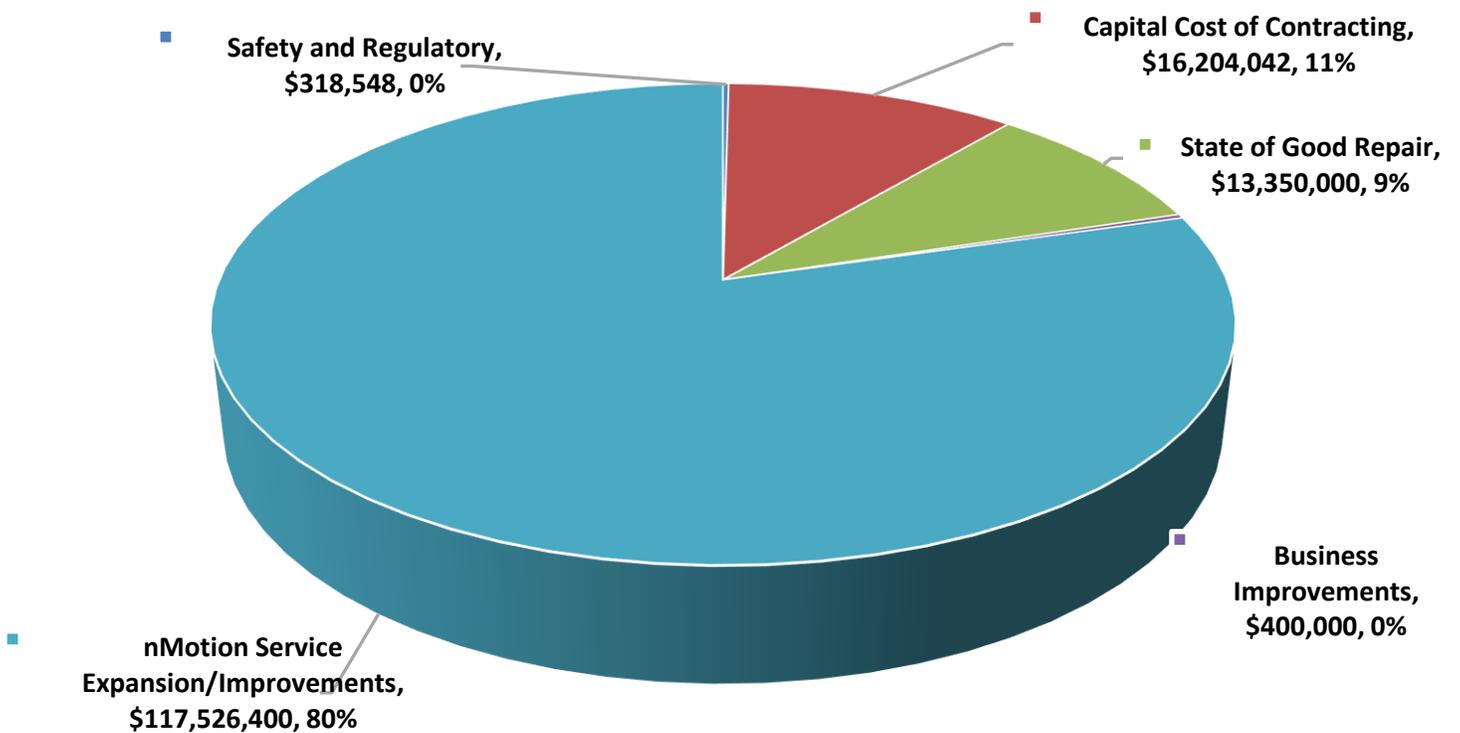


The following two charts provide an overview of recommended project funding. The first chart illustrates the recommended distribution among major project categories in FY2024, and the second shows the recommended distribution among major project categories for the 5-year span of the plan – FY2024 through FY2028.

## FY2024 Proposed Project List \$13,045,126



## FY2024-2028 RTA Proposed Project List \$149,798,990



## D. Project Plan Budget

The recommended detailed project plan budget tables are as follows:

Summary Project Amounts							
		Program Year	5-Year				
		FY2024	FY2025	FY2026	FY2027	FY2028	Total
<b>1 - Safety and Regulatory Projects</b>							
A. Annual FRA Track Audit		\$ 60,000	\$ 61,800	\$ 63,654	\$ 65,564	\$ 67,531	\$ 318,548
<b>Total Safety and Regulatory -</b>		<b>\$ 60,000</b>	<b>\$ 61,800</b>	<b>\$ 63,654</b>	<b>\$ 65,564</b>	<b>\$ 67,531</b>	<b>\$ 318,548</b>
<b>2 - Capital Cost of Contracting</b>							
A. Annual Rail Capital Cost of Contracting		\$ 2,739,940	\$ 2,827,218	\$ 2,883,236	\$ 3,003,671	\$ 3,153,855	\$ 14,607,920
B. Bus Service Capital Cost of Contracting (Dickson)		\$ 249,186	\$ 430,372	\$ 449,884	\$ 466,680	\$ 480,680	\$ 1,596,122
<b>Total Capital Cost of Contracting -</b>		<b>\$ 2,989,126</b>	<b>\$ 3,257,590</b>	<b>\$ 3,333,120</b>	<b>\$ 3,470,351</b>	<b>\$ 3,634,535</b>	<b>\$ 16,204,042</b>
<b>3 - State of Good Repair Projects</b>							
<u>Rolling Stock (Revenue)</u>							
A. 45' Over the Road Clean Diesel Coach Replacement		\$ -	\$ -	\$ -	\$ 6,270,000	\$ -	\$ 6,270,000
Fixed Route							
C. Spare Parts for Passenger Rail Cars		\$ 200,000	\$ -	\$ 100,000	\$ -	\$ -	\$ 300,000
<b>Total Revenue Vehicle Replacement -</b>		<b>\$ 200,000</b>	<b>\$ -</b>	<b>\$ 100,000</b>	<b>\$ 6,270,000</b>	<b>\$ -</b>	<b>\$ 6,570,000</b>
<u>Equipment</u>							
D. IT/Hardware Replacement		\$ 25,000	\$ 25,000	\$ -	\$ -	\$ -	\$ 50,000
<b>Total Equipment -</b>		<b>\$ 25,000</b>	<b>\$ 25,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 50,000</b>
<u>Facilities</u>							
E. WeGo Star Rail Track Infrastructure		\$ 996,000	\$ 757,000	\$ 996,000	\$ 441,000	\$ 100,000	\$ 3,290,000
F. WeGo Star Stations Capital Maintenance/Upgrade		\$ 1,175,000	\$ 525,000	\$ 420,000	\$ 900,000	\$ 420,000	\$ 3,440,000
<b>Total Facilities -</b>		<b>\$ 2,171,000</b>	<b>\$ 1,282,000</b>	<b>\$ 1,416,000</b>	<b>\$ 1,341,000</b>	<b>\$ 520,000</b>	<b>\$ 6,730,000</b>
<b>4 - Business Improvements</b>							
A. Hemitage Station- Staff Facilities		\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ 400,000
<b>Total Business Improvements -</b>		<b>\$ 400,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 400,000</b>
<b>5 - nMotion Service Expansion/ Improvements</b>							
<u>A. WeGo Star Service Enhancement Program</u>							
1. Realtime Tracking and Customer Information		\$ -	\$ 1,500,000		\$ -	\$ -	\$ 1,500,000
Donelson Station		\$ 5,000,000	\$ 5,000,000				
2. Planning, Engineering and Environmental			\$ 1,500,000	\$ -	\$ -	\$ -	\$ 1,500,000
3. Track Infrastructure/Crossing Improvements		\$ -	\$ -	\$ 2,500,000	\$ 10,500,000	\$ 10,000,000	\$ 23,000,000
4. Downtown Storage		\$ -	\$ -	\$ 4,626,400	\$ 9,373,600	\$ -	\$ 14,000,000
5. Positive Train Control		\$ -	\$ -	\$ -	\$ 3,000,000	\$ 27,000,000	\$ 30,000,000
6. Station Improvement/Infill Station Development		\$ -	\$ -	\$ -	\$ 21,326,400	\$ -	\$ 21,326,400
7. 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
<b>Total nMotion Expansion/Service Improvements</b>		<b>\$ 7,200,000</b>	<b>\$ 12,200,000</b>	<b>\$ 11,326,400</b>	<b>\$ 48,400,000</b>	<b>\$ 48,400,000</b>	<b>\$ 117,526,400</b>
<b>Grand Total, All Projects -</b>		<b>\$ 13,045,126</b>	<b>\$ 16,826,390</b>	<b>\$ 16,239,174</b>	<b>\$ 59,546,915</b>	<b>\$ 52,622,066</b>	<b>\$ 147,798,990</b>

## **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 required to operate within the rules of various regulatory bodies that govern specific operations of WeGo Public Transit.

- 1. Annual FRA Track Audit** – Audit services serve as a 3rd party oversight function to ensure the service provider, Transit Solutions Group (TSG), complies with the Federal Railroad Administration's (FRA) rules & regulations and RTA's Operations and 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.

- 2. Annual Rail Capital Cost of Contracting** - Annual transfer of capital funds to rail operational budget for Cost of Contracting expenses. This is the estimated amount needed as currently calculated by Finance.
- 3. Bus Service Capital Cost of Contracting** – Through the adoption of this capital plan and the FY2024 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 the operation of commuter bus service. To preserve a comprehensive regional network, the RTA Board agreed to apply system-wide resources to this purpose. Adopting this capital plan and the RTA operating budget would extend this practice through (at least) FY2024.

### **State of Good Repair Projects**

State of Good Repair Projects represents 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.

- 4. 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 advantages are (1) a reduction in long-term operating costs 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 the fleet into a 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. The fleet replacement schedule is as follows:

	FY2024	FY2025	FY2026	FY2027	FY2028
45' Over the Road Clean Diesel Coach	0	0	0	10	0

5. **Spare Parts for Passenger Rail Cars** – This project entails building up an inventory of spare parts for the WeGo Star Budd passenger cars. Building a spare part inventory is essential for maintaining the service operating properly, reducing potential costs, and avoiding extensive delays in case of equipment breakdowns.
6. **Information Technology Hardware Replacement** - This project will support Board and on-street hardware and software related to the fare collection system, video surveillance, 800Mhz voice, Ultra High-Frequency data, onboard routers, automated passenger counters, Computer-Aided Dispatch/Automatic Vehicle Locator, Wi-Fi hardware, station hardware includes video surveillance and network equipment. Customer-facing station equipment includes Ticket Vending Machines and fare collection QuickTicket readers.
7. **WeGo Star Rail Infrastructure** – This project ensures 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.
8. **WeGo Star Stations Capital Maintenance and Upgrades** – Provides capital repairs to all rail stops and 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, ticket vending machines, and general station capital maintenance.

### **Business Improvement**

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

9. **Hermitage Station Staff Facilities** – This project will improve working conditions by providing restroom facilities for drivers working on routes that serve this station.

### **nMotion Service Expansion/Service Improvement**

10. **WeGo Star Service Enhancement Program** – This project stems from a previous capital project request for a phased approach to enhancements as outlined in the HDR report for potential Star enhancements. In 2020, representatives of HDR presented a phased approach to improvements of the WeGo Star Commuter Rail Line targeted at:

- a. Generally increasing the number of trips provided daily.
- b. Extending all trips to the end of the 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 one additional peak direction trip through the mid-day storage of trains near downtown Nashville and 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.

With the onset of the pandemic and associated issues over the past two years, staff believes that additional analytic work is necessary to determine recommendations for the future direction of the Star. Some of these issues include likely long-term changing commute patterns, including hybrid and remote office environments

and reverse commuting, station area development as we have seen around Mt. Juliet, Hamilton Springs, and Donelson Stations, and changing trends in local development as reflected in initiatives such as Lebanon's 2040 Comprehensive Plan, Mt. Juliet's Comprehensive Transportation Plan, and Metro Nashville's Transportation Plan and ongoing Connect Downtown mobility plan. The RTA is currently undertaking a study to examine the future direction of service models, financial models, and project development for the Star, but also with an eye toward transferrable information to other aspects of RTA operations, including regional bus service.

The plan proposes some initial investments in FYs 2024 and 2025 for real-time tracking to provide location information and estimated time of arrival for customers and supervisors, including Automated Passenger Counters (APC) equipment on each rail car. Programming in the out years is largely a placeholder for resulting alternatives from the project's planning phase and is subject to recommendations from the future direction study. Beyond early-stage engineering (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 more significant, longer-term investments to fully expand Star capacity, including positive train control, track improvements, and others.

**11. Regional Bus Park-and-Ride Development** – As identified in nMotion, the RTA needs to develop purpose-built and conveniently located park-and-ride (PnR) facilities specifically designed to reduce overall travel times for commuters and 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 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 many instances, 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. To pursue the development of new PnR lots, \$2.2 million is being proposed for FY2024 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. RTA successfully secured CMAQ and IMPROVE Act funding in 2022 to develop PnR facilities along the South and Northeast regional bus corridors and will continue to pursue discretionary funding opportunities to augment these locations and those in other regional corridors.

# 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-23-019	Meeting Date:	9/20/2023
Item Title:	RTA Operating Statistics		

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**BACKGROUND:**

Attached are monthly operating statistics for July 2023.

July is often a quieter month for RTA services, and this month was no exception. With schools and colleges out, we see a seasonal lull in ridership, though there was still a modest increase year-over-year.

There were no accidents reported on RTA services, and bus trip completion remained very high. On-time performance is still challenging, specifically for bus service, and the decline in performance here may be partially responsible for the uptick in complaints. The Scheduling Department is looking at making some adjustments to timetables. However, with no bus priority (dedicated lanes and/or bus-on-shoulder operations) and unenforced HOV lanes, there are limited options for mitigating this downward trend as the region grows. Adding to the on-time performance challenges for this month was the closure of the Broadway bridge that links downtown to midtown over the CSX railroad. This closure affected all routes that directly serve Vanderbilt.

**CURRENT STATUS:**

Staff are available to address committee member questions regarding the attached report. Please direct any inquiries to Monica Howse.

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**APPROVED:**

Chief Operating Officer

9/20/2023

Date

# RTA Monthly Dashboard Report \*

Metric	July 2023	July 2022	Pct. Change
<b>Ridership</b>			
			<b>% Change</b>
Total RTA Bus Passengers	9,691	8,951	8.3%
WeGo Star Passengers	7,338	6,892	6.5%
Total RTA Passengers	17,029	15,843	7.5%
Percentage of Pre-Pandemic Ridership	32.8%	30.5%	2.3%
<b>Safety</b>			
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
<b>Service Quality</b>			
RTA Bus Total Trip Completion %	99.83%	99.85%	-0.02%
WeGo Star Total Trip Completion %	100.00%	100.00%	0.00%
RTA Bus Total Miles btwn Service Interruption	16,464.3	18,851.6	-12.7%
WGS Total Miles btwn Service Interruption	N/A	N/A	N/A
<b>On-Time Performance ^</b>			
RTA Bus	81.1%	84.0%	-2.8%
WeGo Star	97.1%	97.1%	0.0%
<b>Customer Care</b>			
RTA Bus Total Passengers per Complaint	1,938	1,119	73.2%
WeGo Star Passengers per Complaint	1,468	3,446	-57.4%

\* 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	FY2024 June	FY2023 July	Pct. Change
<b>Ridership</b>			
			<b>% Change</b>
Total RTA Bus Passengers	9,691	8,951	8.3%
WeGo Star Passengers	7,338	6,892	6.5%
Total RTA Passengers	17,029	15,843	7.5%
Percentage of Pre-Pandemic Ridership	32.8%	30.5%	2.3%
<b>Safety</b>			
RTA Bus Total Accidents	0	0	N/A
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RTA Bus Total Miles btwn Accidents	N/A	N/A	N/A
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# RTA Operations Dashboard Glossary

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

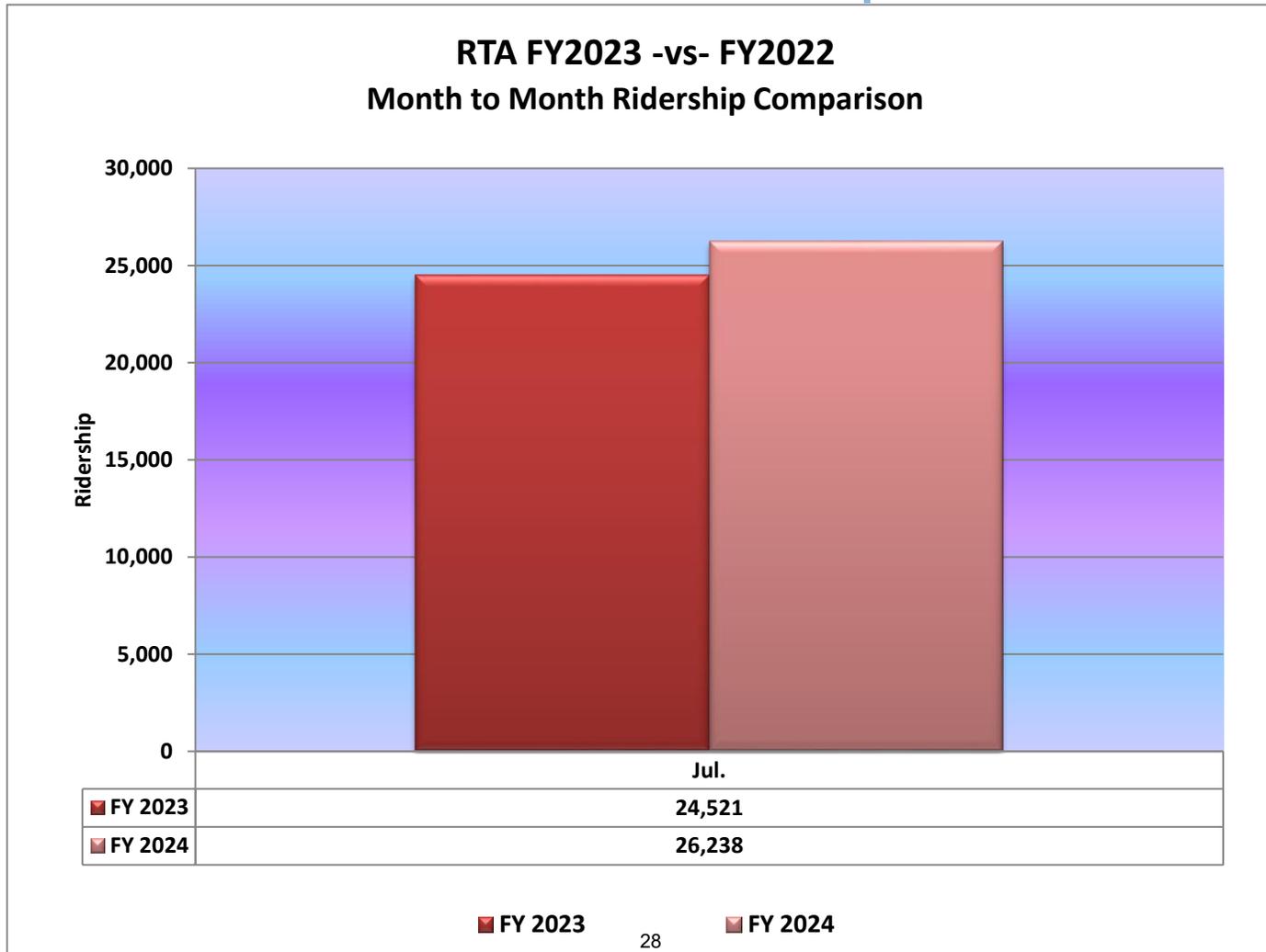
WeGo Star

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



## REGIONAL TRANSPORTATION AUTHORITY FISCAL YEAR AND MONTH TO MONTH RIDERSHIP COMPARISON - FY 2024 -vs- 2023

	Month to Month Comparison			Fiscal Year Comparison		
	Jul-22	Jul-23	Percentage Change	FY 2023	FY 2024	Percentage Change
<b>WeGo Star</b>	6,892	7,338	6.5%	6,892	7,338	6.5%
<b>Express Bus &amp; Shuttle Services</b>	8,951	9,691	8.3%	8,951	9,691	8.3%
<b>RTA VanStar Vanpool Service</b>	1,044	1,120	7.3%	1,044	1,120	7.3%
<b>Total RTA Ridership</b>	<b>16,887</b>	<b>18,149</b>	<b>7.5%</b>	<b>16,887</b>	<b>18,149</b>	<b>7.5%</b>





**NASHVILLE AND REGIONAL TRANSPORTATION AUTHORITY  
FISCAL YEAR AND MONTH TO MONTH RIDERSHIP COMPARISON - FY 2024 -vs- 2023**

	Month to Month Comparison			Fiscal Year		
	Jul-22	Jul-23	Change	FY 2023	FY 2024	Change
MTA Local Bus Service	574,815	626,284	9.0%	574,815	626,284	9.0%
MTA Local Paratransit Service	27,107	29,702	9.6%	27,107	29,702	9.6%
RTA Regional Bus Service	8,951	9,691	8.3%	8,951	9,691	8.3%
RTA VanStar Vanpool Service	1,044	1,120	7.3%	1,044	1,120	7.3%
RTA Regional Rail Service	6,892	7,338	6.5%	6,892	7,338	6.5%
* RTA Special Events Rail Service	1,010	1,146	13.5%	1,010	1,146	13.5%
<b>Subtotal RTA Rail Service</b>	<b>7,902</b>	<b>8,484</b>	<b>7.4%</b>	<b>7,902</b>	<b>8,484</b>	<b>7.4%</b>
<b>Subtotal MTA &amp; RTA Bus &amp; Rail Service</b>	<b>619,819</b>	<b>675,281</b>	<b>8.9%</b>	<b>619,819</b>	<b>675,281</b>	<b>8.9%</b>
Williamson County VanStar Vanpool Service	6,624	6,943	4.8%	6,624	6,943	4.8%
Murfreesboro ROVER Local Bus Service	8,312	8,366	0.6%	8,312	8,366	0.6%
Franklin Transit Local Bus Service	4,306	3,879	-9.9%	4,306	3,879	-9.9%
Clarksville Transit Local Bus Service	40,730	41,454	1.8%	40,730	41,454	1.8%
<b>Total Area Ridership</b>	<b>679,791</b>	<b>735,923</b>	<b>8.3%</b>	<b>679,791</b>	<b>735,923</b>	<b>8.3%</b>



**REGIONAL TRANSPORTATION AUTHORITY  
ROUTE PERFORMANCE INDICATOR REPORT**

For the Month of: **June-23**

Rte. No.	Route Name	Monthly Ridership	Ridership Change vs Last Year	Revenue Hours Of Service	Average Passengers Per Trip	Per Hour
<b>CORRIDOR SERVICE COMPARISONS - COMMUTER BUS SERVICE</b>						
	North Corridor (Route 87)	1,554	-10.6%	206	9	7.5
	Northwest Corridor (Routes 89 & 94)	2,174	3.1%	360	7	6.0
	South Corridor (Route 95)	789	-16.2%	249	4	3.2
	Southeast Corridor (Routes 84 & 86)	2,519	9.2%	900	4	2.8
<b>EXPRESS BUS ROUTE SERVICE</b>						
84	Murfreesboro Express	1,940	7.4%	715	4	2.7
86	Smyrna - LaVergne Express	579	16.0%	184	4	3.1
87	Gallatin Express	1,554	-10.6%	206	9	7.5
88	Dickson Express	454	47.4%	103	5	4.4
89	Springfield - Joelton Express	311	-22.6%	122	4	2.5
94	Clarksville Express	1,863	9.2%	238	8	7.8
95	Spring Hill Express	789	-16.2%	249	4	3.2
	<b>Express Bus Route Totals</b>	<b>7,490</b>	<b>1.2%</b>	<b>1,817</b>	<b>5</b>	<b>4.1</b>
<b>OTHER ROUTES</b>						
64	Star Downtown Shuttle	296	18.4%	70	1	4.2
93	WeGo Star West End Shuttle	2,333	6.2%	92	18	25.4
	<b>RTA Bus Route Monthly Totals</b>	<b>10,119</b>	<b>2.8%</b>	<b>1,887</b>	<b>9</b>	<b>5.4</b>
<b>COMMUTER RAIL SERVICE</b>						
90	WeGo Star Commuter Rail	8,066	4.8%	251	31	32.1
	<b>RTA Commuter Rail and Bus Totals</b>	<b>18,185</b>	<b>3.7%</b>	<b>2,138</b>	<b>20</b>	<b>9</b>