



REGIONAL TRANSPORTATION AUTHORITY
Of Middle Tennessee

EXECUTIVE COMMITTEE MEETING

Wednesday, May 18, 2022 | 9:30 a.m.

**TN State Library & Archives
1001 Rep. John Lewis Way N.
Nashville, TN 37219**

- 1. Call to Order**
- 2. Approval of February 16, 2022 and April 20, 2022 Minutes**
- 3. Public Comments**
- 4. Finance Committee Report – Sumner County Mayor Anthony Holt, Chair**
 - Monthly Financial Report Compared to Budget – Ed Oliphant, CFO **R-D-22-016 Pg. 9**
 - Operating Budget Forecast Discussion for FY2022 – FY2026 – Ed Oliphant, CFO **R-D-22-017 Pg. 12**
 - RTA FY2023 Capital Investment Plan Update – Felix Castordad, Director of Planning & Grants **R-D-22-018 Pg. 18**
 - Disadvantaged Business Enterprise (DBE) Program Updates – Rachel Johnson, Procurement and DBE Liaison **R-D-22-019 Pg. 20**
- 5. Operations Committee Report – Mayor Rick Bell, Chair**
 - RTA Monthly Operating Statistics – Dan Freudberg, Deputy COO – Operation Systems **R-D-22-020 Pg. 22**
- 6. CEO’s Report – Stephen G. Bland, CEO**
- 7. Chair’s Report – Mayor Randall Hutto, Chair**
- 8. Other Business**
- 9. Adjournment**



MINUTES
EXECUTIVE COMMITTEE MEETING
REGIONAL TRANSPORTATION AUTHORITY
February 16, 2022

- I. **Call to Order:** The regular meeting of the Regional Transportation Authority of Middle Tennessee (RTA) Executive Committee was held at the Tennessee State Archives & Library, located at 1001 Rep. John Lewis Way N., Nashville, TN 37219 on Wednesday, February 16, 2022. A quorum was established, and the RTA Executive Committee meeting was called to order at 9:33 a.m. by Vice-Chair, Mayor Paige Brown.

Executive Committee Members in Attendance:

Mayor Paige Brown – City of Gallatin
Governor’s Appointee Ed Cole, Secretary – Davidson County
Mayor Ken Moore – City of Franklin
Mayor Bill Ketron – Rutherford County
Mayor Billy Vogle – Robertson County
Mayor Anthony Holt – Sumner County
Kelly Dannenfelser – Williamson County (Gov. Appt)
Ken Davis – Wilson County (Gov. Appt)

Others Present:

Mayor Jamie Clary – City of Hendersonville
Jim Kerr– City of Murfreesboro (Alt.)
Ray Render - Congressman John Rose Office -6th District, TN

- II. **Approval of January 19, 2022, Minutes**
Vice-Chair, Mayor Paige Brown entertained a motion to approve January 19, 2022, Minutes. A proper motion was made and seconded, and the minutes were unanimously approved by the RTA Executive Committee.
- III. **Public Comments:** There were no public comments to come before this.at this time.
- IV. **Finance Committee Report:** Mayor Anthony Holt reported the following:
- a. **Monthly Financial Report Compared to Budget Report (R-D-22-007):** Mayor Anthony Holt presented the year-to-date data of the statement of operations for the month of December 31, 2021, compared to the FY2021 budget and the balance sheet as of December 31, 2021.
- Chief Financial Officer Ed Oliphant was present to answer questions from the floor and there were none at this time.

- V. **Operations Committee Report:** Chief Operating Officer Andy Burke reported the following:

- a. **Monthly Operating Statistics (R-D-22-008)**: Chief Operating Officer Andy Burke reviewed the RTA Monthly Dashboard Report through the month of December 31, 2021, with the Executive Committee.

Secretary Ed Cole asked if we were on track in ridership recovery in comparison to other agencies. Chief Operating Officer Andy Burke said we are in line with ridership recovery as it compares to other agencies in the states. That being said, our commuter routes, it is a bit slower, which is what RTA is predominately made up of as it compares to our MTA routes. We are still seeing hesitancy from many organizations on their return to the office policies, which ultimately impacts folks utilizing the service for work-related travel. In short, I believe we need to keep a close eye on the overall feel of how commuters ultimately will utilize these types of services. We are working toward restoring service in the upcoming months to allow folks additional flexibility and have additional reliability to their transit needs.

There was no further discussion at this time.

- VI. **Safety Management System Plan Update (R-A-22-009)**: Director of System Safety and Risk Management, Nick Oldham provided an update on the Safety Management System (SMS).

In July 2018, the Federal Transit Administration published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS) by July 20, 2021. We complied with that date and have since begun implementing the SMS.

SMS is a top-down, data-driven, comprehensive, and collaborative management system which involves the continuous collection and analysis of information that helps a transit agency become proactive about how it addresses safety risks. It brings management and labor together to control risk better, detect and correct safety problems earlier, share and analyze safety data more effectively, and measure safety performance more precisely. SMS also supports management decisions to prioritize actions and allocate resources to resolve identified safety concerns or reduce safety risk to an acceptable level through:

- Increasing the focus of hazard identification across the organization
- Broadening the scope of safety data collection
- Emphasizing the importance of managing safety risks across all areas of operations
- Integrating data from other organizational processes into safety data analysis
- Promoting participation and contribution of frontline personnel in the management of safety; and
- Fostering an organizational culture that encourages proactive safety reporting and safety risk management

Nick Oldham said, as the agency continues with its efforts to build and maintain an effective Safety Management System, we will provide periodic updates about our progress to ensure a continued push to proactively reduce identified safety risks to an acceptable level.

Nick Oldham availed himself for questions from the floor and there were none at this time.

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

1. Last month, Ed Oliphant reported on the “truing up” of our Vanderbilt pass program. As they transitioned to the new pilot program for employer sponsorship, the reduction in ridership brought on by the pandemic has led to Vanderbilt significantly overpaying for rides. CEO Bland said we continue to meet with Vanderbilt on how we will address this issue moving forward, and one of the options we're examining is the creation of some targeted services on the RTA Commuter bus service to look at some targeted markets.
2. This month, we also started discussions with Montgomery County Economic Development (Buck Dellinger) to identify possible future options for reverse commute alternatives as they see significant employment growth in the industrial parks along I24.
3. Our Quick Ticket Account-Based Fare Collection system is fully functional on RTA commuter buses (both MTA operated and Gray Line operated services). We are working through a couple of technical issues for the Star, but anticipate rolling it out on the Star in the next 2 months.
4. The last locomotive scheduled for rebuilding has been returned to Nashville. This unit will be tested over the next month or so.
5. We completed our budget submissions to the Metro Nashville Budget process. Like all our County and City partners, we requested the same level of funding next year as in the current year.
6. Hopefully, you noticed with the distribution of Board materials that we would like to update our committee membership lists for this year. All RTA members in good standing can be members of the Executive Committee with the caveat that you must attend at least 50% of the meeting to remain on the committee. We are also looking to update the membership on the Finance, Audit, and Operations Committees. Mayor Bell of Lebanon has agreed to Chair the Operations Committee, and Mayor Holt will continue to Chair the Audit and Finance Committees. CEO Bland asked everyone to let him, or Ms. Monica Howse know if they are interested in committee memberships.

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

VIII. Chair's Report: Vice-Chair, Mayor Paige Brown thanked all the Board members and staff for their commitment to RTA. In conclusion, she reminded everyone to submit their names for committee memberships and to send their Conflict-of-Interest forms to Ms. Monica Howse.

IX. Adjournment: With no further business, Mayor Paige Brown called for adjournment, a 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



MINUTES
EXECUTIVE COMMITTEE MEETING
REGIONAL TRANSPORTATION AUTHORITY
April 20, 2022

- I. **Call to Order:** The regular meeting of the Regional Transportation Authority of Middle Tennessee (RTA) Board of Directors was held at the Tennessee State Archives & Library, located at 1001 Rep. John Lewis Way N., Nashville, TN 37219 on Wednesday, April 20, 2022. A quorum of the full RTA Board was not established, so the RTA Board meeting was adjourned, and the RTA Executive meeting was called to order at 9:30 a.m. by Chair, Mayor Randall Hutto.

Executive Committee Members in Attendance:

Mayor Randall Hutto – Wilson County
Mayor Paige Brown – City of Gallatin
Mayor Rick Bell – City of Lebanon
Governor’s Appointee Ed Cole, Secretary – Davidson County
Mayor Bill Ketron – Rutherford County
Mayor Billy Vogle – Robertson County
Mayor Anthony Holt – Sumner County

Others Present:

Mayor Jamie Clary – City of Hendersonville
Andy Barlow – City of Mt. Juliet (Alt.)
Jim Kerr – City of Murfreesboro (Alt.)
Gerald Herman- City of White House (Alt.)
Diana Alarcon – Davidson County (Alt.)
Margot Fosnes – Robertson County (Gov. Appt.)
Ed Elam – Rutherford County (Gov. Appt.)
Ken Davis – Wilson County (Gov. Appt.)
Ray Render – Rep. for Congressman John Rose’s Office - 6th District, TN
Patti Carroll – Rep. for Congressman Mark Green’s Office - 7th District, RN

II. **Approval of the January 19, 2022 Minutes**

The January 19, 2022, minutes were approved by the Executive Committee at the February 16, 2022 meeting.

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

IV. **Finance Committee Report:** Chief Financial Officer Ed Oliphant reported the following:

- a. **Monthly Financial Report Compared to Budget Report (R-D-22-011):** Chief Financial Officer Ed Oliphant reviewed the year-to-date data of the statement of operations for the month of February 2022 compared to the FY2020 budget and the balance sheet as of February 28, 2022. Chief Financial Officer Ed Oliphant availed himself for questions and there were none at this time.

V. **Operations Committee Report:** Committee Chair Mayor Rick Bell reported the following:

a. **Monthly Operating Statistics (R-D-22-012):** Chief Operating Officer Andy Burke reviewed the RTA Monthly Dashboard Report through the month of February 28, 2022, with the Executive Committee. Chief Operating Officer Andy Burke availed himself for questions and there were none at this time.

b. **Nashville & Eastern Freight Derailments - WeGo Star Service Impacts (R-D-22-013):** Chief Operating Officer Andy Burke presented the following:

Since its inception in 2006, the Star has operated with a high level of reliability and safety, with an overall trip completion percentage of over 99% annually. During the history of the Star, “major” disruptions have generally been beyond the control of the Operator, such as in the aftermath of the 2020 Middle Tennessee Tornado, when downed power lines on the tracks resulting from the tornado required a long-term suspension of service, or washouts of track sections following significant rainfall.

In March 2022, two incidents occurred involving the derailment of freight equipment on the Nashville and Eastern Railroad (NERR) that required a suspension of WeGo Star passenger service while clean-up occurred, and the track was inspected for safety. The relative proximity of these events caused alarm among RTA Operations Staff, who sought to determine if there were underlying issues of concern. Below is an overview of the recent events:

On March 21st at approximately 12:30 PM CST, 12 freight rail cars derailed at Mile Post 14.3 between Hermitage and Mt. Juliet Stations causing service disruption to the WeGo Star’s March 21st evening and March 22nd morning service.

At the time of the derailment, the Nashville and Eastern Railroad (NERR) was undergoing tie and surface rehabilitation as part of the general program of maintaining a state of good repair. Immediately following tie replacement, ballast (crushed stone material that stabilizes the trackbed) was dumped and surfaced to secure the curves from any lateral movement and track buckling. The freight operator (RJ Corman) connected the evening freight service rail cars to the ballast cars – a practice that is not uncommon in the freight industry – and upon dumping the ballast at Mile Post 14.3 moved on into the city to prepare for the evening freight service. After dumping ballast on the high side of the curve it was determined that the low side did not need ballast and therefore, they did not empty the low side of the ballast car. This created an imbalance and the ballast cars started to lean, one turned over which caused a chain reaction of the trailing 11 cars.

Contributing factors:

- 20+ tons of rock still on the low side of the train sitting on an elevated curve
- 2 of the ballast cars had excessive side bearing clearance

Investigation Results and Corrective Action:

- Local NERR ballast car fleet inspected for compliance **(completed)**
- Limiting work trains between commuter service and no commingling of work and freight trains **(completed)**
- Review current design elevation calculations along the commuter route **(completed)**

The findings and corrective actions are deemed adequate to prevent similar incidents in the future to the extent possible.

Nashville MTA assisted the RTA WeGo Star by providing bus bridges (supplementary bus service to connect commuter rail customers to their destination from March 21st until March 23rd).

MTA invoiced RTA for the bus bridges and services rendered for the incidents above based on the contractual agreement between MTA and RTA for bus service compensation for the 84 & 86 express service. In turn, RTA has been reimbursed by RJ Corman for these expenses.

The staff has found the investigation and corrective action completed by RJ Corman to be adequate, and that proactive steps are being taken to avoid future such occurrences. WeGo Public Transit Staff and RJ Corman Staff were available to address committee member questions regarding these issues.

There was general discussion among the Executive Committee Board members and no further questions from the floor at this time.

c. Regional Bus Service Restoration & Reliability (R-D-22-014): Chief Operating Officer Andy Burke presented the following:

Staff engaged the Committee in discussion to refine and expand the various options under consideration, and to gauge the committee's level of interest in various alternatives before proceeding to a recommended action plan. The Regional Transportation Authority (RTA) operates commuter-oriented transit services within the 10-county regional area. RTA contracts for commuter bus service in 5 corridors (Montgomery, Dickson, Sumner, Williamson, and Robertson Counties) to Gray Line of Tennessee, a 3rd party provider. Gray Line is responsible for providing labor, materials, and all administrative, operations, and maintenance resources required to perform the transportation services detailed by RTA times, schedules, and service hours. The current agreement with Gray Line was entered into on July 1st, 2015. We are currently in the first of two optional extension periods for this service. RTA also contracts with the Nashville Metropolitan Transit Authority (MTA) for commuter bus service in the Rutherford County Corridor, and for connector bus services to the WeGo Star.

Prior to the pandemic, Gray Line operated its service with a high level of reliability, completing approximately 99.6% of scheduled trips. However, since the onset of the pandemic Gray Line has experienced severe staffing shortages common to many employers. This has forced us to defer the full restoration of pre-pandemic service levels, as we have on the WeGo Star and Rutherford County Commuter service operated by the MTA. Among the options staff have begun to examine are:

1. Gray Line Contract Amendments - This option would entail an increase in unit pricing for Gray Line-operated services to allow the company to restructure its operator compensation to be more competitive. Any increase in rates would be connected to an incentive/penalty structure to provide accountability for service performance.
2. Potential Partnerships with Regional Operators – Engaging in conversations with neighboring operators (specifically Franklin Transit and Clarksville Transit) about potential interest/capacity to operate commuter-oriented services under contract to the RTA. This option has become more practical as the RTA has acquired its rolling stock that could be provided to regional operators.
3. Potential Expanded Contracting to MTA – Examining options for the MTA to provide contracted bus service in additional corridors for RTA.
4. Examination of Alternate Providers – In the previous solicitation for contracted service providers, Gray Line provided the only competitive proposal (the only other proposal received was over twice the price of Gray Line's proposal). This alternative would amount to communicating with large, national operators to

determine the conditions that would need to be present for them to offer competitive proposals.

While ridership levels remain depressed on RTA services since the onset of the pandemic, ridership has been gradually increasing and the recent increase in gasoline prices provide even more incentive for our regional commuters to use this service. As such, we will need to address the overall issue of service reliability and service restoration to be effective.

There was general discussion among the Executive Committee Board members and no further questions from the floor at this time.

- d. **WeGo Star Future Direction Strategy Planning Process (R-D-22-015)**: Director of Planning Felix Castrodad reviewed the overall intended scope with the Committee and sought input on the direction of the effort and engagement with stakeholders through the course of the process.

Prior to the pandemic, the RTA engaged in an alternatives analysis to assess various options for improving and expanding the availability of the WeGo Star commuter rail service. With a federal requirement that all commuter railroads deploy Positive Train Control (PTC), the RTA pursued an exception due to the extremely high cost of this system (approximately \$50 million) and ongoing annual operating expense (approximately \$500,000 annually). The limited use exception that was approved by the Federal Railroad Administration came with several conditions, including a requirement that the Star does not exceed 12 trips per day.

The planning study (reviewed with the RTA Board in January 2020 – immediately before the onset of the pandemic) outlined 3 phases of possible improvements to the Star with associated high-level cost estimates: (1) extending all trips to Lebanon and providing additional peak-direction service through the creation of an additional passing siding at Martha station and the creation of a downtown-adjacent storage yard; (2) Extension of the line to the Wilson County Expo Center; and (3) a large-scale investment to facilitate expanded service with the deployment of positive train control (PTC), additional rolling stock, and various associated improvements such as additionally protected crossings and quiet zones.

With the onset of the pandemic and associated issues over the past 2 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 Nashville's ongoing Connect Downtown mobility plan. The RTA is currently soliciting professional services 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.

Director of Planning & Grants Felix Castrodad was available for any questions from the floor and there were none at this time.

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

1. CEO Bland said that he sent out an e-mail communication on April 19, 2022, regarding the decision of a Federal judge in Florida earlier that week that said, the Centers for Disease Control and Transportation Security Administration have discontinued the requirement to wear masks on public transportation. We communicated this to our employees and customers as well on April 19, 2022. The Administration is considering whether or not to appeal this decision.

2. Felix Castrodad, Director of Planning & Grants reported on the pending Star Future Strategies Study earlier in the meeting. Toward looking at how the RTA may better meet regional needs in the post-pandemic future, we have also initiated discussions with economic development officials and employers in Clarksville and Ashland City to investigate potential reverse commute options on our commuter bus systems to help address employee shortages with these employers.
3. Our Quick Ticket Account-Based Fare Collection system is fully functional on RTA commuter buses (both MTA operated and Gray Line operated service) and on the Star. We encourage all members to communicate this simple way to pay fares to your residents. They can either obtain a QuickTicket card or use a smartphone app to pay their fares and
4. The last locomotive scheduled for rebuilding is currently in Nashville and is undergoing testing. Assuming all tests are completed satisfactorily, it will enter regular service in the next month.
5. With Congress completing the FY2022 budget reconciliation bill, we have received our first apportionments under the new Infrastructure Investment and Jobs Act. For our two largest Federal formula transit programs, urbanized area formula funding increased from \$23,821,894 to \$30,585,133 (an increase of \$6.76 million or 28%. This is split among the RTA, MTA, TMA Group, and Franklin Transit at the regional level. For our Formula State of Good Repair funds, funding increased from \$2,756,721 to \$4,125,627 (an increase of \$1.37 million or almost 50%).

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 attending the Executive Committee Meeting.

VIII. Adjournment: With no further business, Mayor Hutto called for adjournment, a proper motion was made and seconded, and the meeting was adjourned at 10:16 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-22-016	Meeting Date:	05/18/2022
Item Title:	Monthly Financial Report Compared to Budget		

BACKGROUND:

Attached is a statement of operations for the month of March 2022 compared to the budget and a balance sheet as of March 31, 2022.

Year-to-date through March, fare revenues continue to lag behind budgeted estimates as ridership recovers at a slower than expected rate. You will note in the YTD columns that Services Expense is favorable by \$1.26 million due to budgeting for full-service levels and actually running at a reduced service level through September 2021 for all services and continuing to operate regional bus services operated by Gray Line at a reduced level through March. This issue was reviewed in some detail at the April 2022 Executive Committee Meeting by Chief Operating Officer Andy Burke.

As of March 31, 2022, RTA owed Nashville MTA approximately \$252,000 for services provided to and from Rutherford County as well as management fees due. RTA also had accounts receivable from Nashville MTA of approximately \$24,000 for fares collected as well as WeGo 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.

APPROVED:



Chief Financial Officer

May 13, 2022

Date

Regional Transportation Authority
Statement of Operations Compared to Budget
For the Period Ending March 31, 2022
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	\$14,689	\$16,090	(\$1,401)	U	\$90,646	\$111,820	\$138,565	(\$26,745)	U	\$185,757
Train Revenues	13,833	21,730	(7,897)	U	66,284	137,485	203,790	(66,305)	U	272,939
Special Events	0	7,450	(7,450)	U	0	87,099	51,430	35,669	F	74,250
Advertising	0	740	(740)	U	0	0	7,180	(7,180)	U	9,900
Other Non-Trans Revenue	5,970	34,393	(28,423)	U	229,209	238,372	239,098	(726)	U	267,872
Total Operating Revenue	34,492	80,403	(45,911)	U	386,139	574,776	640,063	(65,287)	U	810,718
Federal/State/Local Income:										
Local Assistance	381,993	195,000	186,993	F	637,623	1,086,314	1,290,000	(203,686)	U	1,561,751
Regional Assistance	57,205	0	57,205	F	876,827	552,966	617,625	(64,659)	U	647,625
State Assistance	0	0	0	F	633,400	642,300	633,400	8,900	F	633,400
Federal Assistance - CMAQ	127,875	124,370	3,505	F	986,395	1,014,202	1,027,404	(13,202)	U	1,373,477
Federal Assistance - CARES Act	32,000	350,000	(318,000)	U	741,372	1,383,319	1,535,563	(152,244)	U	2,710,068
Total Assistance Income	599,073	669,370	(70,297)	U	3,875,617	4,679,101	5,103,992	(424,891)	U	6,926,321
Capital Revenue:										
Capital Operating Reimbursement	39,754	112,483	(72,729)	U	1,458,481	248,465	929,210	(680,745)	U	1,242,208
American Rescue Plan Operating	0	0	0	F	0	1,000,000	1,000,000	0	F	1,000,000
Total Capital Income	39,754	112,483	(72,729)	U	1,458,481	1,248,465	1,929,210	(680,745)	U	2,242,208
Total Revenue	\$673,319	\$862,256	(\$188,937)	U	\$5,720,237	\$6,502,342	\$7,673,265	(\$1,170,923)	U	\$9,979,247
Expenses from Operations:										
Management Contract - MTA	\$70,338	\$70,338	\$0	F	\$633,042	\$633,042	\$633,042	\$0	F	\$844,056
Services	589,534	739,855	150,321	F	3,852,007	4,745,963	6,006,733	1,260,770	F	8,089,201
Fuel	28,269	28,905	636	F	254,731	248,906	238,754	(10,152)	U	319,175
Materials and Supplies	4,581	1,906	(2,675)	U	6,280	18,006	17,235	(771)	U	22,975
Utilities	18,991	14,772	(4,219)	U	110,376	131,667	132,592	925	F	177,010
Casualty and Liability	34,198	41,078	6,880	F	347,620	320,544	373,490	52,946	F	496,730
Other	99	2,535	2,436	F	11,535	11,488	22,190	10,702	F	30,100
Total Operating Expenses	746,010	899,389	153,379	F	5,215,591	6,109,616	7,424,036	1,314,420	F	9,979,247
Surplus / (Deficit)	(\$72,691)	(\$37,133)	(\$35,558)	U	\$504,646	\$392,726	\$249,229	\$143,497	F	\$0
Capital Grant Revenue	2,235,368		2,235,368	F	4,207,285	3,472,318	3,472,318		F	0
Gain / (Loss) on Sale	0		0	F	0	0	0		F	0
Vanpool Replacement Revenue Fund	70		70	F	1,250	307	307		F	0
Depreciation	(299,190)		(299,190)	U	(1,843,827)	(2,613,573)	(2,613,573)		U	0
Surplus / (Deficit)	\$1,863,557	(\$37,133)	\$1,900,690	F	\$2,869,354	\$1,251,778	\$249,229	\$1,002,549	F	\$0

Regional Transportation Authority

Comparative Balance Sheets

	Month Ended March 31, 2022	Month Ended June 30, 2021
	(unaudited)	(preliminary)
CURRENT ASSETS		
Cash and cash equivalents	\$1,408,422	\$976,448
Receivables from federal, state and local government	1,951,576	656,134
Accounts receivable	60,298	155,121
Materials and supplies	407,366	434,672
Prepaid expense and other	106,528	43,095
Total Current Assets	3,934,190	2,265,470
PROPERTY AND EQUIPMENT		
Land	3,382,052	3,382,052
Building, shelter and benches	19,355,429	16,730,983
Guideway Improvements	7,703,596	6,594,944
Revenue equipment and parts	24,078,586	22,773,460
Office equipment	556,150	526,144
Work-in-Progress	4,537,505	6,123,347
	59,613,318	56,130,930
Less: Accumulated Depreciation	(19,300,195)	(16,686,619)
Total Property and equipment, net	40,313,123	39,444,311
OTHER ASSETS		
Cash and investments restricted	5,562,135	4,575,088
TOTAL ASSETS	\$49,809,448	\$46,284,869
LIABILITIES AND NET ASSETS		
CURRENT LIABILITIES		
Accounts payable	\$640,893	\$703,289
Accrued expenses	18,976	24,500
Deferred Revenue	3,106,035	2,284,334
Note Payable	1,500,000	0
Total Current Liabilities	5,265,904	3,012,123
NET ASSETS		
Invested in capital assets	40,313,123	39,444,311
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	517,374
Restricted - Regional Bus Reserve	3,106,035	2,057,714
Unrestricted	(2,583,492)	(2,985,841)
Current Year Surplus / (deficit)	1,251,778	2,239,188
Total Net Assets	44,543,544	43,272,746
TOTAL LIABILITIES AND NET ASSETS	\$49,809,448	\$46,284,869

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivable	\$60,298	\$0	\$0	\$0	\$60,298
	100.0%	0.0%	0.0%	0.0%	100.0%
Accounts Payable	\$640,893	\$0	\$0	\$0	\$640,893
	100.0%	0.0%	0.0%	0.0%	100.0%

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-22-017	Meeting Date:	05/18/2022
Item Title:	Operating Budget Forecast Discussion for FY2022 – FY2026		

BACKGROUND:

In formulating recommendations for the FY2022-23 RTA Operating Budget, several directional issues will require attention from the Executive Committee and RTA Board. As reported over the past year, the pandemic has caused a radical loss of ridership, and the return of ridership has been extremely slow. While MTA service to Rutherford County and the WeGo Star returned to full service this past Fall 2021, another regional commuter bus service is still operating at a reduced level due to bus operator shortages at Gray Line. The two rounds of Federal relief funding (through the CARES Act and American Rescue Plan Act) injected considerable resources into RTA to preserve service and will continue to give us some limited time as we determine how RTA should move forward as an agency.

The upcoming fiscal year will also be significant as our single largest ongoing funding source – Federal Congestion Mitigation and Air Quality (CMAQ) funds allocated through TDOT – will come up for renewal. As you will recall, for FY2022, the Board approved applying for CMAQ capital funding for Park and Ride expansion (which TDOT approved for \$3.4 million) and forego requesting any CMAQ funding for operations since operating at reduced services and maximizing the use of CARES Act funding allowed the current CMAQ award to last at least through FY2024. Among the topics staff would like to engage with the RTA Executive Committee include:

1. Restoration of commuter bus services to pre-pandemic levels.
2. Expectations for the return of ridership to pre-pandemic levels.
3. Probability that TDOT will (or will not) renew CMAQ operating funds for another 3 years at current levels.
4. Anticipated local contributions by service corridor for each funding partner.
5. Regional Bus reserves status and new proposed Commuter train operating reserve
6. Structural Deficits for the train starting in FY2025

In last year’s presentation to the Board for the FY2022 budget, staff had prepared optimistic and pessimistic scenarios as it related to the rate of return to the percentage of pre-pandemic ridership by 2025. Based on what we have seen so far through 2022, we have not even achieved last year’s pessimistic forecast and have developed the following assumptions for some of our unknown issues through 2026:

Scenario	Full Service Restored	Estimated End-of-Year Percentage of Pre-Pandemic Ridership	TDOT CMAQ 3-Year Funding Allocation	Annual Local Contributions	Total End-of-Year Corridor Reserves
Pessimistic	Fall 2022	FY2023 – 24% FY2024 – 32% FY2025 – 40% FY2026 – 50%	\$10,608,620	Remain the Same	FY2023– \$3,769,260 FY2024– \$4,483,893 FY2025– \$4,661,296 FY2026– \$4,839,775

Regional Bus Corridor reserves were established by the RTA Board in FY2016 to provide a form of “rainy-day” fund in the event of disruption of CMAQ funding or now, the impacts of the pandemic. The original goal was to get each corridor to a point where it had a minimum of one year of operating expenses for that corridor in reserve to allow sufficient time to adjust to whatever funding reality might be facing the RTA at any given point in time.

The projection above gives a snapshot of the total of all bus corridor reserves, but the following table breaks these down into each specific corridor at the end of FY2026:

End-of-Year Corridor Reserve Projections			
	New Pessimistic		New Pessimistic
Dickson	\$310,023	Montgomery	\$555,710
Robertson	\$257,064	Rutherford	\$248,117
Sumner	\$965,958	Wilson	\$0
Williamson	\$942,176	Davidson	\$1,560,328

Recognizing that one of the most pressing capital projects need for RTA is the development of well-located, purpose-built park-and-ride lots to maximize ridership opportunities, there is also a long-term need to develop local funding to be applied in each of the necessary corridors to match possible State and Federal funds for this purpose (likely a 10% local match requirement).

Staff would like to review likely assumptions with the Committee (and ultimately the full Board in June) with respect to the above key elements in anticipation of bringing a proposed operating budget to the June Finance Committee and Board meetings. The following sections provide more detail on the topics discussed above.

CARES Act and American Rescue Plan Act Funding

RTA continues to utilize the \$13,786,259 in Coronavirus Aid, Relief and Economic Security (CARES) Act funding awarded back in March 2020 as the federal government’s first response to the impacts of COVID-19. These dollars are extremely flexible and represent 100% funding requiring no match and can be used for both operating and capital needs with an anticipated run out of use over the next 2 years through FY2024. As part of RTA’s pandemic response team, we planned how supplemental Federal support would be utilized to sustain current services for our customers and our assumptions included:

1. Sustained operating revenue losses, through the remainder of current year FY22, and likely, through FY2024.
2. Capital projects related to enhanced rail services and identification of park and ride properties for regional bus services.

Based on these assumptions, our CARES Act funding was apportioned as follows:

- | | |
|--|-------------|
| 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: \$13,786,259

As you know, RTA was also awarded additional funding through the Biden Administration’s American Rescue Plan Act with RTA receiving \$1 million. These dollars are not as flexible as CARES Act funding and are 100% funding requiring no match but must be used for operating expenses with only rare exceptions for capital use. The rules also require it to be spent as quickly as possible with very little run-out use. Based upon these stringent requirements, all \$1 million of RTA’s award has been used in FY2022 offsetting federal 5307 dollars that would have been used for operating costs associated with PM and capital cost of contracting.

CMAQ Federal Funding for Regional Bus Services

RTA was awarded a three-year Congestion Mitigation and Air Quality (CMAQ) award in FY2019 for regional bus services. CMAQ funding is typically a three-year award but can typically be extended up to five years and now, up to six years as a result of more leniency due to the pandemic. This award was allowed for all corridor services except Dickson County based upon a specific exception in the federal transportation bill to allow CMAQ to be used in perpetuity for services that were operating in 2012 and does not guarantee future awards. Dickson

County did not qualify for the use of CMAQ in perpetuity since it began service in January 2015. The Board did, however, approve the utilization of Federal 5307 funding for the operation of the Dickson County Corridor to equalize all regional bus service use of federal funding. The rules only allow for a maximum of up to 50% of the net cost of operations to be covered by Federal 5307 funding. In FY2019, the CMAQ was assigned based on what regional bus partners were contributing at that time in order to keep all partner's contribution levels consistent. While CMAQ can cover up to 80% of the net cost, keeping consistent partner contributions over the last several years, allowing the CMAQ dollars awarded to be allocated at 65% and, at the time, extended CMAQ dollars into FY2023. Other impacts on our federal awards are:

- Due to running reduced services during FY2021 (COVID), less CMAQ was needed allowing the current CMAQ award to now extend into FY2024 with Federal 5307 for Dickson also extending into FY2024.
- As a result of the Board's directive in FY2022 to maximize the use of CARES ensuring timely spending down, CMAQ funding will now extend into part of FY2025.
- TDOT has yet to announce a call for projects for FY2023 but is anticipated in the near future.

Impact of COVID-19 and Overall Service Trends

The Coronavirus pandemic has had a number of severe impacts on RTA in both the short and long term. We continue to work with our service providers, MTA, Gray Line, and TSG, to provide enhanced cleaning and disinfecting practices and do everything possible to demonstrate how seriously we take the health and safety of our employees and customers even as we come out of the pandemic. These efforts included major increases in the frequency and intensity of cleaning and disinfecting activities on our revenue vehicles and train cars.

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 March 2021, we collected \$12,000 and \$6,200 on our regional bus service and train service, respectively, a reduction of 81% on the regional bus and 92% on train revenues. One year later in March 2022, we collected \$14,700 and \$13,800 on our regional bus service and train service, respectively. While it is certainly an improvement over 2021, it still represents a reduction of 77% in the regional bus and 82% in train revenues. For FY2023, we are projecting that ridership and fare revenue will likely continue to see slow recovery and have conservatively projected bus and train ridership to be at approximately 24% and 22% of pre-COVID levels, respectively.

Early in the pandemic, RTA reduced its service levels for all regional bus and train services to better align the service with the reduced ridership demands. In order to maximize operational efficiencies and better serve our riders, some short-term strategic adjustments were made on the first of April 2021 to three of our corridors to consolidate some of our routes and route times to better match the ridership demand but not necessarily sacrificing the level of service being offered. The goals of these changes continue to be to:

- create more trip opportunities,
- broaden the appeal to a wider variety of commuters,
- ensure resources are deployed cost-effectively
- simplify service, and
- keep changes cost-neutral for city and county partners

In the Southeast Corridor operated by Nashville MTA, the Route 96 which ran service all day was eliminated with more trips added to Express Route 84 from Murfreesboro and Route 86 from Smyrna/LaVergne to better serve most of the passengers currently riding. In the Northeast Corridor, we combined the Routes 87 Gallatin and 92 Hendersonville which will give riders 5 round trips to choose from compared to two and a half when the routes ran separately. We did the same for the South Corridor combining the routes 91 Franklin and 95 Spring Hill so that riders will have 4 rounds of trips to choose from compared to 2-3 trips with the routes split.

While RTA is still operating at reduced levels for all the Gray Line-operated corridors due to bus operator shortages, we are working with Gray Line to gradually move back to full service in the 5 corridors as soon as possible. This is intended to provide more attractive service options to attract downtown commuters as businesses have employees return to physical office locations.

Unfortunately, it is difficult to project how long (if ever) ridership in each corridor will return to pre-pandemic levels or higher. On the one hand, employers are expected to offer more flexible working arrangements to their employees such as continued remote work opportunities and flexible hours, and the State of Tennessee (a major source of commuter ridership) has continued to significantly reduce its Downtown workforce. On the other hand, Downtown Nashville is expected to see significantly higher employment over the next 5 years, with major employers such as Alliance-Bernstein, Asurion, Amazon, and Oracle undertaking major developments in the downtown core that could offset reduced trip frequency by historic RTA riders.

Operating Reserves

As previously mentioned, six years ago, the RTA Board adopted a regional bus reserve as a budget tool to help flatten out each member's annual contribution over a two to three-year period and reduce year to year fluctuations. The reserve is built by each partner contributing more than the required expense to operate the corridor, thereby allowing the excess contribution to go into a reserve. The reserve can only be used in the event of any budget shortages due to a loss of federal funding for the service or an increase in year over year budgeted regional bus service operating expenses.

Three years ago, after discussion with the Finance Committee, we adopted a general policy that each partner has the net cost of one year of service in reserve. One reason for picking one year is that should federal funding go away, it would give us time to find alternative funding or time to start winding down services should no funding be identified. As long as each regional bus partner within each corridor has a reserve, the annual contributions can stay consistent over a two or three-year period. The forecast shows that each partner's contribution is staying consistent. It should be noted that CARES Act funding has been maximized across all regional bus and train corridors to replace lost fare collections to keep CMAQ and Federal 5307 funding assumptions consistent, keep annual partner contributions level and help build additional reserves to reach the target reserve levels. With some partners reaching the target, some consideration should be given to possibly adjusting and/or resetting partner contributions for FY2024 through FY2026. A related topic for use of reserve related to capital projects is presented below.

There has been past discussion that a reserve should be established for the train corridor similar to the regional bus reserves to also enable the train operation to continue for some period of time should there be an interruption to any funding for the train. Staff would like input and discussion with the committee on the possible use of CARES Act funding to be used and allow the East Corridor partners' subsidies to be set aside for an operating reserve for the train. With the direction of the Committee, an action item could be presented in the June 2022 Board meeting to establish this reserve. Attached is a chart showing the current status of the use of the CARES Act funding with the assumption that the East corridor subsidies be set aside creating a new train reserve of approximately \$1.634 million.

Structural Deficits

The East Corridor operating the train services has had consistent contributions from the four partners with Metro Nashville carrying the bulk of the load contributing \$1.5 million annually, with Wilson County contributing \$50,000, Lebanon \$54,408, and Mt. Juliet \$30,000. The remaining costs to cover the train expenses have mainly come from fare revenues and RTA's ability to convert Federal 5307 Capital funding over to operating funds using eligible preventive maintenance and capital cost of contracting expenses incurred to maintain rolling stock and the tracks. Up through FY2020, RTA was able to use more and more Federal Capital funding to cover the annual cost increases. However, starting in FY2021 and going forward in this forecast, we have maxed out the eligible expenses and cannot cover the normal contractual and inflationary increases which will eventually require each of the East Corridor partners to contribute more. CARES funding has been used to cover any shortages, but this one-time funding is estimated to be exhausted at the end of FY2024 creating a structural deficit gap of approximately \$724,000. Discussions will need to ongoing to address this issue and possible sources of revenue including increased contributions from the train partners. One revenue source that could help alleviate some of this structural deficit would be increased ridership and fares. For perspective, if train ridership and fares were to return to pre-pandemic levels, this would generate an additional \$735,000 in annual train fares compared to current depressed levels.

Capital Projects

As outlined in the CARES Act discussion above, one area of emphasis for RTA is the expansion of our park and ride locations. History has shown that well-located permanent park and ride locations promote more use of public transit with Clarksville being a prime example. The City of Murfreesboro is in the process of building a new transit center near I-24 creating a good opportunity for RTA to partner with them to include a park and ride facility in Rutherford County. RTA is also working closely with the City of Franklin to identify a permanent park-and-ride location in Williamson County. However, in order to help drive these types of projects forward, local match dollars need to be identified to match future capital grants (typically a 10% local match is required.) Projects would be corridor specific and a method needs to be explored and implemented to start creating local capital match reserves. One possibility would be the utilization of a portion of existing operating reserves that exceed the one-year target to be transitioned over to the capital. More discussion needs to take place to find a workable solution to this challenge.

While RTA currently has the luxury of having access to the CARES Act and Rescue Act funding, this is one-time funding that will eventually go away. During this window of opportunity, we want the Committee to discuss strategies and possible policy changes that RTA can explore to increase overall funding for anticipated increases in expenses in future years as well as capital matching funds. While not a complete list, some areas to discuss would be the following in no particular order:

- Bus and train fare increases to cover any expenses
- Increases in annual dues above the current \$0.10 per capita from each municipality
- Some form of dedicated funding
- Additional increased contributions from regional partners

CURRENT STATUS:

Chief Financial Officer Ed Oliphant and Chief Executive Office Steve Bland will lead a discussion through the operating budget forecast and capital plans and take questions and recommendations from the Committee in planning RTA's future operating budgets.

APPROVED:



Chief Financial Officer

May 13, 2022

Date

Regional Transportation Authority		CARES ACT FUNDING				
Area of Expenditure	FY2020	FY2021	FY2022	FY2023	FY2024	Total
CARES Act Funding	\$13,786,259	\$13,786,259	\$12,599,324	\$5,889,256	\$2,054,075	\$13,786,259
<i>Unused portion from FY2022 estimated</i>				<i>\$645,000</i>		<i>\$645,000</i>
OPERATING EXPENSES using CARES Act						
Offset for Lost Operating Revenue		\$186,935	\$1,234,993	\$1,445,773	\$1,332,171	\$4,199,872
Proposed In Lieu of Train Partner Subsidies for Operating				\$1,634,408		\$1,634,408
In Lieu of CMAQ for R&R			\$1,475,075	\$1,400,000	\$721,904	\$3,596,979
Offset for Reduced Metro Funding		\$1,000,000				\$1,000,000
Total Operating Expense	\$0	\$1,186,935	\$2,710,068	\$4,480,181	\$2,054,075	\$10,431,259
CAPITAL EXPENDITURES using CARES Act						
Continued Engineering of STAR service upgrades			\$2,000,000			\$2,000,000
Park and Ride Lot Expansion			\$2,000,000			\$2,000,000
Total Capital	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000
Total CARES Act Funding Available	\$13,786,259	\$12,599,324	\$5,889,256	\$2,054,075	\$0	\$0

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-22-018	Meeting Date:	05/18/2022
Item Title:	RTA FY2023 Capital Investment Plan Update		

BACKGROUND:

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, and 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 levels.

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.

The Capital Plan categorizes projects into five key areas:

1. Safety/Regulatory Projects

Safety/Regulatory projects are required for safety or by law.

2. Capital Cost of Contracting

Because of limited funding for operations, a portion of capital funds is transferred to the operational budget for the cost of contracting expenses. This is done for the WeGo Star rail and the Dickson corridor bus service due to the ineligibility of the corridor for ongoing CMAQ funds to support operations.

3. State of Good Repair

Having well-maintained, reliable transit infrastructure helps ensure safe, dependability, efficiency, and accessibility. Key state of good repair projects related to coaches for regional bus service, WeGo Star infrastructure, and WeGo Star stations upkeep and improvements comprise the bulk of the plan. These are consistent with the TAMP and drawn from the existing fleet plan, as well as recent experience with respect to facility capital maintenance projects.

4. Business Improvements

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.

5. Service Improvements and System Expansion consistent with nMotion Strategy

Improve the RTA system following the nMotion plan recommendations by making service easier to use, more convenient, comfortable, more effective, and accessible.

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.

The RTA's FY2023 Capital Investment Plan builds on the progress made in the previous plan for several areas including fleet, rail infrastructure, stations, and park and rides while maximizing resources by taking advantage of additional federal and state funding opportunities to further expand capital investments.

CURRENT STATUS:

Staff will present a draft summary of projected capital funding sources and program needs to facilitate discussion during the RTA Executive Committee meeting.

APPROVED:



Chief Development Officer

May 13, 2022

Date

Regional Transportation Authority

of Middle Tennessee

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

Item Number:	R-D-22-019	Meeting Date:	05/18/2022
Item Title:	Disadvantaged Business Enterprise (DBE) Program Updates		

BACKGROUND:

At the September 2021 Board meeting, staff presented the Triennial DBE goal and methodology for October 2021 through September 2023, which is an element of the DBE Program. In relation to the DBE Program itself, resubmission to Federal Transit Administration (FTA) is not required unless there are updates to federal requirements and/or a change of DBE Liaison. Staff is providing an outline of major updates to the DBE program as part of our continued commitment to regularly update the Board on our diversity initiatives.

MAJOR UPDATES TO THE DBE PROGRAM:

With the implementation of our automated Business Diversity Management System, we can efficiently monitor DBE payments and process certifications. This system also eliminates manual collection and storing of hardcopy files. Updates to the DBE Program are as follows:

Monitoring:

- The following information about the automated Business Diversity Management System has been added to the DBE Program:
 - Monitoring real-time achievements of DBE contract commitments
 - Vendor registration
 - Automated DBE Certification process
 - Certified vendor search through the Tennessee Uniform Certification Program (TNUCP)
 - Contract compliance monitoring
 - Monitor Prompt Payment to DBE contractors
 - Monitoring real-time achievements of DBE contract commitments

DBE Liaison Designation:

- Rachel Johnson, Procurement Business Diversity Manager, has been designated as the DBE Liaison Officer. In that capacity, Rachel Johnson is responsible for implementing all aspects of the DBE program.

Regulatory Updates and Adoptions from the Code of Federal Regulations (CFR) Title 49 (Transportation) Part 26 (Participation by DBE in Department of Transportation Financial Assistance Programs):

- Prompt Payment 26.29(a): Changed the number of days a Prime must pay a Subcontractors from 30 days to 15 days from receipt of RTA payment

- Retainage 26.29(b)(1): No retainage to be held by RTA and no retainage to be held by Prime contractor (*Retainage is the withholding of a portion of the final payment for a defined period to assure a contractor or subcontractor has finished a construction project completely and correctly*)
- Fostering Small Business Participation 26.39: RTA will establish a small business set-aside program for prime contracts under \$250,000 (Note: Program will take approximately one year to build vendor pool through the establishment of the SBA Certification Program)
- Certification Appeals 26.89: Updated Certification Appeals language
 - Tennessee Department of Transportation (TDOT) provided 2020 Revised Appeal Language to be included in the DBE program as it relates to DBE certifications
 - RTA’s denial and decertification letters will instruct firms to submit appeal letters in accordance with the appeals language provided by TDOT
- Prompt Payment Enforcement 26.29(d) – Enforcement Actions for Noncompliance of Prompt Payment (*Enforcement echoes contract Default language: “Should Contractor fail to fulfill in a timely and proper manner its obligations under this Contract or if it should violate any of the terms of this Contract (“Default”), the Agency shall have the right to terminate this Contract as to the Agency only provided Contractor fails to cure such default within thirty (30) days of the Agency’s written notice of Default to Contractor. Such termination shall not relieve Contractor of any liability for damages sustained by virtue of any Default by Contractor.*)

CURRENT STATUS:

The Business Diversity Office will continue to provide regular updates of our plans to increase the awareness and visibility of procurement opportunities among small, minority, and women-owned firms fostering diverse partnerships. We will continue an upward trend through increased outreach, one-on-one technical assistance, Agency hosted vendor training events and constant communication with other organizations and the vendor community.

APPROVED:



 Chief Administrative Officer

May 13, 2022

 Date

Regional Transportation Authority of Middle Tennessee

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

Item Number:	R-D-22-020	Meeting Date:	05/18/2022
Item Title:	Monthly Operating Statistics		

BACKGROUND:

Attached are monthly operating statistics for March 2022. This month saw one of the largest increases in ridership since the pandemic began. Overall ridership is now at approximately one-third of pre-pandemic levels. In general, for commuter services, we do also see increases in ridership in response to rising gas prices, though those effects can be delayed as travel patterns change over time.

Staff continues conversations with our primary contractor for RTA express bus services, Gray Line Tennessee, regarding bus operator availability to facilitate previously approved service increases. While progress is being made in onboarding new operators, there are not yet sufficient drivers to increase service to pre-pandemic levels. Staff is looking at options regarding phasing in additional services as new drivers become available.

The WeGo Star experienced service disruptions during the week of the 21st due to freight derailment incidents. These derailments impacted operations and an overview was presented during the April 2022 Executive Committee meeting. Corrective action was taken and the staff is satisfied with the response and steps taken to mitigate these incidents from occurring in the future.

CURRENT STATUS:

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

APPROVED:



Chief Operating Officer

May 13, 2022

Date

RTA Monthly Dashboard Report *

Metric	March 2022	March 2021	Pct. Change
Ridership			
			% Change
Total RTA Bus Passengers	10,044	5,258	91.0%
WeGo Star Passengers	7,447	3,202	132.6%
Total RTA Passengers	17,491	8,460	106.7%
Percentage of Pre-Pandemic Ridership	33.3%	16.1%	17.2%
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 %	99.68%	99.90%	-0.22%
WeGo Star Total Trip Completion %	93.48%	91.30%	2.17%
RTA Bus Total Miles btwn Service Interruption	8,666.6	31,537.1	-72.5%
WGS Total Miles btwn Service Interruption	404.7	357.8	13.1%
On-Time Performance ^			
RTA Bus	87.4%	88.4%	-1.1%
WeGo Star	97.5%	97.8%	-0.4%
Customer Care			
RTA Bus Total Passengers per Complaint	2,511	5,258	-52.2%
WeGo Star Passengers per Complaint	N/A	3,202	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 2022 March	FY 2021 March	Pct. Change
Ridership			
			% Change
Total RTA Bus Passengers	66,222	39,482	67.7%
WeGo Star Passengers	49,601	22,952	116.1%
Total RTA Passengers	178,259	62,436	185.5%
Percentage of Pre-Pandemic Ridership	24.6%	13.3%	11.3%
Safety			
RTA Bus Total Accidents	0	1	-100.0%
WeGo Star Total Accidents	1	2	-50.0%
RTA Bus Total Miles btwn Accidents	N/A	260,524	N/A
WGS Total Miles btwn Accidents	55,789	23,643	136.0%
Service Quality			
RTA Bus Total Trip Completion %	98.71%	98.34%	0.38%
WeGo Star Total Trip Completion %	98.76%	98.88%	-0.12%
RTA Bus Total Miles btwn Service Interruption	2,276.7	1,920.3	18.6%
WGS Total Miles btwn Service Interruption	2,231.6	2,781.5	-19.8%
On-Time Performance ^			
RTA Bus	98.1%	99.0%	-0.9%
WeGo Star	97.8%	98.6%	-0.8%
Customer Care			
RTA Bus Total Passengers per Complaint	2,547	3,589	-29.0%
WeGo Star Passengers per Complaint	4,960	1,530	224.2%

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

^ On Time Performance reporting began September 2017.

N/A - metric cannot be calculated 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)

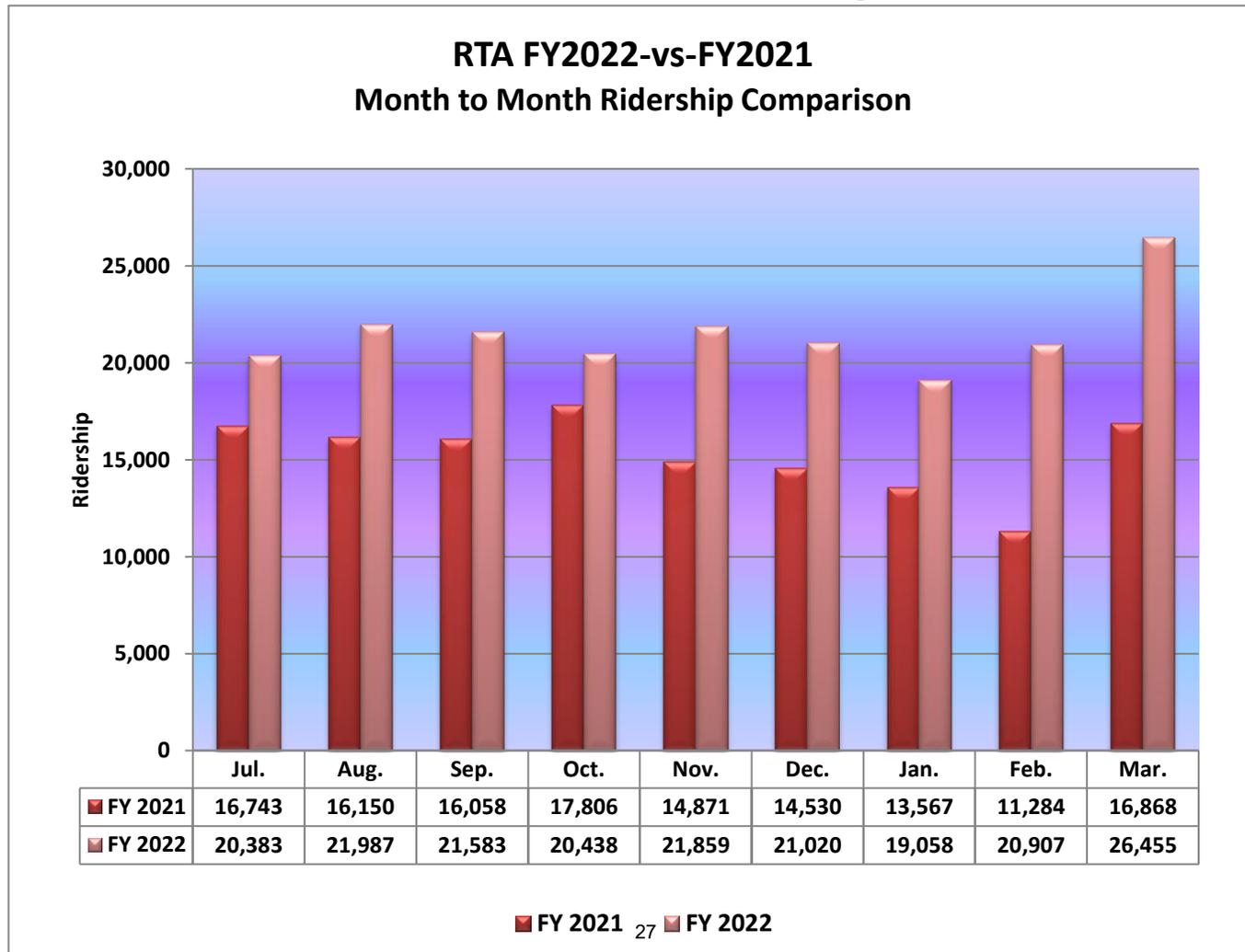
WeGo Star

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



REGIONAL TRANSPORTATION AUTHORITY FISCAL YEAR AND MONTH TO MONTH RIDERSHIP COMPARISON - FY 2022 -vs- 2021

	Month to Month Comparison			Fiscal Year Comparison		
	Mar-21	Mar-22	Percentage Change	FY 2021	FY 2022	Percentage Change
WeGo Star	3,202	7,447	132.6%	22,952	49,601	116.1%
Express Bus & Shuttle Services	5,258	10,072	91.6%	39,482	66,250	67.8%
RTA VanStar Vanpool Service	1,102	1,576	43.0%	14,842	14,142	-4.7%
Total RTA Ridership	9,562	19,095	99.7%	77,276	129,993	68.2%





**NASHVILLE AND REGIONAL TRANSPORTATION AUTHORITY
FISCAL YEAR AND MONTH TO MONTH RIDERSHIP COMPARISON - FY 2022 -vs- 2021**

	Month to Month Comparison			Fiscal Year		
	Mar-21	Mar-22	Change	FY 2021	FY 2022	Change
MTA Local Bus Service	347,854	552,695	58.9%	2,966,311	4,310,356	45.3%
MTA Local Paratransit Service	22,851	27,931	22.2%	181,012	223,556	23.5%
RTA Regional Bus Service	5,258	10,072	91.6%	39,482	66,250	67.8%
RTA VanStar Vanpool Service	1,102	1,576	43.0%	14,842	14,142	-4.7%
RTA Regional Rail Service	3,202	7,447	132.6%	22,952	49,601	116.1%
* RTA Special Events Rail Service	0	0	N/A	0	6,855	N/A
Subtotal RTA Rail Service	3,202	7,447	132.6%	22,952	56,456	146.0%
Subtotal MTA & RTA Bus & Rail Service	380,267	599,721	57.7%	3,224,599	4,670,760	44.8%
Williamson County VanStar Vanpool Service	7,306	7,360	0.7%	60,601	56,842	-6.2%
Murfreesboro ROVER Local Bus Service	9,112	9,945	9.1%	75,040	79,026	5.3%
Franklin Transit Local Bus Service	3,965	5,006	26.3%	29,887	49,029	64.0%
Clarksville Transit Local Bus Service	38,580	43,261	12.1%	325,278	345,808	6.3%
Total Area Ridership	439,230	665,293	51.5%	3,715,405	5,201,465	40.0%



**REGIONAL TRANSPORTATION AUTHORITY
ROUTE PERFORMANCE INDICATOR REPORT**

For the Month of: **March-22**

Rte. No.	Route Name	Monthly Ridership	Ridership Change vs Last Year	Revenue Hours Of Service	Average Passengers Per Trip	Per Hour
CORRIDOR SERVICE COMPARISONS - COMMUTER BUS SERVICE						
	North Corridor (Route 87)	1,831	95.8%	166	13	11.1
	Northwest Corridor (Routes 89 & 94)	2,199	70.9%	255	10	8.6
	South Corridor (Route 95)	809	118.1%	189	6	4.3
	Southeast Corridor (Routes 84 & 86)	2,275	148.9%	944	3	2.4
EXPRESS BUS ROUTE SERVICE						
84	Murfreesboro Express	1,716	N/A	764	3	2.2
86	Smyrna - LaVergne Express	559	N/A	181	3	3.1
87	Gallatin Express	1,831	369.5%	166	13	11.1
88	Dickson Express	236	58.4%	48	5	4.9
89	Springfield - Joelton Express	411	39.8%	63	9	6.6
94	Clarksville Express	1,788	80.1%	193	10	9.3
95	Spring Hill Express	809	461.8%	189	6	4.3
	Express Bus Route Totals	7,350	101.0%	1,602	5	4.6
OTHER ROUTES						
64	Star Downtown Shuttle	249	N/A	73	0	3.4
93	WeGo Star West End Shuttle	2,473	54.4%	93	18	26.7
	RTA Bus Route Monthly Totals	10,072	91.6%	1,695	7	5.9
COMMUTER RAIL SERVICE						
90	WeGo Star Commuter Rail	7,447	132.6%	263	27	28.4
	RTA Commuter Rail and Bus Totals	17,519	107.1%	1,958	10	9