



REGIONAL TRANSPORTATION AUTHORITY
Of Middle Tennessee

BOARD MEETING

Wednesday, August 17, 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 Minutes**
 3. **Public Comments**
 4. **Finance Committee Report – Sumner County Mayor Anthony Holt**
 - **Monthly Financial Report Compared to Budget** – Ed Oliphant, CFO **R-D-22-024 Pg. 7**
 - **Debt Obligation Notification** – Ed Oliphant, CFO **R-D-22-025 Pg. 10**
 - **Real Estate Brokerage Services** – Trey Walker, CDO **R-A-22-019 Pg. 14**
 5. **Operations Committee Report – Mayor Rick Bell, Chair**
 - **RTA Monthly Operating Statistics** – Andy Burke, COO **R-D-22-026 Pg. 16**
 6. **CEO’s Report – Stephen G. Bland, CEO**
 7. **Chair’s Report – Mayor Randall Hutto, Chair**
 8. **Other Business**
 9. **Adjournment**

Note: A meeting of the Executive Committee has been scheduled concurrently with the full Board Meeting. In the event a quorum of the Board cannot be achieved, the Executive Committee will meet to conduct the scheduled business of the Board. If a quorum of the Board is present, there will be no Executive Committee meeting.



REGIONAL TRANSPORTATION AUTHORITY
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EXECUTIVE COMMITTEE MEETING

Wednesday, August 17, 2022 | 9:30 a.m.

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Nashville, TN 37219**

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 - RTA Monthly Operating Statistics – Andy Burke, COO R-D-22-026 Pg. 16
 6. CEO's Report – Stephen G. Bland, CEO
 7. Chair's Report – Mayor Randall Hutto, Chair
 8. Other Business
 9. Adjournment



MINUTES
EXECUTIVE COMMITTEE MEETING
REGIONAL TRANSPORTATION AUTHORITY
June 15, 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, June 15, 2022. A quorum of the full Board was not established so the RTA Executive meeting was called to order at 9:32 a.m. by Chair, Mayor Randall Hutto.

Executive Committee Members in Attendance:

Mayor Randall Hutto – Wilson County
Mayor Ken Moore – City of Franklin
Mayor Rick Bell – City of Lebanon
Mayor Billy Vogle – Robertson County
Mayor Anthony Holt – Sumner County
Ed Cole – Davidson County (Gov. Appt.)
Kelly Dannenfelser – Williamson County (Gov. Appt.)

Others Present:

Jim Kerr – City of Murfreesboro (Alt.)
Mayor Mike Callis – City of Portland
Diana Alarcon – Davidson County (Alt.)
Mayor Bob Rial – Dickson County
Mayor Jim Durrett – Montgomery County

II. **Approval of Minutes:**

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

III. **Public Comments:**

Ms. Leibowitz's comments were as follows:

- Ms. Leibowitz said that she is the new Concierge Manager at Vanderbilt and she appreciates that she gets the chance to continue working with colleagues from WeGo Public Transit in a different manner and to continue working to advocate transit in Nashville.

IV. **Finance Committee Report:** Mayor Anthony Holt presented the following:

- a. **Monthly Financial Report Compared to Budget (R-D-22-021):** The Monthly Financial Report Compared to Budget for the month of April 2021 was included in the board packet for review purposes but was not verbally discussed at the board meeting. If any board members have questions with respect to the statements, they were asked to reach out to Chief Financial Officer Ed Oliphant for clarification and additional information. No one raised any questions during the meeting.
- b. **Fifth-Third Revolving Line of Credit (R-A-22-010):** The Finance Committee

recommended that the Board authorize the CEO to enter into the third year of a five-year revolving line of credit agreement for up to \$5.0 million with Fifth Third Bank based upon the terms explained in the written action item with a term from July 1, 2022, to June 30, 2023.

A proper motion was made by Mayor Bell and seconded by Mayor Vogle to approve the Fifth-Third Revolving Line of Credit, and the vote of approval was unanimous.

- c. **RTA-MTA Contract Renewal for State WeGo Ride Services (R-A-22-011)**: The Finance Committee recommended that the Board approve RTA entering into a contract with the Nashville MTA that calls for the Nashville MTA to reimburse RTA for WeGo Ride trips provided to State employees participating in the WeGo Ride program at a rate of \$3.15 per ride for regional bus rides and \$65 per passenger per month that utilizes vanpool services. The contract period will be for one year, beginning July 1, 2022, through June 30, 2023.

A proper motion was made by Mayor Moore and seconded by Member Cole to approve the RTA-MTA Contract Renewal for WeGo Ride Services, and the vote of approval was unanimous.

- d. **RTA-MTA WeGo Ride Program Revenue Sharing Agreement (R-A-22-012)**: The Finance Committee recommended that the Board approve the renewal of the WeGo Ride Program Revenue Sharing Agreement with Nashville MTA for the period of July 1, 2022, through June 30, 2023, based upon the formula explained in the written action item and that Nashville MTA will continue to be the Master Contractor for the WeGo Ride Program and will share revenues with RTA based upon the calculated formula. Each Board (RTA and MTA) will review the agreement on an annual basis to assess if any changes should be made to the Agreement going forward.

A proper motion was made by Mayor Bell and seconded by Mayor Moore to approve the RTA-MTA WeGo Ride Program Revenue Sharing Agreement, and the vote of approval was unanimous.

- e. **Management Fee Contract Renewal (R-A-22-013)**: The Finance Committee recommended that the Board approve the new amount for the contract for MTA to manage and oversee all operations of the RTA at an annual cost of \$860,940, or \$71,745 per month. The contract price shall become effective July 1, 2022 and terminate June 30, 2026.

Ed Cole commented how valuable this relationship was and commended the staff for a great report.

A proper motion was made by Member Cole and seconded by Mayor Vogle to approve the Management Fee Contract Renewal, and the vote of approval was unanimous.

- f. **RTA-MTA Bus and Shuttle Contract FY2023 Renewals (R-A-22-014)**: The Finance Committee requested that the Board approve the renewal of contracts with Nashville MTA consisting of Contract 1 for regional bus services and Contract 2 for connecting bus services supporting commuter rail. Both of the contracts are for a period of one year beginning July 1, 2022, through June 30, 2023, for the following base amounts:

- Contract #1 for a not-to-exceed amount of \$1,591,725 for regional bus service; and
- Contract #2 for \$330,110 for connecting buses supporting commuter rail.

A proper motion was made by Mayor Bell and seconded by Member Dannenfelser to approve the RTA-MTA Bus and Shuttle Contract FY2023 Renewals, and the vote of approval was unanimous.

- g. WeGo Star Liability Insurance Renewal (R-A-22-015):** The Finance Committee requested that the Board approve a liability insurance policy for \$29 million of train liability insurance coverage (with a \$58 million aggregate) for the policy year from July 1, 2021 through July 1, 2022 to be awarded to Aspen Specialty Insurance and Liberty Surplus Insurance Corporation for a total base annual premium of \$295,562 with the caveat that if the annual ridership exceeds the benchmark of 174,570 rides, RTA will pay additional premium at a rate of \$1.65 per ride given over the benchmark. RTA will continue to provide the supplemental insurance reserve of \$1 million, making our total liability insurance coverage \$30 million.

Mayor Ken Moore asked CFO Oliphant to provide more explanation of the \$1.65 per ride over the benchmark. CFO Oliphant said the floor is set at 179,000 rides (which was a 4,000 increase from the previous year), and if we had more than 179,000 rides we would pay \$1.65 per ride over that floor. The likelihood of that happening is low as we are projecting only 90,000.

A proper motion was made Mayor Moore and seconded by Mayor Bell to approve the WeGo Star Liability Insurance Renewal, and the vote of approval was unanimous.

- h. Commuter Train Reserve Policy (R-A-22-016):** In December 2017, the RTA Board established a written policy for a regional bus reserve that resulted from a sunset audit report finding from the Audit Division of the Comptroller of the Treasury Office for the State of Tennessee. This regional bus reserve has performed well and grown since its inception and provides added predictability and stability in RTA service planning and execution. It was established by the Board as a good business practice and to stabilize regional partners annual contributions. At the same time, accumulated operating reserves should only be used should there be an interruption in funding sources or some other unusual occurrence to allow the regional bus operations to continue while alternative funding can be identified or allow operations to wind down in an orderly fashion. It was important to establish written policies in order to ensure that the reserve is properly defined for a specific purpose and administered according to their specific use.

Management is recommending that a similar reserve be established for the commuter rail operations as a good business practice to have operating reserves in place should there be any interruption in funding to allow time to identify alternative funding should the interruption be temporary in nature or allow for commuter rail operations the ability to wind down in an orderly fashion should no alternative funding identified. The reserves will be established through the normal budget process.

Management further recommended that an initial pool of funding in the reserve be created by allocating additional Federal pandemic relief funding through the CARES Act to the FY2022 rail operating budget, allowing local support the be allocated to the corridor reserve. During Finance Committee discussion, this approach was justified based on the fact that a large percentage of CARES Act funding allocated by USDOT to the RTA was generated based on formula funding factors associated with the WeGo Star specifically.

The Finance Committee recommended that the Board officially adopt the Regional Commuter Train Operating Reserve Policy.

Mayor Anthony Holt said that he was excited about the reserve fund because the federal pandemic relief monies will eventually dry up, so having this reserve fund so that we can level the funding out for the future is worth having.

A proper motion was made by Mayor Bell and seconded by Mayor Vogle to approve the Commuter Train Reserve Policy, and the vote of approval was unanimous.

- i. **FY2023 Proposed Operating Budget (R-A-22-017)**: Chief Financial Officer Ed Oliphant led a discussion on the Operating Budget Forecast with the Board:

Last month, we had some very good discussions with the RTA Executive Committee regarding the proposed budget for next year as well as a look ahead through FY2026. The attached proposed FY2023 operating budget reflects the direction of the Finance Committee to maintain all Member city/county contributions at current levels. It also assumes full availability of Congestion Mitigation and Air Quality Funds (Federal funding provided through TDOT) for the upcoming years, as residual funds from our last CMAQ grant award will be sufficient to do so. We will be up for renewal of this CMAQ program in the coming year for anticipated use starting in FY2025. Failure to gain this renewal at that time would pose enormous risk to RTA operations in ensuing years. The following significant issues and assumptions underlying the proposed budget were discussed by the Executive Committee:

1. COVID-19 and its ongoing impacts to diminish ridership.
2. Projections regarding residual Federal pandemic relief funding.
3. Levels of funding in various bus corridor reserves, and potential impacts of current trends on those reserve levels in future years.
4. Future necessity to begin allocating local funding toward an RTA capital investment plan, particularly as park-and-ride projects emerge in various counties.
5. Updates on expenditures to date and future projections of Federal funding under the CARES Act and the American Rescue Plan Act.
6. A review of current fare levels and other operating income sources such as lease income from station rentals. The Finance Committee had discussed these matters and deemed the current levels to be appropriate for the coming year as we try to rebuild ridership.

The Regional Transportation Authority of Middle Tennessee's (RTA) operating budget proposal for FY2023 has an overall increase of \$1.97 million, or 18.3%, to \$12.73 million compared to \$10.76 million in FY2022. This represents an increase of approximately \$1.9 million, or 38.0%, to \$6.9 million in the commuter train services budget as well as an increase of approximately \$73,700, or 1.3%, to \$5.8 million in the regional bus services budget. The increase in train services is primarily due to significantly higher diesel pricing and contractual increases from our third-party service providers with a 4.9% contractual increase from Transit Solutions Group, our train operator, and a proposed 3% increase in train shuttle services provided by Nashville MTA. However, the single largest contributing factor relates to the previously discussed utilization of CARES Act funding in order to apply a portion of local funding to the new Commuter Train Reserve. The regional bus service increases are due to contractual increases from both Nashville MTA and Gray Line, RTA's third-party bus operators.

One additional topic was discussed in May's Executive Committee meeting that needs to be brought to the attention of the Board. While it does not have a bearing on the approval of the FY2023 operating budget being presented here, there was some discussion about RTA's future year forecasts as it relates to the WeGo Star operation in the East Corridor and the fact that the one-time CARES Act funding will be depleted during FY2024. The forecasts through FY2026 reflect very slow ridership recovery and continued high fuel cost which result in structural deficits starting during FY2024. While there will be reserves in place to address these deficits in the short-term, serious conversations will need to take place with the East Corridor Committee and Board to discuss how the corridor will address

the inevitable structural deficits reflected in FY2025 and beyond.

The Finance Committee recommended the Board adopt the proposed FY2023 budget as presented. A proper motion was made by Mayor Moore and seconded by Mayor Vogle to approve the FY2023 Proposed Operating Budget, and the vote of approval was unanimous.

j. **RTA FY2023 Capital Investment Plan Update (R-A-22-018):** This action item was deferred to a future board meeting.

k. **Disadvantaged Business Enterprise (DBE) Program Updates (R-D-22-022):** Procurement Business Diversity Manager & DBE Liaison Officer Rachel Johnson presented an update to the Authority's Disadvantaged Business Enterprise program. During her review, Ms. Johnson provided the Board with an overview of the Federal requirement, the goal setting methodology for determining disadvantaged business participation targets, and various business diversity initiatives that were under way.

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. As for the DBE Program itself, resubmission to the Federal Transit Administration (FTA) is not required unless there are updates to federal requirements and/or a change of DBE Liaison. Staff provided an outline of major updates to the DBE program as part of our continued commitment to regularly update the Board on our diversity initiatives. Some of the more significant milestones during the previous year included the automation of our DBE recordkeeping system, and reducing the time permitted for payment of DBEs from 30 to 15 days.

There was no further discussion at this time.

Mayor Anthony Holt thanked the RTA for allowing him to serve as the Finance Committee Chair and said that he would be retiring as the Finance Committee Chair. He concluded his remarks by saying that Chair Hutto was appointing Franklin Mayor Ken Moore to serve as the new Committee Chair in the new fiscal year and wished him well.

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

a. **Monthly Operating Statistics (R-D-22-023):** Chair Bell asked Chief Operating Officer Andy Burke to review the RTA Monthly Dashboard Report through the month of April 2022 with the Executive Committee. Mr. Burke provided a brief overview and availed himself for questions and there were none at this time.

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

1. In prior months, we've reported on a Request for Proposals we issued to examine possible future directions for the WeGo Star in light of the limitations posed by Positive Train Control requirements and the changing commuter market. We were pleased that the RFP got widespread attention, and we received 7 proposals from some very qualified consulting teams. Our evaluation team will be sorting through the proposals over the next few weeks, and we anticipate bringing forward a contract recommendation later this year. Although this study is geared toward the Star, we do believe that many of the findings will be more broadly applicable to our commuter bus markets.
2. In similar fashion, we've repeatedly pointed to the challenges associated with identifying good locations for purpose-built park-and-ride facilities, as our site identification strategy has been more of a "word of mouth" approach. To support future property acquisitions, we also issued a request for proposals for real estate brokerage services that would be coordinated with the MTA. We anticipate bringing this contract recommendation forward to you at your August meeting.

3. We've had crews resurfacing and striping parking lots as well as performing some preventive maintenance work on shelters at Martha and Lebanon stations. Work is mostly complete at Martha and will be finishing at Lebanon in the next few weeks.
4. We are currently promoting the Star for trips to the 4th of July Fireworks. We will also be operating the Star again this year for the Big Machine Music City Grand Prix. This will be on the weekend of August 5.
5. With respect to a question posed by Mayor Hutto earlier in the meeting, CEO Bland confirmed that all veterans can ride for half the fare on all RTA services but must show some form of VA identification to receive the half rate.

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 the Finance Committee and Committee Chairs for all of their hard work that they did this month.

In conclusion, Mayor Hutto announced the Speedway Race is coming up in a couple of weeks and said that he would be available after the meeting for those that wanted tickets.

- VIII. Adjournment:** With no further business, Mayor Hutto called for adjournment, a proper motion was made and seconded, and the meeting was adjourned at 10:06 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-22-024	Meeting Date:	08/17/2022
Item Title:	Monthly Financial Report Compared to Budget		

BACKGROUND:

Attached is a statement of operations for the month of June 2022 compared to the budget and a balance sheet as of June 30, 2022.

These are preliminary financial statements for FY 2022 year-end which will be audited by our external auditors over the next few months. There is potential for additional adjustments that may come from the audit but will likely not be material. We will present these statements again in conjunction with the presentation of the final audit report.

We ended the fiscal year in a balanced position and significantly under budget as it relates to revenues and expenses since the budget was based upon full operations. Expenses were under budget as we ran reduced service level through September 2021 due to the impact the pandemic has had on ridership. Effective in October, we returned to full train service and some of the regional bus services. However, we still have some of the regional bus services operated by Gray Line at reduced service levels due to their ongoing labor shortages. Consequently, with expenses running so favorable, you will see an offsetting unfavorable in most revenues due to RTA being heavily dependent on grant funding. With expenses reduced, RTA did not have to draw down all its budgeted grant funding.

One anomaly that has been mentioned before but bears repeating relates to fuel costs related to the Star. You will note that for the month and year, RTA is over budget despite the fuel hedging program that we participate in through Metro Nashville. While RTA hedged approximately 67% of its fuel at \$1.23 per gallon, the reason for the unfavorable balance is due to the cost of the unhedged portion exceeded \$5 per gallon for the last quarter of the fiscal year. We have now anticipated those higher costs along with our new hedging contracts in the budget for FY2023 and expect budget and actual to better align going forward.

As of June 30, 2022, RTA owed Nashville MTA approximately \$221,700 for services provided to and from Rutherford County as well as management fees due. RTA also had an account receivable from Nashville MTA of approximately \$39,000 for fares collected as well as Easy Ride revenue sharing due.

CURRENT STATUS:

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

APPROVED:



Chief Financial Officer

August 12, 2022

Date

Regional Transportation Authority

Statement of Operations Compared to Budget

For the Period Ending June 30, 2022

PRELIMINARY 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:										
Regional Bus Revenues	\$15,012	\$14,837	\$175	F	\$179,685	\$159,609	\$185,757	(\$26,148)	U	\$185,757
Commuter Train Revenues	24,515	23,211	1,304	F	141,811	204,780	272,939	(68,159)	U	272,939
Special Events	2,210	16,690	(14,480)	U	0	89,534	74,250	15,284	F	74,250
Advertising	0	980	(980)	U	0	0	9,900	(9,900)	U	9,900
Other Non-Trans Revenue	30,184	8,220	21,964	F	246,739	282,767	267,872	14,895	F	267,872
Total Operating Revenue	71,921	63,938	7,983	F	568,235	736,690	810,718	(74,028)	U	810,718
Federal/State/Local Income:										
Local Assistance	6,040	86,751	(80,711)	U	633,838	1,561,751	1,561,751	0	F	1,561,751
Regional Assistance	0	30,000	(30,000)	U	784,892	563,217	647,625	(84,408)	U	647,625
State Assistance	0	0	0	F	633,400	642,300	633,400	8,900	F	633,400
Federal Assistance - CMAQ	(25,341)	118,963	(144,304)	U	1,392,089	1,366,326	1,373,477	(7,151)	U	1,373,477
Federal Assistance - CARES Act	73,711	304,505	(230,794)	U	1,186,935	1,527,122	2,710,068	(1,182,946)	U	2,710,068
Total Assistance Income	54,410	540,219	(485,809)	U	4,631,154	5,660,716	6,926,321	(1,265,605)	U	6,926,321
Capital Revenue:										
Capital Operating Reimbursement	574,418	107,594	466,824	F	1,951,928	1,018,616	1,242,208	(223,592)	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	574,418	107,594	466,824	F	1,951,928	2,018,616	2,242,208	(223,592)	U	2,242,208
Total Revenue	\$700,749	\$711,751	(\$11,002)	U	\$7,151,317	\$8,416,022	\$9,979,247	(\$1,563,225)	U	\$9,979,247
Expenses from Operations:										
Management Contract - MTA	\$70,338	\$70,338	\$0	F	\$844,056	\$844,056	\$844,056	\$0	F	\$844,056
Services	596,341	712,927	116,586	F	5,298,734	6,459,606	8,089,201	1,629,595	F	8,089,201
Fuel	45,817	27,645	(18,172)	U	341,838	381,169	319,175	(61,994)	U	319,175
Materials and Supplies	1,551	1,912	361	F	11,716	20,130	22,975	2,845	F	22,975
Utilities	15,951	14,803	(1,148)	U	153,734	171,606	177,010	5,404	F	177,010
Casualty and Liability	34,198	41,080	6,882	F	460,480	423,146	496,730	73,584	F	496,730
Other	77	3,035	2,958	F	14,213	11,565	30,100	18,535	F	30,100
Total Operating Expenses	764,273	871,740	107,467	F	7,124,771	8,311,278	9,979,247	1,667,969	F	9,979,247
Surplus / (Deficit)	(\$63,524)	(\$159,989)	\$96,465	F	\$26,546	\$104,744	\$0	\$104,744	F	\$0
Capital Grant Revenue	999,820		999,820	F	5,094,036	7,955,832		7,955,832	F	0
Gain / (Loss) on Sale	4,137		4,137	F	58,350	4,137		4,137	F	0
Vanpool Replacement Revenue Fund	0		0	F	1,553	307		307	F	0
Depreciation	(481,222)		(481,222)	U	(2,905,024)	(3,693,178)		(3,693,178)	U	0
Surplus / (Deficit)	\$459,211	(\$159,989)	\$619,200	F	\$2,275,461	\$4,371,842	\$0	\$4,371,842	F	\$0

Regional Transportation Authority

Comparative Balance Sheets PRELIMINARY

	Month Ended June 30, 2022 (unaudited)	Month Ended June 30, 2021
CURRENT ASSETS		
Cash and cash equivalents	\$1,412,126	\$976,448
Receivables from federal, state and local government	1,113,541	656,134
Accounts receivable	164,648	155,121
Materials and supplies	299,173	434,672
Prepaid expense and other	26,244	43,095
Total Current Assets	3,015,732	2,265,470
PROPERTY AND EQUIPMENT		
Land	3,382,052	3,382,052
Building, shelter and benches	19,407,307	16,730,983
Guideway Improvements	8,586,547	6,594,944
Revenue equipment and parts	31,593,228	22,773,460
Office equipment	556,150	526,144
Work-in-Progress	0	6,123,347
	63,525,284	56,130,930
Less: Accumulated Depreciation	(19,818,319)	(16,686,619)
Total Property and equipment, net	43,706,965	39,444,311
OTHER ASSETS		
Cash and investments restricted	5,602,485	4,575,088
TOTAL ASSETS	\$52,325,182	\$46,284,869
LIABILITIES AND NET ASSETS		
CURRENT LIABILITIES		
Accounts payable	\$1,489,885	\$703,289
Accrued expenses	25,300	24,500
Deferred Revenue	3,146,385	2,284,334
Note Payable	0	0
Total Current Liabilities	4,661,570	3,012,123
NET ASSETS		
Invested in capital assets	43,706,965	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	3,146,385	2,057,714
Unrestricted	(6,017,680)	(2,985,841)
Current Year Surplus / (deficit)	4,371,842	2,239,188
Total Net Assets	47,663,612	43,272,746
TOTAL LIABILITIES AND NET ASSETS	\$52,325,182	\$46,284,869

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivable	\$164,648 100.0%	\$0 0.0%	\$0 0.0%	\$0 0.0%	\$164,648 100.0%
Accounts Payable	\$1,398,227 93.8%	\$15,885 1.1%	\$72,873 4.9%	\$2,900 0.2%	\$1,489,885 100.0%

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-22-025	Meeting Date:	08/17/2022
Item Title:	Debt Obligation Notification		

BACKGROUND:

At its June 15, 2022 meeting, the RTA Board authorized the renewal of its line of credit with Fifth Third Bank for up to \$5 million effective July 1, 2022. While we continue to reduce the frequency of need to utilize the line, it is difficult to forecast the availability of future federal grant funding. Consequently, we believe it is imperative to renew the line of credit in order to ensure timely cash flow for expenses. RTA uses a portion of its grant funding to pay the capital cost of contracting operating costs and there are numerous times that the federal government has delayed the release of funding causing cash flow issues. The State of Tennessee Comptroller's Office also requires any public entity to submit a report of debt obligations to be filed within 45 days of entering into any debt agreement. It must also be presented to the Governing Body of the public entity and be included in a public meeting. A copy of the submission, which is included for reference, was filed with the Comptroller's Office on July 13, 2022, and we received an acknowledgment of acceptance from the Comptroller's office on July 25, 2022.

CURRENT STATUS:

On July 1, 2022, we entered into a Revolving Credit Promissory Note with Fifth Third Bank for \$5.0 million with an expiration of the note on June 30, 2023. 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, 2023
Interest Rate	Variable – Prime minus 1.8%
Legal Fees	\$1,300 paid to Butler Snow Law Firm representing Fifth Third Bank
Non-Use Fee	7.5 basis points on the daily unused principal amount of the Note, charged quarterly. Maximum fee will not exceed \$3,750.

As soon as we receive any designated grant funds, any related outstanding loan will be paid down to minimize our interest expense.

APPROVED:



Chief Financial Officer

August 12, 2022

Date

REPORT ON DEBT OBLIGATION

(Pursuant to Tennessee Code Annotated Section 9-21-134)

1. Public Entity: Name: <u>THE REGIONAL TRANSPORTATION AUTHORITY</u> Address: <u>430 MYATT DRIVE</u> <u>MADISON, TN 37115</u> Debt Issue Name: <u>THE REGIONAL TRANSPORTATION AUTHORITY</u> If disclosing initially for a program, attach the form specified for updates, indicating the frequency required.													
2. Face Amount: \$ <u>5,000,000.00</u> Premium/Discount: \$ _____													
3. Interest Cost: _____ % <input type="checkbox"/> Tax-exempt <input type="checkbox"/> Taxable <input type="checkbox"/> TIC <input type="checkbox"/> NIC <input type="checkbox"/> Variable: Index _____ plus _____ basis points; or <input type="checkbox"/> Variable: Remarketing Agent _____ <input checked="" type="checkbox"/> Other: <u>PRIME less 1.8% and a Non-Use fee of 7.5 Basis Points, paid quarterly</u>													
4. Debt Obligation: <input type="checkbox"/> TRAN <input type="checkbox"/> RAN <input type="checkbox"/> CON <input type="checkbox"/> BAN <input type="checkbox"/> CRAN <input type="checkbox"/> GAN <input type="checkbox"/> Bond <input checked="" type="checkbox"/> Loan Agreement <input type="checkbox"/> Financing Lease If any of the notes listed above are issued pursuant to Title 9, Chapter 21, enclose a copy of the executed note with the filing with the Division of Local Government Finance ("LGF").													
5. Ratings: <input checked="" type="checkbox"/> Unrated Moody's _____ Standard & Poor's _____ Fitch _____													
6. Purpose: <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: black; color: white;"> <th style="width: 40%;"></th> <th style="width: 60%;">BRIEF DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td><input type="checkbox"/> General Government _____ %</td> <td>_____</td> </tr> <tr> <td><input type="checkbox"/> Education _____ %</td> <td>_____</td> </tr> <tr> <td><input type="checkbox"/> Utilities _____ %</td> <td>_____</td> </tr> <tr> <td><input checked="" type="checkbox"/> Other <u>100.00</u> %</td> <td><u>Public Transportation / Cash Flow</u></td> </tr> <tr> <td><input type="checkbox"/> Refunding/Renewal _____ %</td> <td>_____</td> </tr> </tbody> </table>			BRIEF DESCRIPTION	<input type="checkbox"/> General Government _____ %	_____	<input type="checkbox"/> Education _____ %	_____	<input type="checkbox"/> Utilities _____ %	_____	<input checked="" type="checkbox"/> Other <u>100.00</u> %	<u>Public Transportation / Cash Flow</u>	<input type="checkbox"/> Refunding/Renewal _____ %	_____
	BRIEF DESCRIPTION												
<input type="checkbox"/> General Government _____ %	_____												
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<input checked="" type="checkbox"/> Other <u>100.00</u> %	<u>Public Transportation / Cash Flow</u>												
<input type="checkbox"/> Refunding/Renewal _____ %	_____												
7. Security: <input type="checkbox"/> General Obligation <input type="checkbox"/> General Obligation + Revenue/Tax <input checked="" type="checkbox"/> Revenue <input type="checkbox"/> Tax Increment Financing (TIF) <input type="checkbox"/> Annual Appropriation (Financing Lease Only) <input type="checkbox"/> Other (Describe): _____													
8. Type of Sale: <input type="checkbox"/> Competitive Public Sale <input type="checkbox"/> Interfund Loan <input type="checkbox"/> Negotiated Sale <input checked="" type="checkbox"/> Loan Program <u>LINE OF CREDIT</u> <input type="checkbox"/> Informal Bid													
9. Date: Dated Date: <u>07/13/2022</u> Issue/Closing Date: <u>06/30/2022</u>													

REPORT ON DEBT OBLIGATION

(Pursuant to Tennessee Code Annotated Section 9-21-134)

10. Maturity Dates, Amounts and Interest Rates *:

Year	Amount	Interest Rate	Year	Amount	Interest Rate
2022-2023	\$5,000,000.00	PRIME less 1.8 %		\$	%
	\$	%		\$	%
	\$	%		\$	%
	\$	%		\$	%
	\$	%		\$	%
	\$	%		\$	%
	\$	%		\$	%
	\$	%		\$	%
	\$	%		\$	%
	\$	%		\$	%
	\$	%		\$	%
	\$	%		\$	%

If more space is needed, attach an additional sheet.

If (1) the debt has a final maturity of 31 or more years from the date of issuance, (2) principal repayment is delayed for two or more years, or (3) debt service payments are not level throughout the retirement period, then a cumulative repayment schedule (grouped in 5 year increments out to 30 years) including this and all other entity debt secured by the same source **MUST BE PREPARED AND ATTACHED**. For purposes of this form, debt secured by an ad valorem tax pledge and debt secured by a dual ad valorem tax and revenue pledge are secured by the same source. Also, debt secured by the same revenue stream, no matter what lien level, is considered secured by the same source.

* This section is not applicable to the Initial Report for a Borrowing Program.

11. Cost of Issuance and Professionals:☐ No costs or professionals

	AMOUNT (Round to nearest \$)	FIRM NAME
Financial Advisor Fees	\$ 0	
Legal Fees	\$ 1,300	Butler Snow LLP
Bond Counsel	\$ 0	
Issuer's Counsel	\$ 0	
Trustee's Counsel	\$ 0	
Bank Counsel	\$ 0	
Disclosure Counsel	\$ 0	
Paying Agent Fees	\$ 0	
Registrar Fees	\$ 0	
Trustee Fees	\$ 0	
Remarketing Agent Fees	\$ 0	
Liquidity Fees	\$ 0	
Rating Agency Fees	\$ 0	
Credit Enhancement Fees	\$ 0	
Bank Closing Costs	\$ 0	
Underwriter's Discount _____%		
Take Down	\$ 0	
Management Fee	\$ 0	
Risk Premium	\$ 0	
Underwriter's Counsel	\$ 0	
Other expenses	\$ 0	
Printing and Advertising Fees	\$ 0	
Issuer/Administrator Program Fees	\$ 0	
Real Estate Fees	\$ 0	
Sponsorship/Referral Fee	\$ 0	
Other Costs _____	\$ 0	
TOTAL COSTS	\$ 1,300	

REPORT ON DEBT OBLIGATION

(Pursuant to Tennessee Code Annotated Section 9-21-134)

12. Recurring Costs:☐ No Recurring Costs

	AMOUNT (Basis points/\$)	FIRM NAME (If different from #11)
Remarketing Agent		
Paying Agent / Registrar		
Trustee		
Liquidity / Credit Enhancement		
Escrow Agent		
Sponsorship / Program / Admin		
Other <u>NON-USE</u>	<u>7.5</u>	<u>Paid Quarterly</u>

13. Disclosure Document / Official Statement:☒ None Prepared☐ EMMA link☐ Copy attached

or

14. Continuing Disclosure Obligations:

Is there an existing continuing disclosure obligation related to the security for this debt?

☐ Yes☒ No

Is there a continuing disclosure obligation agreement related to this debt?

☐ Yes☒ No

If yes to either question, date that disclosure is due _____

Name and title of person responsible for compliance _____

15. Written Debt Management Policy:

Governing Body's approval date of the current version of the written debt management policy

12/15/2011

Is the debt obligation in compliance with and clearly authorized under the policy?

☒ Yes☐ No**16. Written Derivative Management Policy:**☒ No derivative

Governing Body's approval date of the current version of the written derivative management policy

Date of Letter of Compliance for derivative

Is the derivative in compliance with and clearly authorized under the policy?

☐ Yes☐ No**17. Submission of Report:**

To the Governing Body:

on 08/17/2022

and presented at public meeting held on

08/17/2022

Copy to Director, Division of Local Govt Finance:

on 07/13/2022

either by:

☐ Mail to:Cordell Hull Building
425 Rep. John Lewis Parkway N., 4th Floor
Nashville, TN 37243-3400

OR

☒ Email to:LGF@cot.tn.gov**18. Signatures:****AUTHORIZED REPRESENTATIVE****PREPARER**

Name

Edward W. Oliphant

DocuSigned by:

Janet L. Poynter

DocuSigned by:

Title

Chief Financial OfficerAccounting Manager

Firm

ed.oliphant@nashville.govjanet.poynter@nashville.gov

Email

07/13/202207/13/2022

Date

Regional Transportation Authority

of Middle Tennessee

Board Action Item

Item Number:	R-A-22-019	Meeting Date:	08/17/2022
Item Title:	Real Estate Brokerage Services		

BACKGROUND:

The nMotion strategic service plan identified a critical need for new park and ride lots, bus stop improvements, and transit centers to expand and improve service. To facilitate the ability to identify available and suitable properties for lease, purchase, or easement, the Agency determined to seek the services of a commercial real estate firm to support location analysis and property acquisition negotiations. Historically, property transactions of this type were undertaken on a less formal basis, with agency staff taking the lead role in identifying appropriate properties, with support from member cities. This is becoming less viable as the volume and complexity of projects has increased.

The notice of the Request for Proposals (RFP) was published on the WeGo and Transit Talent websites, and in the B2G procurement notification system on March 16, 2022. The RFP was also sent directly to 25 firms in the Nashville area specializing in commercial real estate. Four (4) firms participated in the pre-proposal meeting on March 28th. Two of the firms determined not to submit a proposal. The remaining two firms, Jones Lang La Salle Americas (JLL) and SVN/The Genesis Group, a certified DBE African-American male-owned firm, combined in a 75% prime 25% DBE subcontractor relationship to submit a proposal on the due date of April 22, 2022. In subsequent discussions with the firms that did not respond, current volume of work, resource constraints, and concerns about process length brought about by the regulatory environment in which the RTA operates were cited as reasons for declining the opportunity.

Despite the lack of a larger quantity of proposals, the proposal submitted by the JLL/SVN The Genesis Group team was deemed to be highly qualified, with an appropriate blending of local market knowledge, and national expertise in issues such as federally funded real property acquisition requirements. JLL's Nashville office will be assisted by the firm's public institutions division which is experienced in navigating federal and state agency oversight requirements. SVN/The Genesis Group has significant experience in regional commercial property acquisition. Based on the written submission and the proposer's interview presentation, the Evaluation Committee determined that the JLL proposal successfully fulfilled all of the RFP requirements and elected to proceed to contract negotiations.

Negotiations focused on hourly rates and commission basis. Services are expected to fall into two primary areas: (1) support for location analysis of various Authority properties and facilities, which would be billed on an hourly basis based on professional specialties; and traditional real estate brokerage services for leased and purchased properties that move to closing based on a traditional real estate commission structure. The Procurement Department determined that the negotiated rates were fair and reasonable and comparable to similar consulting services and commercial real estate industry fee proposals. For property acquisition services, the commission structure is based on a sliding scale with declining incremental percentage commissions on higher values of property.

This will be a task-order based contract. For each assignment, the JLL team will provide a proposal based on the contractually agreed-upon rates for property searches. Should the team succeed in identifying a property that WeGo acquires, the contract identifies commission rates that will be paid if the commission is not part of the overall acquisition negotiation. These rates are competitive when compared to other public agency commercial real estate contracts.

RECOMMENDATION:

Staff requests that the Board provide the Chief Executive Officer the authority to enter into a contract with Jones Lang LaSalle Americas, Inc. to provide Real Property Acquisition Services for a not-to-exceed value of \$1.5 million with a duration of three years plus two one-year extension options. Funds authorized under this resolution will be assigned primarily to location analysis services. Commission fees for properties that close in lease or purchase agreements will be separately identified and authorized in future Board actions authorizing specific property acquisitions. The contract will be funded with a combination of federal, state, and/or local funds to be determined based on the specific project assignment.

APPROVED:

Board Secretary

August 17, 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-22-026	Meeting Date:	08/17/2022
Item Title:	Monthly Operating Statistics		

BACKGROUND:

Attached are the monthly operating statistics for June 2022. As we wrap up the Fiscal Year, it is helpful to look at our year end numbers as well as month-to-month statistics.

Overall, ridership for the year was just over ¼ of pre-pandemic levels. Although this is a slower recovery than we would hope, there are some encouraging trends emerging in that the most recent numbers for June show ridership at more than 36% of pre-COVID levels.

June was also another good month for safety, with no reported accidents. In fact, for the entire year, there were no Bus accidents and only one Rail accident, which did not result in any injuries.

On-time performance, though down year-over-year, has seemingly stabilized in the mid-80s.

CURRENT STATUS:

Staff will be available to address member questions regarding the attached report at the Board meeting.

APPROVED:



Chief Operating Officer

August 12, 2022

Date

RTA Monthly Dashboard Report *

Metric	FY 2022 June	FY 2021 June	Pct. Change
Ridership			
Total RTA Bus Passengers	94,855	55,824	69.9%
WeGo Star Passengers	71,458	34,859	105.0%
Total RTA Passengers	256,998	90,685	183.4%
Percentage of Pre-Pandemic Ridership	26.5%	14.5%	12.1%
Safety			
RTA Bus Total Accidents	0	2	-100.0%
WeGo Star Total Accidents	1	2	-50.0%
RTA Bus Total Miles btwn Accidents	N/A	179,975	N/A
WGS Total Miles btwn Accidents	71,737	31,614	126.9%
Service Quality			
RTA Bus Total Trip Completion %	98.96%	98.65%	0.31%
WeGo Star Total Trip Completion %	99.10%	99.06%	0.04%
RTA Bus Total Miles btwn Service Interruption	2,791.9	2,383.3	17.1%
WGS Total Miles btwn Service Interruption	2,869.5	3,327.8	-13.8%
On-Time Performance ^			
RTA Bus	86.0%	89.3%	-3.7%
WeGo Star	97.6%	97.4%	0.2%
Customer Care			
RTA Bus Total Passengers per Complaint	2,432	2,791	-12.9%
WeGo Star Passengers per Complaint	3,970	1,835	116.4%

* 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	June 2022	June 2021	Pct. Change
Ridership			
Total RTA Bus Passengers	9,848	6,382	54.3%
WeGo Star Passengers	7,696	4,590	67.7%
Total RTA Passengers	17,544	10,972	59.9%
Percentage of Pre-Pandemic Ridership	36.4%	22.7%	13.6%
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 %	99.40%	99.97%	-0.56%
WeGo Star Total Trip Completion %	100.00%	98.86%	1.14%
RTA Bus Total Miles btwn Service Interruption	4,702.2	96,312.3	-95.1%
WGS Total Miles btwn Service Interruption	N/A	2741.0	N/A
On-Time Performance ^			
RTA Bus	85.7%	88.0%	-2.5%
WeGo Star	98.1%	94.3%	4.0%
Customer Care			
RTA Bus Total Passengers per Complaint	9,848	2,127	362.9%
WeGo Star Passengers per Complaint	N/A	1,530	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 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

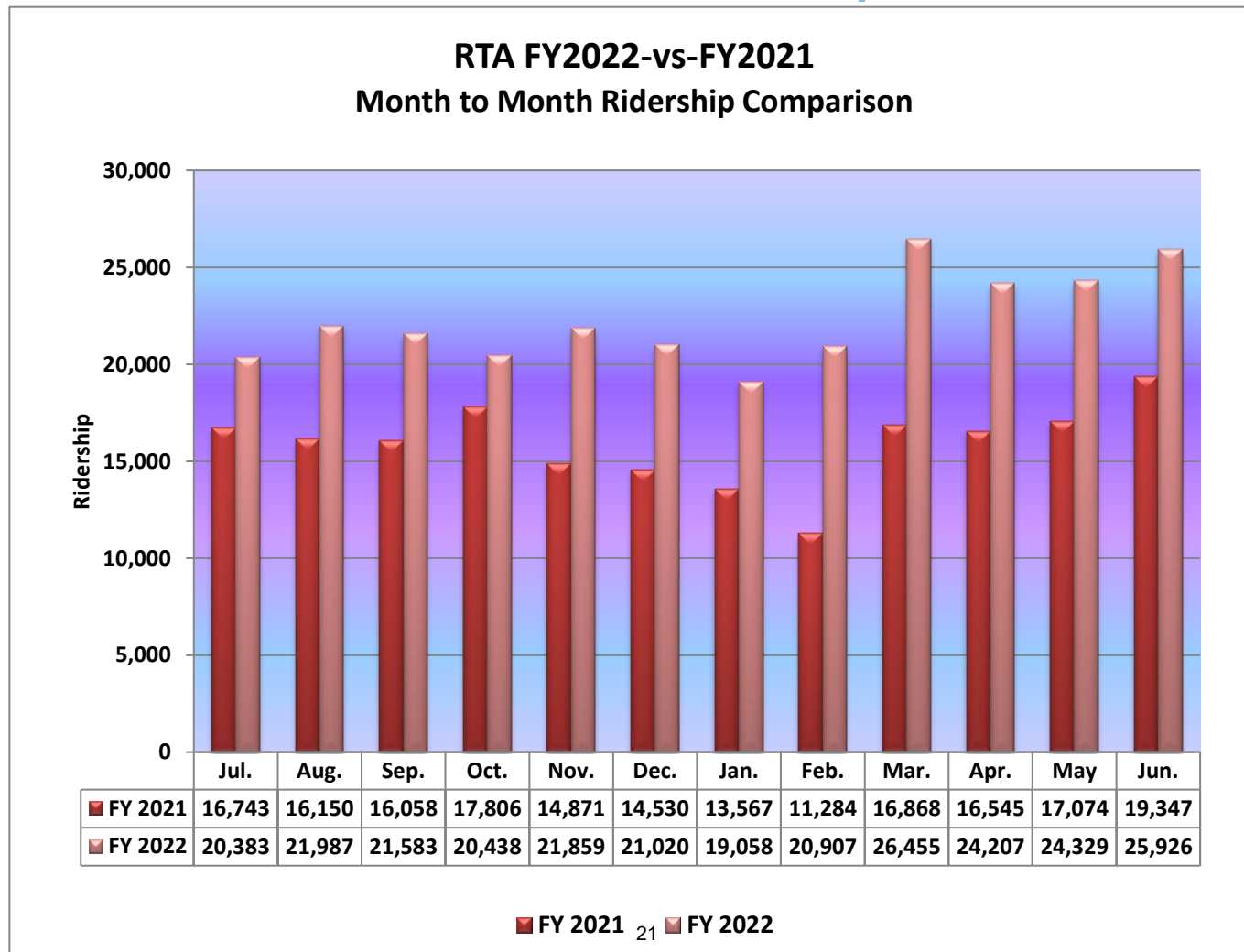
Total WeGo Star passengers divided by total WeGo Star customer complaints.



REGIONAL TRANSPORTATION AUTHORITY

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

	Month to Month Comparison			Fiscal Year Comparison		
	Jun-21	Jun-22	Percentage Change	FY 2021	FY 2022	Percentage Change
WeGo Star	4,590	7,696	67.7%	34,859	71,458	105.0%
Express Bus & Shuttle Services	6,382	9,848	54.3%	56,102	94,855	69.1%
RTA VanStar Vanpool Service	1,558	1,011	-35.1%	18,924	17,358	-8.3%
Total RTA Ridership	12,530	18,555	48.1%	109,885	183,671	67.1%





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

	Month to Month Comparison			Fiscal Year		
	Jun-21	Jun-22	Change	FY 2021	FY 2022	Change
MTA Local Bus Service	399,642	564,038	41.1%	4,122,240	6,010,540	45.8%
MTA Local Paratransit Service	24,526	28,302	15.4%	252,899	306,009	21.0%
RTA Regional Bus Service	6,382	9,848	54.3%	56,102	94,855	69.1%
RTA VanStar Vanpool Service	1,558	1,011	-35.1%	18,924	17,358	-8.3%
RTA Regional Rail Service	4,590	7,696	67.7%	34,859	71,458	105.0%
* RTA Special Events Rail Service	0	0	N/A	0	6,855	N/A
Subtotal RTA Rail Service	4,590	7,696	67.7%	34,859	78,313	124.7%
Subtotal MTA & RTA Bus & Rail Service	436,698	610,895	39.9%	4,485,024	6,507,075	45.1%
Williamson County VanStar Vanpool Service	6,817	7,371	8.1%	80,958	77,626	-4.1%
Murfreesboro ROVER Local Bus Service	8,775	9,965	13.6%	100,791	107,549	6.7%
Franklin Transit Local Bus Service	4,101	4,817	17.5%	41,960	69,624	65.9%
Clarksville Transit Local Bus Service	36,740	42,798	16.5%	436,734	467,235	7.0%
Total Area Ridership	493,131	675,846	37.1%	5,145,467	7,229,109	40.5%



REGIONAL TRANSPORTATION AUTHORITY ROUTE PERFORMANCE INDICATOR REPORT

For the Month of: **June-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)	1,738	65.4%	154	13	11.3
	Northwest Corridor (Routes 89 & 94)	2,108	16.5%	244	10	8.6
	South Corridor (Route 95)	941	69.9%	178	7	5.3
	Southeast Corridor (Routes 84 & 86)	2,306	96.9%	897	4	2.6
EXPRESS BUS ROUTE SERVICE						
84	Murfreesboro Express	1,807	135.9%	724	4	2.5
86	Smyrna - LaVergne Express	499	23.2%	173	3	2.9
87	Gallatin Express	1,738	65.4%	154	13	11.3
88	Dickson Express	308	111.0%	46	7	6.7
89	Springfield - Joelton Express	402	-6.3%	60	9	6.7
94	Clarksville Express	1,706	23.6%	184	10	9.3
95	Spring Hill Express	941	69.9%	178	7	5.3
	Express Bus Route Totals	7,401	56.4%	1,519	6	4.9
OTHER ROUTES						
64	Star Downtown Shuttle	250	N/A	70	1	3.6
93	WeGo Star West End Shuttle	2,197	33.1%	87	17	25.2
	RTA Bus Route Monthly Totals	9,848	54.3%	1,588	7	6.2
COMMUTER RAIL SERVICE						
90	WeGo Star Commuter Rail	7,696	67.7%	251	29	30.6
	RTA Commuter Rail and Bus Totals	17,544	59.9%	1,840	10	10