



REGIONAL TRANSPORTATION AUTHORITY
of Middle Tennessee

EXECUTIVE COMMITTEE MEETING

Wednesday, October 16, 2024 | 9:30 a.m.

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

-
1. **Call to Order**
 2. **Approval of the September 18, 2024 meeting minutes**
 3. **Public Comments**
 4. **Finance Committee Report – Mayor Ken Moore, Chair**
 - Monthly Financial Report Compared to Budget – Amanda Vandegrift, Deputy CEO of Finance & Administration **R-D-24-021 Pg. 5**
 - Acquisition Threshold & Manager Approval Increase Recommendations – Kim Hereford, Procurement Manager **R-A-24-017 Pg. 10**
 5. **Operations Committee Report – Mayor Rick Bell, Chair**
 - RTA Monthly Operating Statistics – Patrick Hester, Deputy COO of Asset & Infrastructure **R-D-24-022 Pg. 12**
 - 2025 WeGo Star Annual Track Maintenance Program – Patrick Hester, Deputy COO of Asset & Infrastructure **R-A-24-018 Pg. 20**
 - Adoption of RTA FY2025-2029 Capital Investment Plan – Felix Castrodad, Director of Planning & Grants **R-A-24-019 Pg. 21**
 - Endorsement of WeGo Star Future Direction Study Recommendations – Felix Castrodad, Director of Planning & Grants **R-D-24-020 Pg. 34**
 6. **CEO’s Report – CEO Steve Bland**
 7. **Chair’s Report – Mayor Randall Hutto, Chair**
 8. **Other Business**
 9. **Adjournment**



MINUTES
EXECUTIVE COMMITTEE MEETING
REGIONAL TRANSPORTATION AUTHORITY

September 18, 2024

- I. **Call to Order:** The regular meeting of the Regional Transportation Authority of Middle Tennessee (RTA) Executive Committee was held at the Greater Nashville Regional Council located at 44 Vantage Way., Nashville, TN 37228 on Wednesday, September 18, 2024. A quorum of the RTA Executive Committee was established, and the meeting was called to order at 9:30 a.m. by Board Chair Mayor Randall Hutto.

Executive Committee Members in Attendance:

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

Others Present:

Matthew White – City of Mt. Juliet (Alt.)
Jim Kerr – City of Murfreesboro (Alt.)
Mayor Mike Callis – City of Portland
Gerald Herman – City of White House (Alt.)
Mayor Jim Hagaman – City of Spring Hill
Ray Render – Congressman John Rose Office

Mayor Hutto introduced WeGo's new leadership team, featuring Debbie Frank as Deputy CEO of Growth & Development and Amanda Vandegrift as Deputy CEO of Finance and Administration. Both leaders shared their backgrounds and expressed enthusiasm for contributing to WeGo Public Transit.

Additionally, Mayor Hutto welcomed Mayor Hagaman of the City of Spring Hill, who shared his excitement about joining the RTA Board and advancing transportation initiatives in the south corridor of Williamson and Maury counties.

- II. **Approval of Minutes:** Mayor Bell motioned to approve the June 26, 2024, meeting minutes; Mayor Moore seconded the motion, and the Executive Committee unanimously approved it.
- III. **Public Comments:** The following members of the public left public comments:
- Lorie Adams

IV. Finance Committee Report: Mayor Moore presented the following for discussion and action:

- a. **Monthly Financial Report Compared to Budget (R-D-24-016):** Deputy CEO of Finance & Administration Vandegrift presented the Monthly Financials for the month of July 2024, compared to the budget and a balance sheet as of July 31, 2024, with the Executive Committee and was available for questions and there were no questions or further discussions.
- b. **Resolution of FY2025 Annual Grant Application (R-A-24-015):** Grants Administrator Billy Higgins presented the Resolution of FY2025 Annual Grant Application action item at the meeting.

Mayor Moore motioned to approve the Resolution of the FY2025 Annual Grant Application; Ed Cole seconded the motion, and the Executive Committee unanimously approved it.

V. Operations Committee Report: Committee Chair Mayor Rick Bell presented the following items for discussion and action:

- a. **Monthly Operating Statistics (R-D-24-017):** Chief Operating Officer Andy Burke reviewed the RTA Monthly Dashboard Report through the month of July 2024 with the Executive Committee and was available for questions.

Mr. Cole inquired about tracking work return rates, to which Mr. Burke responded and emphasized the need for a deeper analysis. He noted that hybrid and remote work models are likely to remain, and that RTA services will need to continue to adjust to meet changing demands, as we're doing with the partnership with Nashville SC from Rutherford County and Antioch.

CEO Bland added that we have received data from the Nashville Downtown Partnership relative to downtown employment, and how many employees are physically in their offices downtown. RTA ridership is tracking closely with that number. He further reported that additional evidence of the changing nature of travel has come in the Star Future Vision Plan, where Hatch found that the Star was carrying about 13% of all the trips that could be taken on the Star – a very strong mode share. We also see a significant drop in ridership on Mondays and Fridays compared to the middle of the week, reflecting the impact of work patterns on transit usage.

Ms. Rowan inquired about potential community impact partnerships. Mr. Burke mentioned that while discussions are still in the development stages, they currently have a partnership with the Nashville Soccer Club (NSC) and the Tennessee Titans, and the sales team is exploring additional opportunities. He encouraged anyone with suggestions to share their ideas. CEO Bland added that WeGo is also collaborating with the Tennessee Department of Transportation (TDOT) on their choice lane initiatives, highlighting ongoing efforts to enhance community partnerships.

- b. **Request to extend the Period of Exclusive Negotiations for Joint Development of Donelson Station (R-A-24-016):** Deputy CEO of Growth & Development Frank presented the following:

On June 13, 2022, RTA received an unsolicited proposal from H.G. Hill and Southeast Venture (HGH/SV) to lease land near the Donelson Station for a mixed-use development, including housing and retail, aimed at enhancing the station and generating long-term revenue. The project also includes a transit center for bus services to the airport. After following the necessary procedures, the RTA Board approved a 24-month exclusive negotiation period to develop a formal agreement with HGH/SV. Significant progress has been made, including securing nearly \$23 million in funding for infrastructure improvements. However, more time is needed to finalize designs and agreements.

Mayor Hagaman asked what Fifty Forward was. CEO Bland explained that it was a senior services-type facility for senior citizens. He said one of the issues that the developer is facing is, the land that Fifty Forward is on is donated land with a deed restriction that says that it be used for those type of services. Separate from RTA, our project can move independent of that. Discussions are underway

in regard to demolishing Fifty Forward's current facility and temporarily relocating them to an adjacent property owned by the developer, and then have Fifty Forward function on the new ground floor with senior housing up above.

Mayor O'Connell welcomed Ms. Frank to the team and highlighted her expertise in Transit-Oriented Development (TOD), which is crucial for creating vibrant, accessible spaces that promote public transit use. Secondly, he acknowledged the contributions of Mayors Hutto and Bell and the board in advancing the Hamilton Springs project in Wilson County several years ago, emphasizing the positive impact of the new Donelson Library for RTA passengers and the overall enhancement of local transit services. His mention of Congressman Rose and federal support underscores the importance of collaboration for funding these initiatives.

Mayor Moore asked for clarification on the financial aspects of the project, and Ms. Frank confirmed that the total financial package amounts to \$38 million, with \$15 million still pending approval or allocation.

The RTA staff recommended extending the exclusive negotiation period by an additional 12 months to ensure all aspects are properly addressed before presenting final terms to the Board for approval. An update will be provided at the October 7th joint meeting of the Finance and Operations Committees, with further discussions planned for October.

Mr. Cole motioned to approve the Request to Extend the Period of Exclusive Negotiations for Joint Development of Donelson Station; Mayor O'Connell seconded the motion, and the Executive Committee unanimously approved it.

c. WeGo Star Future Direction Study Recommendations Update (R-D-24-018): Director of Planning & Grants Felix Castrodad provided an update on the Star preferred option.

The Star Future Direction Study kicked off in 2023 to evaluate the most effective use of the line to meet current needs while building a consensus as to how to best position the Star to offer future enhanced service. The project was intended to evaluate options for the short, medium, and long-term investments predicated on a business case approach that considers funding availability and regional demand.

At the RTA Board's meeting in February 2024, Dave Genova, Hatch's Project Manager for the study, presented on the Star's strengths, the ridership trends over time, overall Star's performance on the corridor, and the challenges to make the Star more effective. A summary of the short- and long-term alternatives for the corridor was discussed and the Executive Committee was in favor of advancing the short-term alternatives for more detailed analysis and presented those to conduct public outreach.

During the month of July, RTA staff held public meetings in Davidson and Wilson counties to present the alternatives and gather feedback from the public on a Transit Plan preferred option for future implementation. The preferred short-term option includes service improvements like weekday evening service, weekend service, a mid-day bus option, mobility on demand around Wilson County stations, and additional capital enhancements to support the service. All of these improvements are within the Federal Railroad Administration's Positive Train Control implementation exemption.

The RTA East Corridor Committee is expected to meet on October 7th to discuss funding viability and next steps, and the plan will be presented to the RTA Board of Directors for adoption at its October 2024 meeting.

There was general discussion.

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

CEO Bland announced a Joint Committee meeting involving the Finance, Operations, and East Corridor committees would take place on October 7, 2024, at the Elizabeth Duff Transit Center at WeGo Central. He encouraged all interested parties to attend to learn more about the Star Future Vision Study and Donelson Station Joint Development projects and engage with the ongoing initiatives in the area.

- VII. Chair's Report:** Mayor Hutto echoed Mayor O'Connell's sentiments, recognizing Mayor Bell's family as a significant contributor to the success of Hamilton Springs. He expressed his appreciation for their involvement and impact on the community.
- VIII. Other Business:** There was no other business.
- IX. Adjournment:** With no further business, Mayor Hutto motioned to adjourn the meeting, and the meeting was adjourned at 10:30 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-24-021	Meeting Date:	10/16/2024
Item Title:	Monthly Financial Report Compared to Budget		

BACKGROUND:

Attached is a summary of the interim statement of operations for the month of August 2024 compared to the approved fiscal year (FY) 2025 budget. Revenues for August 2024 were 31% higher than anticipated and expenditures for August 2024 were 2% lower than anticipated.

This positive revenue variance was driven in part by the timing of receipts of partner revenues and federal funds. The next few monthly reports are anticipated to show positive variances compared to budget with all partner revenues expected to be collected by the end of October. Ridership on regional bus and commuter train services continued to trend higher in August with total passenger revenues collected in the fiscal year to-date coming in 37% higher than budgeted. Revenues were also significantly higher than budgeted for the special event revenues (163%), interest income (9%), and facility rentals (79%) line items.

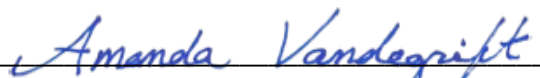
For expenses, one notable variance was in the Materials & Supplies category, where a single high-cost part was used to make repairs on a locomotive engine.

As of August 31, 2024, RTA owed Nashville MTA approximately \$262,957 for services provided. In turn, MTA owes RTA approximately \$46,547 for fares collected.

STATUS:

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

APPROVED:


Deputy CEO of Finance and Administration

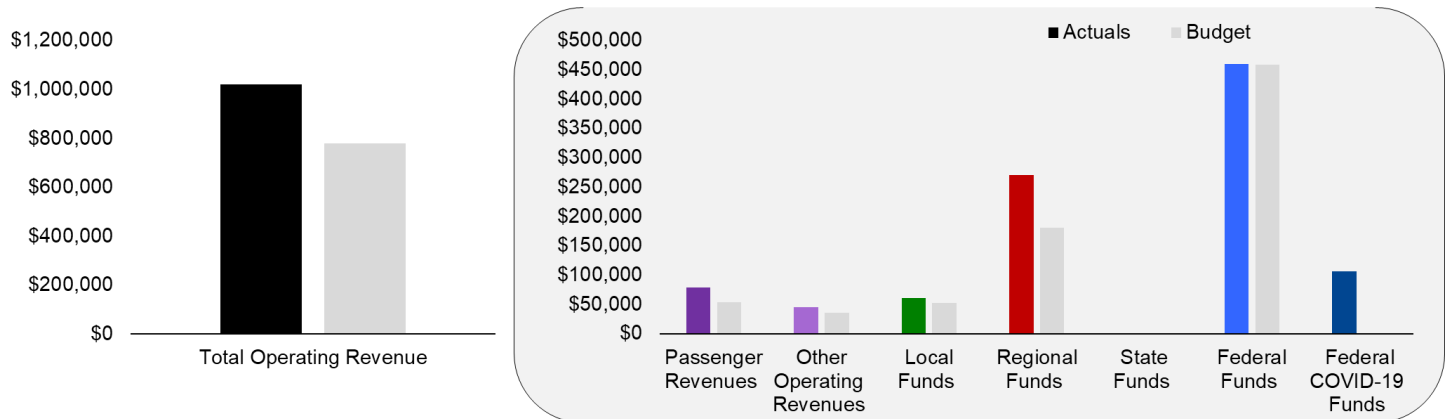
10/16/2024

Date

August 2024 Operating Revenue by Category:

	August 2024	Fiscal Year To Date	Approved FY 2025 Budget	% Budget To Date
Passenger Revenues (Budget)	53,100	115,308	691,616	17%
Passenger Revenues (Actuals)	78,732	157,807		23%
Other Operating Revenues (Budget)	34,890	69,780	420,890	17%
Other Operating Revenues (Actuals)	45,391	83,957		20%
Local Funds (Budget)	52,000	104,000	2,126,056	5%
Local Funds (Actuals)	60,046	113,395		5%
Regional Funds (Budget)	180,000	435,515	1,391,860	31%
Regional Funds (Actuals)	269,898	535,819		38%
State Funds (Budget)	-	-	663,400	-
State Funds (Actuals)	-	-		-
Federal Funds (Budget)	457,933	915,866	5,287,073	17%
Federal Funds (Actuals)	459,079	872,665		17%
Federal COVID-19 Funds (Budget)	-	-	300,000	-
Federal COVID-19 Funds (Actuals)	106,226	106,226		35%
Total Operating Revenues (Budget)	777,923	1,640,469	10,880,895	15%
Total Operating Revenues (Actuals)	1,019,372	1,869,869		17%

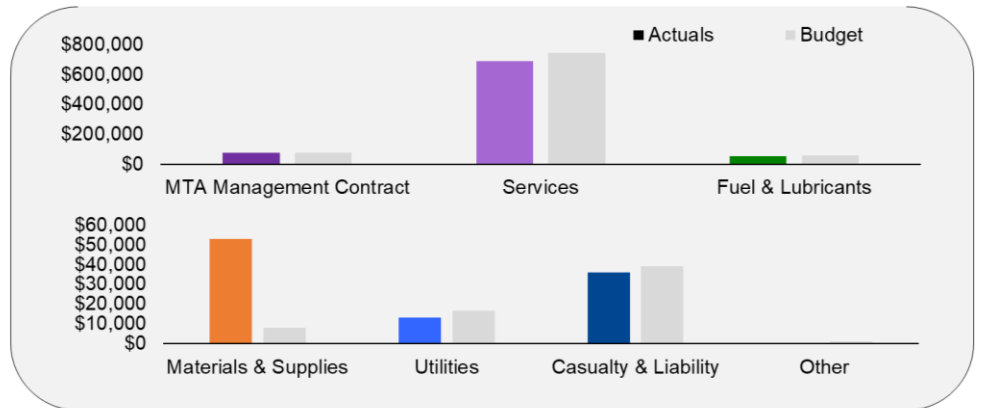
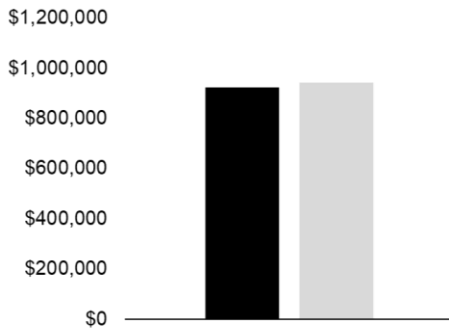
August 2024 Actual Operating Revenue



August 2024 Operating Expenses by Category:

	August 2024	Fiscal Year To Date	Approved FY 2025 Budget	% Budget To Date
MTA Management Contract (Budget)	75,350	150,700	904,200	17%
MTA Management Contract (Actuals)	75,350	150,700		17%
Services (Budget)	745,716	1,466,402	8,574,245	17%
Services (Actuals)	692,101	1,408,603		16%
Fuel & Lubricants (Budget)	56,050	112,090	640,700	17%
Fuel & Lubricants (Actuals)	53,725	100,313		16%
Materials & Supplies (Budget)	8,010	15,290	87,675	17%
Materials & Supplies (Actuals)	53,043	54,431		62%
Utilities (Budget)	16,570	33,220	191,975	17%
Utilities (Actuals)	13,252	28,605		15%
Casualty & Liability (Budget)	39,355	78,720	456,700	17%
Casualty & Liability (Actuals)	35,899	76,325		17%
Other (Budget)	1,138	14,271	25,400	56%
Other (Actuals)	-	12,056		47%
Total Operating Expenses (Budget)	942,189	1,870,693	10,880,895	17%
Total Operating Expenses (Actuals)	923,370	1,831,033		17%

August 2024 Actual Operating Expenses



Regional Transportation Authority
Statement of Operations Compared to Budget
For the Period Ending August 2024
UNAUDITED

	Month Actual	Month Budget	Month Var. [F/(U)]	Prior Y-T-D	Current Y-T-D	Budget Y-T-D	Y-T-D Var. [F/(U)]	Annual Budget
REVENUES								
Fare Revenues - Bus	31,576	26,740	4,836	43,628	66,905	53,480	13,425	308,724
Fare Revenues - Train	34,256	26,360	7,896	60,944	66,952	52,728	14,224	304,392
Fare Revenues - Special Events	12,900	-	12,900	12,206	23,950	9,100	14,850	78,500
Advertising Revenue	-	-	-	-	-	-	-	-
Other Non-Transportation Revenue	105,287	54,890	50,397	85,176	256,433	199,780	56,653	630,647
Total Operating Revenue	184,019	107,990	76,029	201,953	414,240	315,088	99,152	1,322,263
Local Operating Assistance	60,046	52,000	8,046	-	113,395	104,000	9,395	2,126,056
Regional Operating Subsidies	210,002	160,000	50,002	357,501	363,343	305,515	57,828	1,182,103
State Operating Assistance	-	-	-	-	-	-	-	663,400
Total Operating Assistance	270,048	212,000	58,048	357,501	476,738	409,515	67,223	3,971,559
CMAQ Operating Revenues	236,973	262,263	(25,291)	476,941	478,827	524,526	(45,700)	3,027,963
Total CMAQ Revenue	236,973	262,263	(25,291)	476,941	478,827	524,526	(45,700)	3,027,963
Capital Operating Reimbursement	222,107	195,670	26,437	376,196	393,838	391,340	2,498	2,259,110
CARES Act Operating Reimbursement	106,226	-	106,226	532,374	106,226	-	106,226	300,000
American Rescue Plan OPS Reimbursement	-	-	-	-	-	-	-	-
TOTAL CAPITAL OPERATING REVENUES	328,333	195,670	132,663	908,570	500,064	391,340	108,724	2,559,110
Total Revenue	1,019,372	777,923	241,449	1,944,966	1,869,869	1,640,469	229,400	10,880,895
Labor & Fringes	75,350	75,350	-	143,480	150,700	150,700	-	904,200
Services	744,414	752,216	7,802	1,331,561	1,462,305	1,479,402	17,097	8,649,245
Fuel & Lubricants	53,725	56,050	2,325	94,222	100,313	112,090	11,777	640,700
Parts, Materials & Supplies	729	1,510	781	386	729	2,290	1,561	12,675
Utilities	13,252	16,570	3,318	27,512	28,605	33,220	4,615	191,975
Casualty & Liabilities	35,899	39,355	3,456	73,604	76,325	78,720	2,395	456,700
Other Miscellaneous Expenses	-	1,138	1,138	14,961	12,056	14,271	2,215	25,400
Total Expenses	923,370	942,189	18,819	1,685,726	1,831,033	1,870,693	39,660	10,880,895
Surplus/(Deficit) before GASB 33	96,002	(164,266)	260,268	259,240	38,836	(230,224)	269,060	-
CARES Act Capital Reimbursement	20,557	-	20,557	149,192	20,557	-	20,557	-
Capital Asset Purchases	29,544	-	29,544	42,918	29,544	-	29,544	-
Depreciation	(354,734)	-	(354,734)	(692,663)	(709,467)	-	(709,467)	-
(Loss)Gain on Sales	-	-	-	-	-	-	-	-
Surplus/(DEFICIT)	(208,630)	(164,266)	(44,364)	(241,313)	(620,530)	(230,224)	(390,306)	-

**Metropolitan Transit Authority
Summary Comparative Balance Sheet
For the Period Ending August 2024
Unaudited**

	This Month August	Fiscal YE 2024 June
ASSETS		
CURRENT ASSETS		
Cash and Equivalents	1,752,778	2,943,748
Investment Accounts	7,062,007	7,061,210
Receivables from Federal, State, and Local Gov't	1,188,120	576,573
Accounts Receivable	129,801	59,321
Inventory - parts	328,808	379,143
Prepaid Expenses and Other	353,610	68,483
TOTAL CURRENT ASSETS	10,815,124	11,088,478
PROPERTY AND EQUIPMENT		
Land	3,382,052	3,382,052
Buildings, Shelters, and Benches	19,407,308	19,407,308
Revenue Equipment and Parts	30,584,535	30,584,535
Office Furniture and Equipment	651,158	651,158
Guideway Improvements	9,481,818	9,481,818
Work in Progress	1,438,788	1,388,686
	64,945,659	64,895,557
Less Accum Depreciation and Amortization	(27,775,715)	(27,066,248)
TOTAL PROPERTY AND EQUIPMENT, NET	37,169,944	37,829,309
TOTAL ASSETS	47,985,068	48,917,787
LIABILITIES		
CURRENT LIABILITIES		
Accounts Payable	651,514	945,134
Accrued Expenses	17,996	26,896
Deferred Revenue	6,029,888	6,039,558
Notes Payable	-	-
TOTAL CURRENT LIABILITIES	6,699,398	7,011,588
Federal Govt Capital Grants	13,790,310	13,790,310
INVESTED IN CAPITAL ASSETS	13,790,310	13,790,310
NET ASSETS		
Unrestricted	28,115,890	30,378,874
Current Year Surplus(Deficit)	(620,530)	(2,262,985)
TOTAL NET ASSETS	27,495,360	28,115,889
TOTAL LIABILITIES AND NET ASSETS	47,985,068	48,917,787

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivables	\$129,801	\$0	\$0	\$0	\$129,801
	100.0%	0.0%	0.0%	0.0%	100%
Accounts Payable	\$651,514	\$0	\$0	\$0	\$651,514
	100.0%	0.0%	0.0%	0.0%	100%

Regional Transportation Authority of Middle Tennessee

Board Action Item

Item Number:	R-A-24-000	Meeting Date:	10/16/2024
Item Title:	Acquisition Threshold and Manager Approval Increase Recommendations		

Acquisition Threshold and Manager Approval Increase Recommendations

An increase in acquisition threshold and manager approval levels is recommended to address recent cost escalation, prepare for future growth, and better align WeGo Public Transit’s procurement policy with Federal Transit Administration (FTA) standards.

Aligning procurement thresholds with the FTA standards offers several benefits:

1. **Streamlined Processes:** Increasing thresholds reduces administrative burden, allows for faster decision-making, and reduces delays in acquiring necessary goods or services.
2. **Cost Efficiency:** Adjusting the thresholds to reflect recent cost growth would allow smaller purchases to be made quickly and cost-effectively.
3. **FTA Compliance:** Although FTA allows recipients to develop their policy, aligning with federal standards ensures compliance with FTA guidelines.
4. **Market Responsiveness:** Adjusting thresholds helps the agency remain competitive in the current market.
5. **Improved Resource Allocation:** Higher thresholds free up resources, enabling staff to focus on larger procurements rather than smaller, lower-risk transactions.

This approach ultimately enhances operational efficiency and helps the agency better respond to evolving market conditions. The table below compares the thresholds for each procurement category across the Current, Revised, and FTA guidelines.

Procurement Category	Current Thresholds (\$)	Revised Thresholds (\$)	FTA Thresholds (\$)
Micro Procurements	\$0 - \$5,000	\$0 - \$10,000	\$0 - \$10,000
Small Procurements	\$5,000.01 - \$149,000	\$10,000.01 - \$250,000	\$10,000.01 - \$250,000
Formal Procurement	Over \$149,001	Over \$250,000.00	Over \$250,000.00
Emergency	Any	None	Any
Sole Source	Any	None	Any

Procurement Policy Revisions **(highlighted in yellow)**

ALL REQUIRED SUPPORTING DOCUMENTATION MUST BE INCLUDED. **ITEMS WITHOUT SUFFICIENT DOCUMENTATION WILL BE RETURNED.**

REQUIRED REQUISITION INFORMATION INCLUDES:

ACCOUNT AND DEPARTMENT CODES REGARDLESS OF GRANT INFORMATION

FAIR & REASONABLE SELECTION CHECKED ON REQUISITION FOR PURCHASES LESS THAN \$10,000.00

COMPLETE THE ICE AND PRICE ANALYSIS SECTION ON REQUISITION FOR PURCHASES OF \$10,000.01 TO \$250,000.00

DEFINED APPROVAL LEVELS		
VALUE/PROCUREMENT TYPE	REQUIRED SIGNATURE	REQUIRED DOCUMENTATION
Up to \$10,000.00 Micro Procurements	MANAGERS	<ul style="list-style-type: none"> Signed (Grant or Standard) Requisition Fair & Reasonable Selection (On Requisition) One quote
\$10,000.01 to \$250,000.00 Small Procurements	MANAGER (UP TO \$25,000) DEPARTMENT HEAD \$150,000.00	<ul style="list-style-type: none"> Signed Requisition ICE and Price Analysis Completed (On Requisition) Two quotes
Up To \$150,000.00 Emergency	SENIOR STAFF	<ul style="list-style-type: none"> Signed Requisition Note "EMERGENCY" on Requisition Fill out Emergency form
Over \$250,000.01 Formal Procurement	SENIOR STAFF (UP TO \$200,000)	<ul style="list-style-type: none"> Signed Requisition ICE & Price Analysis (On Requisition) Cost Form & Contract Signature Page
	CEO (UP TO \$300,000)	
	BOARD APPROVAL (OVER \$300,000)	<ul style="list-style-type: none"> Signed Requisition Approved Board Item Cost Form & Contract Signature Page
Sole Source up to \$25,000.00	SENIOR STAFF	<ul style="list-style-type: none"> Sole Source Justification approved by the Procurement Manager Signed Sole Source Form Completed & Signed Requisition Approved Board Item Cost Form & Contract Signature Page
Sole Source up to \$150,000.00	CEO	
Sole Source greater than \$150,000.00	BOARD APPROVAL	
<p align="center">ALL GRANT REQUISITIONS WILL REQUIRE A SIGNATURE FROM THE CAPITAL GRANTS MANAGER.</p> <p align="center">ALL <u>BLANKET GRANT REQUISITIONS</u> WILL REQUIRE A PROGRESS PAYMENT FORM.</p>		
<p align="center">ALL INVOICES MUST BE SIGNED AND DATED. INVOICES WITHOUT REQUISITIONS (BLANKET COPIES OR ORIGINAL REQUISITIONS) WILL BE RETURNED.</p> <p align="center">ALL INVOICES USING GRANT FUNDS WILL REQUIRE A PROGRESS PAYMENT FORM</p>		

RECOMMENDATION:

We recommend that the Board approve increasing the threshold for Micro Procurements to \$10,000, Small Procurements to \$250,000, and raising the Manager’s approval authority to \$25,000.

APPROVED:

Board Secretary

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-24-022	Meeting Date:	10/16/2024
Item Title:	Monthly Operating Statistics		

BACKGROUND:

Attached are the monthly operating statistics for August 2024.

This was another solid month for RTA operations, with no accidents and very little missed service. On-time performance even improved from last year, albeit slightly.

There was an uptick in complaints as it relates to passenger pass-ups. At times, operators may miss a passenger due to an obstruction, poor lighting, or other areas of opportunity that our operators and customers report to the agency. This is an anomaly in our standard reports and has been reviewed by staff to ensure there are no underlying concerns in performance or shelters or areas that need attention to better serve our customers.

The contract between RTA and Gray Line for the operation of regional express commuter service is on its final year as it has exhausted all optional extension years. Staff are currently developing a Request for Proposals (RFP) to be issued in the next few months. The requirements are being carefully drafted to ensure that responders have a clear understanding of the RTAs current and emerging needs for express bus service, including the potential provision of non-commuter-based services as we potentially look at alternative solutions to fulfill customers transportation needs in the surrounding counties.

CURRENT STATUS:

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

APPROVED:



Chief Operating Officer

10/16/2024

Date

RTA Monthly Dashboard Report *

Metric	August 2024	August 2023	Pct. Change
Ridership			
			% Change
Total RTA Bus Passengers	13,717	12,960	5.8%
WeGo Star Passengers	10,195	9,130	11.7%
Total RTA Passengers	23,912	22,090	8.2%
Percentage of Pre-Pandemic Ridership	40.1%	37.1%	3.1%
Safety			
RTA Bus Total Accidents	0	0	N/A
WeGo Star Total Accidents	0	1	-100.0%
RTA Bus Total Miles btwn Accidents	N/A	N/A	N/A
WGS Total Miles btwn Accidents	N/A	7,277	N/A
Service Quality			
RTA Bus Total Trip Completion %	99.76%	99.77%	-0.01%
WeGo Star Total Trip Completion %	100.00%	100.00%	0.00%
RTA Bus Total Miles btwn Service Interruption	12,587.3	12,994.5	-3.1%
WGS Total Miles btwn Service Interruption	N/A	N/A	N/A
On-Time Performance ^			
RTA Bus	80.3%	78.8%	1.5%
WeGo Star	100.0%	100.0%	0.0%
Customer Care			
RTA Bus Total Passengers per Complaint	920	1,052	-12.6%
WeGo Star Passengers per Complaint	5,098	1,141	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	FY2025 August	FY2024 August	Pct. Change
Ridership			
Total RTA Bus Passengers	26,058	22,835	12.4%
WeGo Star Passengers	20,321	16,468	19.0%
Total RTA Passengers	46,379	39,303	15.3%
Percentage of Pre-Pandemic Ridership	41.6%	35.3%	6.3%
Safety			
RTA Bus Total Accidents	3	1	100.0%
WeGo Star Total Accidents	0	1	-100.0%
RTA Bus Total Miles btwn Accidents	33,502	97,123	-65.5%
WGS Total Miles btwn Accidents	N/A	13,605	N/A
Service Quality			
RTA Bus Total Trip Completion %	99.82%	99.81%	0.01%
WeGo Star Total Trip Completion %	100.00%	100.00%	0.00%
RTA Bus Total Miles btwn Service Interruption	16,751.0	15,440.8	8.5%
WGS Total Miles btwn Service Interruption	N/A	N/A	N/A
On-Time Performance ^			
RTA Bus	82.1%	80.3%	1.8%
WeGo Star	100.0%	100.0%	0.0%
Customer Care			
RTA Bus Total Passengers per Complaint	2,808	1,076	161.0%
WeGo Star Passengers per Complaint	3,387	1,176	187.9%

* 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 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

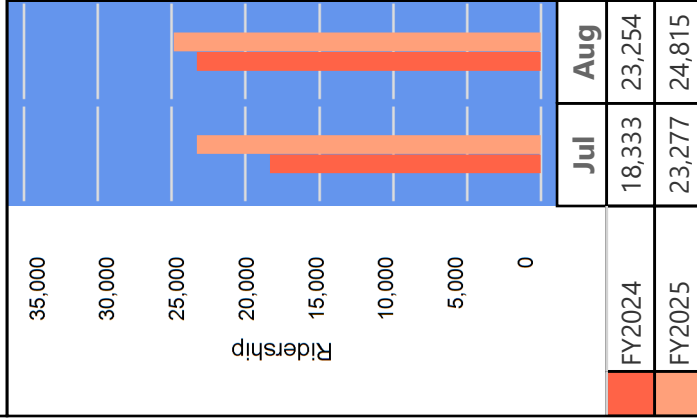
Metric	Definitions
On-Time Performance	
RTA Bus OTP	MTA operated RTA routes - OTP is the Percentage of total scheduled fixed route timepoint departures occurring between 59 seconds early and 5 minutes 59 seconds late obtained from AVL data. Gray Line operated routes - OTP is the Percentage of total scheduled 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 - FY2025 - vs - FY2024

	Month to Month Comparison			Fiscal Year Comparison		
	Aug 23	Aug 24	Percentage Change	FY2024	FY2025	Percentage Change
WeGo Star	9,130	10,195	11.7%	16,468	20,321	23.4%
Express Bus & Shuttle Services	12,960	13,717	5.8%	22,835	26,058	14.1%
RTA VanStar Vanpool Service	1,164	903	-22.4%	2,284	1,713	-25.0%
Total RTA Ridership	23,254	24,815	6.7%	41,587	48,092	15.6%

**RTA FY2025 -vs- FY2024
Month to Month Ridership Comparison**



Prepared By: WeGo Service Quality Department
09/30/24



**NASHVILLE AND REGIONAL TRANSPORTATION AUTHORITY
FISCAL YEAR & MONTH TO MONTH RIDERSHIP COMPARISON - FY 2025 -vs- 2024**

	Month to Month Comparison			Fiscal Year		Change
	Aug-23	Aug-24	Change	FY 2023	FY 2025	
MTA Local Bus Service	726,093	799,228	10.1%	1,356,317	1,495,373	10.3%
MTA Local Paratransit Service	34,321	33,947	-1.1%	64,023	67,412	5.3%
RTA Regional Bus Service	12,696	13,717	8.0%	22,387	25,710	14.8%
RTA VanStar Vanpool Service	1,164	903	-22.4%	2,284	1,713	-25.0%
RTA Regional Rail Service	9,130	10,195	11.7%	16,468	20,321	23.4%
* RTA Special Events Rail Service	257	1,354	426.8%	1,403	2,437	73.7%
Subtotal RTA Rail Service	9,387	11,549	23.0%	17,871	22,758	27.3%
Subtotal MTA & RTA Bus & Rail Service	783,661	859,344	9.7%	1,462,882	1,612,966	10.3%
Williamson County VanStar Vanpool Service	7,280	5,968	-18.0%	13,103	12,017	-8.3%
Murfreesboro ROVER Local Bus Service	9,340	10,092	8.1%	17,706	20,072	13.4%
Franklin Transit Local Bus Service	5,472	6,483	18.5%	9,351	11,974	28.1%
Clarksville Transit Local Bus Service	46,390	43,731	-5.7%	87,844	83,663	-4.8%
Total Area Ridership	852,143	925,618	8.6%	1,590,886	1,740,692	9.4%



REGIONAL TRANSPORTATION AUTHORITY ROUTE PERFORMANCE INDICATOR REPORT

For the Month of: August 24

Average Passengers

Rte. No.	Route Name	Monthly Ridership	Ridership Change vs Last Year	Revenue Hours Of Service	Per Trip	Per Hour
CORRIDOR SERVICE COMPARISONS - COMMUTER BUS SERVICE						
	North Corridor (Route 87)	2,332	33.7%	206	13	11.3
	Northwest Corridor (Routes 89 & 94)	2,737	12.4%	362	9	7.6
	South Corridor (Route 95)	1,186	4.7%	249	7	4.8
	Southeast Corridor (Route 84 & 86)	3,588	2.3%	945	5	3.8
EXPRESS BUS ROUTE SERVICE						
84	Murfreesboro Express	2,130	-12.1%	768	4	2.8
86	Smyrna - LaVergne	1,458	34.1%	177	9	8.2
87	Gallatin - Hendersonville	2,332	33.7%	206	13	11.3
88	Dickson	671	52.5%	103	8	6.5
89	Springfield - Joelton	469	1.1%	122	5	3.8
94	Clarksville	2,268	15.0%	240	10	9.5
95	Spring Hill - Franklin	1,186	4.7%	249	7	4.8
	Express Bus Route Totals	10,514	13.5%	1,865	7	5.6
OTHER ROUTES						
64	Star Downtown Shuttle	451	22.9%	54	3	8.3
93	Star West End Shuttle	2,752	-17.4%	87	20	31.5
	RTA Bus Route Monthly Totals	13,717	5.8%	2,006	8	6.8
COMMUTER RAIL SERVICE						
90	WeGo Star Commuter Rail	10,195	11.7%	251	39	40.6
	RTA Commuter Rail and Bus Total	23,912	8.2%	2,257	12	10.6

Regional Transportation Authority

of Middle Tennessee

Board Action Item

Item Number:	R-A-24-018	Meeting Date:	10/16/2024
Item Title:	2025 WeGo Star Annual Track Maintenance Program		

BACKGROUND:

Annual routine maintenance and rehabilitation work is required to ensure the safety and quality of the WeGo Star service and compliance with Federal Railroad Administration (FRA) requirements for commuter rail operations. The labor and materials routinely include track, ties, ballast, bridges, overall upkeep of at-grade crossings, and signal improvements on the Nashville and Eastern Railroad (NER) corridor. The railroad has identified critical areas along the corridor where the Star operates daily. To maintain the corridor in a "state of good repair," these efforts need to be completed within the 2025 fiscal year. As a requirement of the tri-party agreement between the Regional Transportation Authority of Middle Tennessee (RTA), Nashville and Eastern Railroad Authority (NERA), and Nashville and Eastern Railroad Corporation (NERC), the railroad is to perform regular maintenance and repair of the track and infrastructure associated with the rail passenger corridor. Based on the railroad's annual assessment of conditions, RTA reviews and evaluates the request for repairs and associated capital costs prior to issuing approval of the work.

The successful completion of this project provides the ability to ensure the continued safe, reliable, and effective service delivery to our customers by our operating personnel. RTA has engaged the engineering services of HOR, Inc., the RTA's Engineering On-Call consultant. HDR has conducted site visits at all corridor locations and confirmed that the proposed track and rehabilitation work is necessary to maintain the Star in a "state of good repair." Based on these observational visits and market research, HDR has concluded that the estimated project schedule and construction cost are within reasonable range for all quoted services. Upon execution, this project includes replacing defective wooden ties in various locations throughout the corridor. Surfacing and added ballast are also requirements to improve ride quality along the rail line. Undercutting is scoped to enhance the stability and drainage of the track. In addition, a crossing will be rehabilitated to include new rail, ties, fasteners, and asphalt paving. Once approved, the expected project completion is in the Spring of 2025. HDR, Inc. will audit the work performed to ensure compliance with standards and the scope of work.

RECOMMENDATION:

The RTA staff is requesting that the Operations Committee recommend to the Board of Directors the delegation of authority to the Chief Executive Officer to release capital funding to address this year's track maintenance and rehabilitation needs, as outlined in the Tri-Party Agreement among RTA, NERA, and NERC. The total budget for the proposed capital project is set at \$1,124,949.00. RTA will cover 90% of the costs, amounting to \$1,012,454.10, sourced from Federal, State, and local funding. RJ Corman will contribute the remaining 10%, totaling \$112,494.90, in accordance with the terms established in the Tri-Party Agreement.

APPROVED:

Board Secretary

10/16/2024

Date

Regional Transportation Authority

of Middle Tennessee

Board Action Item

Item Number:	R-A-24-019	Meeting Date:	10/16/2024
Item Title:	Adoption of RTA FY2025-2029 Capital Investment Plan		

BACKGROUND:

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

Staff is presenting a recommended Capital Investment Plan for the period of FY2025-2029. Overall, investments totaling \$22,752,495 are recommended in Year One of the plan (FY2025), with a total project investment recommendation of \$157,353,277 over the life of the plan. Projects identified in Year One have access to full funding.

The plan shows significant deficits in FYs 2027, 2028, and 2029. This is due to (1) with respect to revenue, we only show those sources that we are reasonably certain of receiving year after year (i.e.: formula funds, basic match, etc.), and (2) we are programming several significant enhancement projects, particularly with respect to the WeGo Star enhancements and park-and-ride expansion on the RTA bus network. To advance, these projects the RTA will need to secure supplemental funding sources not yet identified.

RECOMMENDATION:

Staff recommends that the RTA Executive Committee adopts the attached FY2025-2029 Capital Investment Plan.

APPROVED:

Board Secretary

10/16/2024

Date

FY 2025-2029 RTA Proposed Capital Investment Plan

October 16, 2024

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

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

The capital plan provides planned projects for a 5-year horizon – FY2025 through FY2029. Projects listed for FY2025 generally (1) have been thoroughly scoped and (2) have identified funding sources associated with them. Once approved in the Capital Plan, RTA Board Members can expect to see them reported in a "project delivery" phase, such as design or procurement.

Projects listed for FY2026 and beyond are more conceptual in nature and most will likely require more detailed scoping and the identification of specific funding sources. In the case of "State of Good Repair" projects, these are drawn from our existing fleet plan, as well as recent experience with respect to facility capital maintenance projects and ongoing regulatory requirements. Projects under "Business Improvement" and "nMotion Service Expansion/Service Improvement" are listed to facilitate discussion of RTA priorities among members. Once adopted into the FY2025 Capital Plan, staff will work with funding partners (Federal Transit Administration, Tennessee Department of Transportation, Greater Nashville Regional Council, Metro Nashville, and other local partners) to identify the best matches for outside discretionary funding. Funds described in later sections of this document that might be applied include Congestion Mitigation and Air Quality (CMAQ) funds, Federal Surface Transportation Block Grant Program (STBG) funds, and State Improve Act funds, as well as several smaller sources. In particular, the identified projects of the "WeGo Star Service Enhancement Program" and "Park and Rides Development" are large enough in scope and expense to mandate the identification of additional funding sources.

This plan is broadly broken down into the following sections:

A – RTA Capital Funding Sources and Amounts – Describes the typical funding sources for RTA capital projects.

B – Capital Funding Strategy – Broadly describes a ranking process that management uses in advancing capital projects for recommendation to the Board for inclusion. This process is consistent with Federal Transit Administration Asset Management Requirements.

C – Capital Funding Look Ahead – A snapshot of where the RTA stands with respect to likely available funds compared to project needs.

D – Project Plan Budget – A listing of proposed projects, scheduled years, and budgets.

E – Project Descriptions – A brief description of each project in the project plan budget.

A. RTA Capital Funding Sources and Amounts

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

1. Federal 5307 – Urbanized Area Formula Grant

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

At this time, RTA can reasonably predict that it will receive approximately \$3 million in total capital needs in 5307 funds, including state/local match annually. RTA typically transfers approximately \$2.8 million to the operations budget for Rail Capital Costs of Contracting, though the specific amount for this transfer is included as part of the annual operating budget process. Through the prior agreement of the RTA Board, some Section 5307 bus capital funds are flexed to finance contractor operation-related expenses on the Dickson County commuter service due to the ineligibility of this service for ongoing CMAQ support as is available in the other bus corridors.

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

Eligible activities include, but are not limited to:

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

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

The 5337 federal formula funding is provided to the Region based on reported and audited rail ridership data. RTA is the only regional provider eligible for 5337 funds. As with 5307 funding, these are typically "80%" funds, meaning that 80% of the financing shown is federal money while 10% of the money comes from the State and 10% comes from local sources. Funding under this program may only be allocated to projects for WeGo Star. Bus projects are not eligible.

At this time, the Region can reasonably predict that annually, it will receive approximately \$4.1 million in total capital needs in 5337 funds and state/local match annually.

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

3. Federal 5339 – Bus and Bus Facilities Grant

The 5339 federal formula funding is provided to the Region based on reported bus ridership data. FTA provides

5339 funding to states and transit agencies through a statutory formula for capital projects to replace, rehabilitate, and purchase buses, vans, and related equipment, as well as to construct bus-related facilities. Through annual agreements with regional partners, funding can be split among MTA, RTA, and the Franklin Transit Authority. As with 5307 funding, these are typically "80%" funds, meaning that 80% of the funding shown is federal money while 10% of the money comes from the State and 10% comes from local sources.

At this time, the Region can reasonably predict that annually, it will receive approximately \$1.5 million in total capital needs in 5339 funds and state/local match annually. As MTA provides the greatest share of bus service in Middle Tennessee, the portion of these funds that would be fairly shared with RTA and the Franklin Transit Authority requires significant paperwork for limited revenue to those agencies. By mutual agreement, MTA receives the full allocation of regional 5339 funding.

4. Federal Congestion Mitigation and Air Quality (CMAQ)

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

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

CMAQ funds also support the operation of commuter bus services in the Williamson, Rutherford, Sumner, Robertson, and Montgomery County corridors. This is an anomaly, as CMAQ funding to support service operations is generally limited to no more than five sequential years. Due to specific language in the MAP-21 - Moving Ahead for Progress in the 21st Century Federal Transportation Reauthorization Bill, service initiated with Federal Fiscal Year 2012 funds may renew their CMAQ eligibility continually. As a critical part of the operating budget, RTA intends to continue to apply for funding as part of future calls for projects. WeGo Star service and the Dickson County corridor are not eligible for this funding.

5. Federal Surface Transportation Block Grant Program (STBG)

These are funds that are managed and allocated by the MPO. These are Federal Highway Administration (FHWA) funds, and RTA can apply for them for use in capital projects, engineering, planning studies, and similar activities. These funds are also typically 80% federal and require a state and/or local match. They are allocated through the MPO's Regional Transportation Plan development process.

RTA does not have a current strategy for requesting these funds and cannot reasonably include this as an ongoing and stable funding source. Like CMAQ, as the Board approves each subsequent capital plan, staff will work with TDOT and regional leadership at the MPO to evaluate the best candidate projects for STBG funding. A previous example of an RTA project using these funds is the WeGo Star Hamilton Springs Station in Lebanon.

6. Other Infrastructure Investment and Jobs Act (IIJA) Programs

The Infrastructure Investment and Jobs Act (IIJA) Program, aka Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021. The law authorizes \$1.2 trillion for transportation and infrastructure spending, with \$550 billion of that figure going toward "new" investments and programs. Funding from the IIJA is expansive in its reach, offering unprecedented opportunities for local governments and communities to secure competitive federal grants and modernize America's infrastructure. For example, the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program and the Rail Vehicle Replacement Program are two of many potential

opportunities available where RTA projects like quiet zone improvement at railroad crossings could be eligible for funding. RTA cannot reasonably include these competitive discretionary grant programs as stable funding sources, but it can monitor and apply for these discretionary opportunities when projects align with a particular program objective.

7. State IMPROVE ACT Transit Investment Grant Program

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

RTA reviews "shovel ready" projects in its capital budget to submit IMPROVE Act applications each year. In recent years, requests have focused on regional park-and-ride facility expansion. IMPROVE Act funds began to become available following the passage of this funding bill in 2017. Since that time, funding has increased incrementally, reaching a peak of \$21 million statewide in FY2023, available for competitive capital projects.

8. State Grant Match

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

9. Transportation Modernization Act

The Transportation Modernization Act was signed into law on April 17, 2023, and invests \$3.3 billion to help provide the State with innovative tools to address traffic congestion, especially in our urban areas. Among other provisions, it provides for the use of public-private partnerships to develop "choice lane" facilities associated with the expansion of existing roadway capacity in congested areas. The legislation includes provisions to allow for the free use of these choice lanes by public transportation vehicles. RTA has had a conversation with TDOT about the utilization of choice lanes for regional bus service and will continue to monitor these partnership opportunities to advance transit priority measures that can benefit transit capacity in the longer term.

10. Local Capital Funding and Grant Match

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

11. Other

When projects deemed to be an RTA priority cannot be funded through traditional formula sources, a dialogue is initiated with potential outside funding partners (i.e., TDOT, GNRC, etc.) to identify other potential sources of funds. Other sources include grants from other federal, State, or local entities. A recent example is the Carbon Reduction Program, authorized in the Bipartisan Infrastructure Law (BIL), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. Most of those grants, at a minimum, will require a local match to be provided by regional partners. RTA continuously reviews opportunities to apply for grants to support capital projects.

B. RTA Capital Funding Strategy

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

categorized in the following order of priority.

1. Safety / Regulatory Projects

Completing projects required for safety or by law/regulation is at the top of RTA's priority list. Capital projects for FY25 in this category include a mandatory rail audit by the Federal Railroad Administration (FRA) to ensure that the rail service provider (TSG) complies with FRA's rules and regulations.

2. Rail Service Capital Cost of Contracting

RTA transfers Federal 5307 capital dollars for the cost of contracting rail services. The amount transferred annually is reviewed to balance the needs of system maintenance and system capital projects. This has historically been funded at under \$2.2 million. For FY2026, this amount is projected to increase to \$2.3 million and increase to \$2.5 million in FY2029 to maintain existing service.

3. State of Good Repair

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

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

4. Business Improvements

In order to increase staff efficiency and improve business processes, RTA will review and upgrade or implement strategic process improvements to streamline business efforts and increase the effective use of existing resources.

5. nMotion Service Expansion/Improvements

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

- Improvements to the WeGo Star Rail Infrastructure to support the future expansion of service to increase the number of daily trips;
- Development of Purpose-Built Park-and-Ride facilities; and
- Planning and Project Development Support for emerging nMotion initiatives.

C. RTA Capital Funding Look Ahead

The table below illustrates the reasonably predicted sources and amounts of funds available to the RTA for capital projects for FY2025 through FY2029. In addition to recurring sources, RTA has access to carryover funds from prior project years. These funds generally become available through reprogramming of project funds for projects that could not be completed, projects coming in under budget, etc. RTA will carry approximately \$ 35.5 million of total funding into FY2025 capital projects. In recent years, we have expended funds for key State of Good Repair projects like the replacement of passenger cars on the WeGo Star, track and infrastructure upgrades, and the rehabilitation of our four locomotives. Staff also secured discretionary awards for specific projects: Park & Ride facilities, Donelson Station Transit Center, and Real-Time Technology for the WeGo Star.

RTA has approximately \$22.8 million in identified project capital needs for FY2025 and known funding in the amount of \$70.9 million, including \$35.5 million in prior-year funding. Although this appears to be high, you will note that the annual capital budget has a structural deficit and that carryover funds decline toward the end of the five years of the proposed program until the overall program is in deficit in years 3, 4, and 5 (FYs 2027, 2028,

and 2029). RTA is assuming Metro matching funds against federal and State funding will be awarded. If these matching funds do not materialize, the adverse effects on the system will be significant. For instance, if we cannot match our Federal formula funds, RTA will lose access to Section 5307 formula funding. Apart from scheduled capital projects, the operating budget depends on \$2.5 million of these funds for the capital cost of contracting. Once the Metro Capital Spending Plan is approved and adopted, RTA will need to review the capital budget and modify our spending plan based on local funding levels. RTA will also actively seek additional Regional and State funding to support capital needs. Comparing funds available to projects programmed, Metro's Capital Spending Plan will need to include approximately a minimum of \$1.3 million annually to match reasonably projected State and Federal formula funds, with additional match required for discretionary programs. We will continue to assume that each local jurisdiction will provide any required local match for capital projects explicitly located within its boundaries.

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

Table 1. Expected Revenues

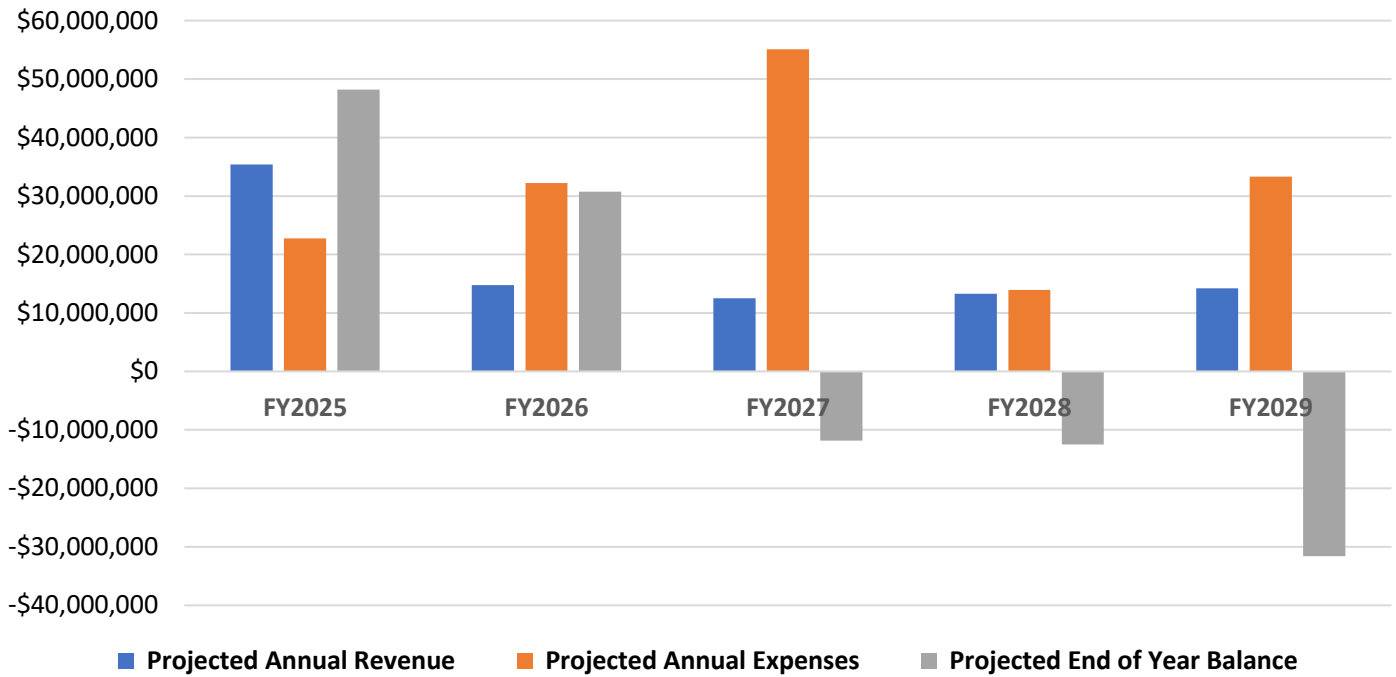
Funding Source	Prior Year Balance Remaining	FY2025	FY2026	FY2027	FY2028	FY2029	Total
Prior Year Carryover		\$ 35,516,883	\$ 48,178,115	\$ 30,743,499	\$ (11,850,425)	\$ (12,516,838)	
Section 5303 - TDOT Planning Award	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 240,000
Section 5307 - Urbanized Area Formula	\$ 7,795,287	\$ 2,925,000	\$ 2,400,000	\$ 2,880,000	\$ 3,456,000	\$ 4,147,200	\$ 23,603,487
Section 5337 - State of Good Repair for Fixed Guideway	\$ 7,759,994	\$ 4,125,627	\$ 4,139,167	\$ 4,142,321	\$ 4,183,744	\$ 4,225,582	\$ 28,576,435
Section 5339 - Discretionary Bus Facility	\$ -	\$ 10,000,000	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000
Congressional Directed Spending	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000
Congestion Mitigation/Air Quality (CMAQ)	\$ 1,280,000	\$ 2,160,000	\$ -	\$ -	\$ -	\$ -	\$ 3,440,000
Carbon Reduction Program and CMAQ for bus service	\$ 8,858,225	\$ 1,120,355	\$ 279,815	\$ -	\$ -	\$ -	\$ 10,258,395
Improve Act	\$ 3,800,000	\$ 5,000,000	\$ 5,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 22,800,000
State Match	\$ 1,974,410	\$ 881,328	\$ 817,396	\$ 877,790	\$ 954,968	\$ 1,046,598	\$ 6,552,490
Metro & Partner Match	\$ 5,708,966	\$ 6,201,417	\$ 2,137,350	\$ 1,627,790	\$ 1,704,968	\$ 1,796,598	\$ 19,177,089
Total	\$ 37,416,883	\$ 70,930,610	\$ 62,951,842	\$ 43,271,400	\$ 1,449,255	\$ 1,699,139	\$ 127,647,896
Less Funds Committed to Ongoing Projects	\$ 1,900,000	\$ 22,752,495	\$ 32,208,343	\$ 55,121,826	\$ 13,966,093	\$ 33,304,520	\$ 157,353,277
Funds Available for Ensuing Year	\$ 35,516,883	\$ 48,178,115	\$ 30,743,499	\$ (11,850,425)	\$ (12,516,838)	\$ (31,605,381)	

Historically, the RTA has been successful in gaining access to both sources for regional projects. These figures assume that Metro will continue to provide the minimum local match required to receive available State and federal funds, but the most significant risk to the program is the availability of regional partners' funding, as described above.

You will note from the chart below that we project the overall 5-year plan to have a funding gap of approximately \$31.6 million or 31.5% of the overall recommended program expenditure. As described earlier, several projects (park-and-ride development and the WeGo Star Enhancement Program) will be dependent on the identification of additional funding sources to advance beyond the conceptual/design phase. These projects make up \$72.2 million, or 45.9% of the plan. Funding we reasonably expect to receive on an ongoing basis will be sufficient to cover all other projects. In the event program funding does fall short, the first priority will need to go to Safety and Regulatory Projects and State of Good Repair Projects. RTA will need to seek out discretionary funding for future large capital projects and work with regional partners to find the match required for those projects.

Figure 1.

FY2025-2029 Annual Capital Funding Projections



The next two charts provide an overview of recommended project funding. The first chart illustrates the recommended distribution among major project categories in FY2025, and the second represents the recommended distribution among major project categories for the 5-year span of the plan – FY2025 through FY2029.

Figure 2.

FY2025 Proposed Project List \$22,752,495

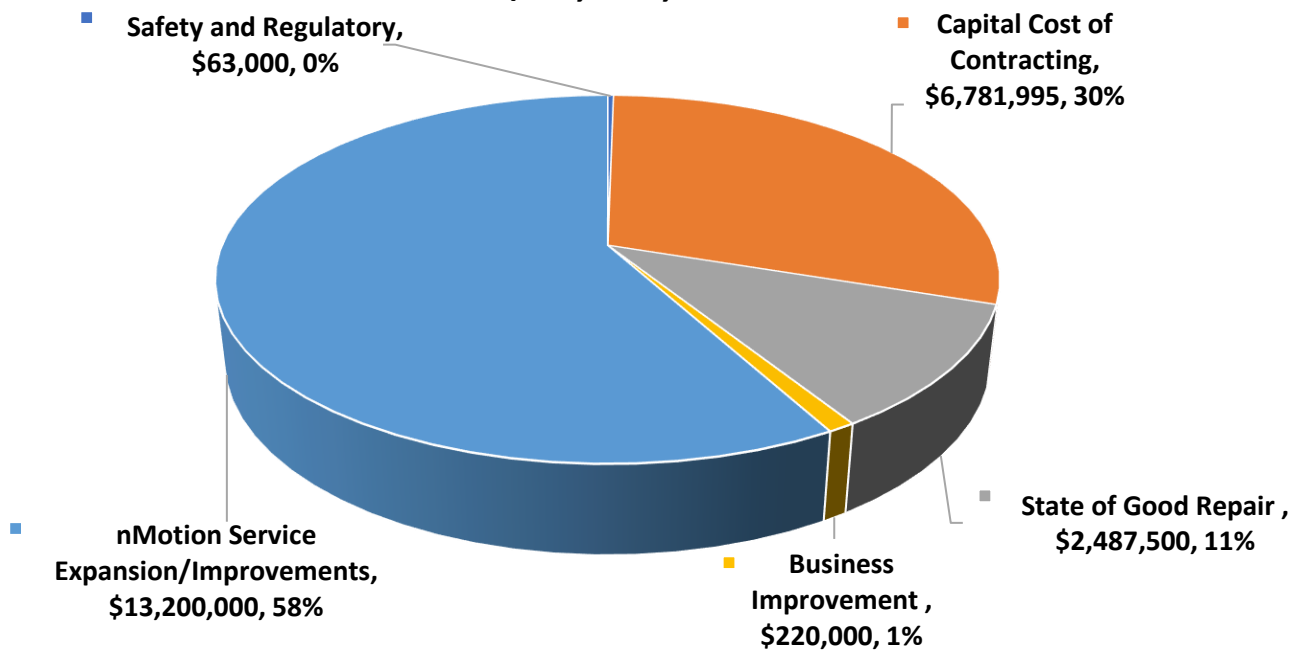
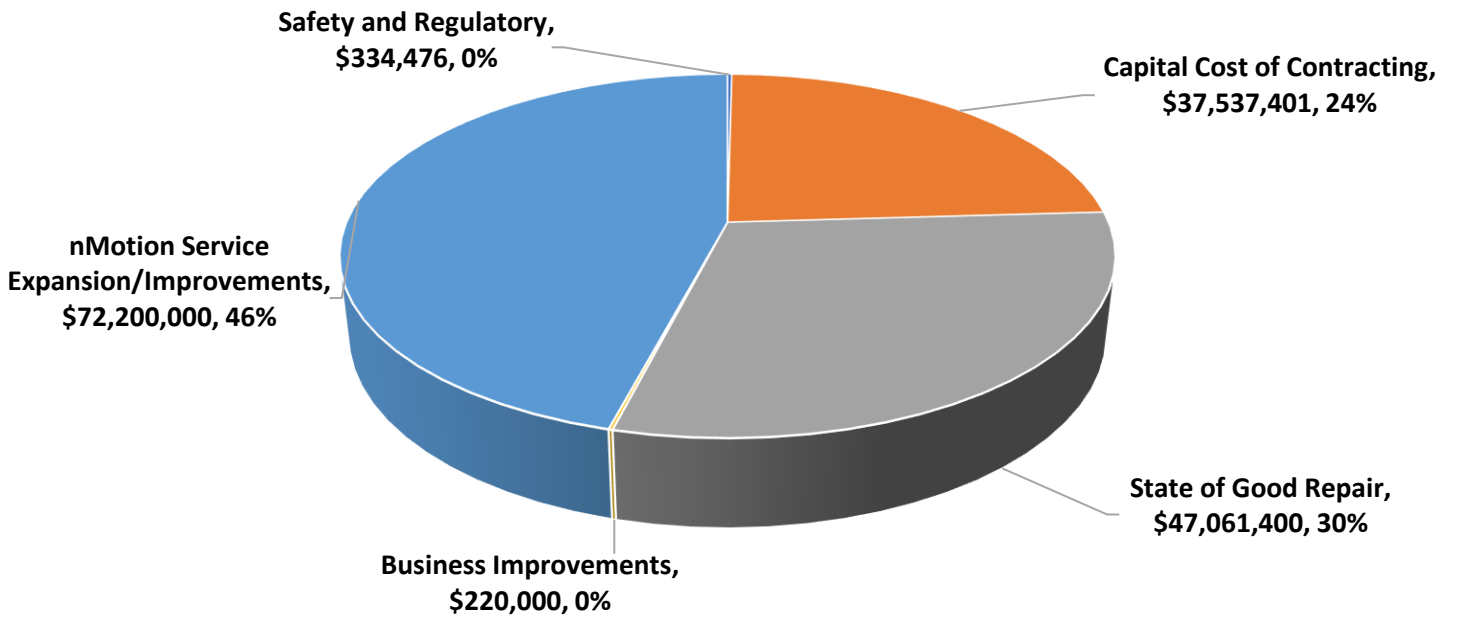


Figure 3.

FY2025-2029 RTA Proposed Project List \$157,353,277



D. Project Plan Budget

The recommended detailed project plan budget tables are as follows:

Table 2. Project Details

Summary Project Amounts							
	Program Year	Program Year	Program Year	Program Year	Program Year	Program Year	5-Year
	FY2025	FY2026	FY2027	FY2028	FY2029	FY2029	Total
1 - Safety and Regulatory Projects							
A. Annual FRA Track Audit	\$ 63,000	\$ 64,890	\$ 66,837	\$ 68,842	\$ 70,907	\$ 70,907	\$ 334,476
Total Safety and Regulatory -	\$ 63,000	\$ 64,890	\$ 66,837	\$ 68,842	\$ 70,907	\$ 70,907	\$ 334,476
2 - Capital Cost of Contracting							
A. Annual Rail Capital Cost of Contracting	\$ 2,535,298	\$ 2,876,131	\$ 2,964,214	\$ 2,964,214	\$ 3,135,779	\$ 3,135,779	\$ 14,475,635
B. Bus Service Capital Cost of Contracting (Dickson)	\$ 461,744	\$ 502,502	\$ 524,174	\$ 544,886	\$ 572,130	\$ 572,130	\$ 2,605,436
C. Bus Service Capital Cost of Contracting -other Regional Routes	\$ 3,784,954	\$ 3,932,120	\$ 4,041,001	\$ 4,243,051	\$ 4,455,204	\$ 4,455,204	\$ 20,456,330
Total Capital Cost of Contracting -	\$ 6,781,995	\$ 7,310,753	\$ 7,529,389	\$ 7,752,151	\$ 8,163,113	\$ 8,163,113	\$ 37,537,401
3 - State of Good Repair Projects							
Rolling Stock (Revenue)							
A. 45' Over the Road Clean Diesel Coach Replacement Fixed Route	\$ -	\$ -	\$ 6,270,000	\$ -	\$ 6,583,500	\$ 6,583,500	\$ 12,853,500
B. Spare Parts for Passenger Rail Cars	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000	\$ 200,000	\$ 400,000
Total Revenue Vehicle Replacement -	\$ -	\$ -	\$ 6,270,000	\$ 200,000	\$ 6,783,500	\$ 6,783,500	\$ 13,253,500
Equipment							
C. IT/Hardware Replacement	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000
Total Equipment -	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000
Facilities							
D. WeGo Star Rail Track Infrastructure	\$ 1,237,500	\$ 832,700	\$ 1,095,600	\$ 445,100	\$ 100,000	\$ 100,000	\$ 3,710,900
F. WeGo Star Stations Capital Maintenance/Upgrade	\$ 1,175,000	\$ 525,000	\$ 420,000	\$ 900,000	\$ 420,000	\$ 420,000	\$ 3,440,000
Total Facilities -	\$ 2,462,500	\$ 1,407,700	\$ 14,055,600	\$ 1,745,100	\$ 14,087,000	\$ 14,087,000	\$ 33,757,900
4 - Business Improvements							
A. Fare Payment Validation Enhancements	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
B. Automated Passenger Counting System	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,000
Total Business Improvements -	\$ 220,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 220,000
5 - nMotion Service Expansion/ Improvements							
A. WeGo Star Service Enhancement Program							
1. Realtime Tracking and Customer Information	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
2. Donelson Station Transit Center	\$ 6,000,000	\$ 12,000,000	\$ 18,000,000	\$ -	\$ -	\$ -	\$ 36,000,000
3. Planning, Engineering and Environmental	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
4. Track Infrastructure/Crossing Improvements	\$ -	\$ 4,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 9,000,000
5. Additional Train Set	\$ -	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000
B. Park and Ride Development - Regional Bus	\$ 4,200,000	\$ 6,200,000	\$ 4,200,000	\$ 4,200,000	\$ 4,200,000	\$ 4,200,000	\$ 23,000,000
Total nMotion Expansion/Service Improvements	\$ 13,200,000	\$ 23,400,000	\$ 27,200,000	\$ 4,200,000	\$ 4,200,000	\$ 4,200,000	\$ 72,200,000
Grand Total, All Projects -	\$ 22,752,495	\$ 32,208,343	\$ 55,121,826	\$ 13,966,093	\$ 33,304,520	\$ 33,304,520	\$ 157,353,277

E. Project Descriptions

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

Safety and Regulatory Projects

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

- 1. Annual FRA Track Audit** – Audit services serve as a 3rd party oversight function to ensure the serviceprovider, Transit Solutions Group (TSG), complies with the Federal Railroad Administration's (FRA) rules & regulations and RTA's Operations & Maintenance contract. Beyond FRA compliance, this level of oversight is necessary as a condition of our Federal Transit Administration funding to assure continuing control over Federally funded assets.

Capital Cost of Contracting

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

- 2. **Annual Rail Capital Cost of Contracting** - Annual transfer of capital funds to rail operational budget for Cost of Contracting expenses. This is the estimated amount needed as currently calculated by Finance.
- 3. **Bus Service Capital Cost of Contracting** – Through the adoption of this capital plan and the FY2025 Annual Operating Budget, the RTA Board formalizes the "informal agreement" to allocate 5307 Federal formula funds specifically to Dickson County Corridor bus service. Among all RTA Regional Bus corridors, Dickson County is the only corridor that is not eligible for the special exception to the 3-year limitation on CMAQ funding for the operation of commuter bus service. In the interest of preserving a comprehensive regional network, the RTA Board agreed to apply system-wide resources to this purpose. Adopting this capital plan and the RTA operating budget would extend this practice through (at least) FY2028.

State of Good Repair Projects

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

- 4. **45' Over the Road Clean Diesel Coach – Fixed Route** - Procure a total of 10 new, RTA-owned buses to replace buses leased from Gray Line and those operated by the Metropolitan Transit Authority that will have exceeded their useful lives. The advantages are (1) a reduction in long-term operating costs due to the elimination of the bus leasing portion of the 3rd party contract and (2) the ability to acquire vehicles in the RTA "brand" paint scheme for enhanced visibility and marketing opportunities. Annual bus replacement is to bring the fleet into a state of good repair according to the fleet management plan and in accordance with goals established in the RTA Transit Asset Management Plan for existing service levels. The fleet replacement schedule is as follows:

	FY2025	FY2026	FY2027	FY2028	FY2029
45' Over the Road Clean Diesel Coach	-	-	10	-	10

- 5. **Spare Parts for Passenger Rail Cars** – This project entails building up an inventory of spare parts for the WeGo Star Budd passenger cars. Building a spare part inventory is essential for maintaining the service operating properly, reducing potential costs, and avoiding extensive delays in case of equipment breakdowns.
- 6. **Information Technology Hardware Replacement** - This project will support Board and on-street hardware and software related to the fare collection system, video surveillance, 800Mhz voice, Ultra High-Frequency data, onboard routers, automated passenger counters, Computer-Aided Dispatch/Automatic Vehicle Locator, Wi-Fi hardware, station hardware includes video surveillance and network equipment.
- 7. **WeGo Star Rail Infrastructure** – This project is to ensure the safety and ride quality of the WeGo Star operating service in compliance with Federal Railroad Administration requirements for commuter rail operations. The annual request is consistent with the annual rail audit and the Tri-Party Agreement,

which includes annual maintenance and rehabilitation of the STAR corridor. Labor and materials routinely include track, ties, ballast, switches, bridges, and overall upkeep of the at-grade crossings.

8. **WeGo Star Stations Capital Maintenance and Upgrades** – Provides capital repairs to all rail stops and Park and Ride facilities as needed. This can include power and lighting, shelters, glass, parking lot/asphalt sealing, irrigation, storm sewer, plumbing, sidewalks, fencing, vandalism repair, painting, locksmith, hazardous waste services, etc.

Business Improvement

Business Improvement Projects are generally larger-scale planning, software, or technology projects that provide a measurable enhancement to efficiency or customer service. These projects will also include routine, periodic updates to Authority planning efforts as required. FY 2025 projects include automated passenger counting equipment and fare payment validation enhancements for rail service.

nMotion Service Expansion/Service Improvement

9. **WeGo Star Service Enhancement Program** – This project originally stems from a previous capital project request for a phased approach to enhancements as outlined in the HDR report for potential Star enhancements. In 2020, HDR presented a phased approach to enhancements of the WeGo Star Commuter Rail Line targeted at:
 - a. Generally increasing the number of trips provided daily.
 - b. Extending all trips to the end of the line in Lebanon.
 - c. A proposed extension will be accommodated to serve a new end-of-line station at the Wilson County Expo Center.

With the onset of the pandemic and associated issues, including changing commute patterns due to hybrid and remote office environments, reverse commuting, station area development as we have seen around Mt. Juliet, Hamilton Springs, and Donelson Stations, and changing trends in local development, staff conducted additional analytic work with the assistance of consulting firm Hatch through the WeGo Star Future Direction study. The study examined future service models, financial models, and project development for the Star through a business case approach, but also with an eye toward transferrable information to other aspects of RTA operations, including regional bus service.

The Hatch consultants outlined a sequenced series of projects in a preferred scenario that could, in the short-term, provide weeknight train service, expansion of service to Saturdays, mid-day regional bus service, microtransit connections around Wilson County stations, and track modifications at Martha Station allowing extension of all trips to Lebanon. Longer-term installation and maintenance of Positive Train Control would need to be undertaken.

The capital plan proposes some initial investments in FY 2025 for real-time tracking to provide location information and estimated time of arrival for customers and supervisors, including Automated Passenger Counters (APC) equipment on each rail car. Programming in the out years is largely a placeholder for resulting alternatives from the planning phase of the project and is subject to recommendations from the future direction study. Beyond early-stage engineering (which would be funded from existing formula rail funds), new funding sources would need to be identified to advance these projects. Beyond the projects identified in the preferred option developed by Hatch, the programmed investments illustrate larger, longer-term investments to undertake a full-blown expansion of Star capacity, including positive train control, track improvements, and others.

10. Real-Time Tracking and Customer Information – Provide real-time/next arrival displays and other detailed information for customers at WeGo Star train stations.

11. Donelson Station Joint Development - In October 2022, the Executive Committee of the RTA authorized a period of exclusive negotiation between the RTA and the development partnership of HG Hill and Southeast Ventures, running through October 2024 for the redevelopment of the WeGo Star Donelson Station. The period of exclusive negotiation was extended for another year by the RTA Board at their September 2024 meeting. During the period of exclusive negotiation, the parties will develop an overall joint development agreement expressly addressing the overall project, as well as the responsibilities and rights of both parties. The development agreement will need to be approved by the Federal Transit Administration in accordance with their Joint Development regulations. This project will entail a long-term lease with the developer to generate future revenue for the authority.

12. Regional Bus Park-and-Ride Development – As identified in nMotion, the RTA has a need for the development of purpose-built and conveniently located park-and-ride (PnR) facilities specifically designed to reduce overall travel times for commuters and to serve multiple modes of transportation. Currently, most RTA PnR lots are at local businesses or community organizations, often at no cost to RTA and without any formal long-term agreement. While this has been a low-cost approach to providing PnR facilities, there have been many instances in recent years when property owners have asked RTA to stop using PnR lots with little advance notice. In these situations, RTA had to find alternative PnR sites for riders quickly, and in each case, ridership on the route was negatively impacted by the change. In many instances, no alternative could be found. Developing purpose-built PnR lots will give RTA long-term control of the sites, clarify maintenance responsibilities, and allow additional amenities as appropriate. To pursue the development of new PnR lots, \$2.2 million is being proposed for FY2025, and \$4.2 million annually after that will help advance different project elements such as any land acquisition needed, planning, development, or construction as specific partnerships and opportunities arise. RTA is currently finalizing negotiations for the purchase of property next to Murfreesboro Transit's new center for the development of a park-and-ride facility that will enhance commuter access as well as connectivity between regional and local services. Additionally, coordination with the City of Franklin is ensuing for a new facility. RTA was successful in securing CMAQ and IMPROVE Act funding previously for the development of regional PnR facilities and will continue to pursue discretionary funding opportunities to improve locations across the Region.

Regional Transportation Authority

of Middle Tennessee

Board Action Item

Item Number:	R-A-24-020	Meeting Date:	10/16/2024
Item Title:	Endorsement of WeGo Star Future Direction Study Recommendations		

BACKGROUND:

The Star Future Direction Study kicked off in 2023 to evaluate the most effective use of the line to meet current needs while building a consensus as to how to best position the Star to offer future enhanced service. The project was intended to evaluate options for short, medium, and long-term investments predicated on a “business case approach” that considers funding availability and regional demand. Staff was assisted by Hatch consulting which led the analysis of several areas including the Star’s passenger market, both current and future potential, the regional freight market to understand how passenger and freight use of the infrastructure can work in synergy, financial analysis to consider how it can maximize the opportunity for grant-related funding while also generating sufficient revenue to fund operating and certain capital needs, and scenario planning to envision how regional changes may affect demand for Star service.

The study analyzed the Star’s strengths, the ridership trends overtime, overall Star’s performance on the corridor, and the challenges to make the Star more effective. This analysis led to the development of short- and long-term alternatives for the corridor that were discussed with the RTA Board in February 2024 and approved for additional refinement and further presentation to the public for engagement. At the RTA Board’s meeting in September 2024, staff provided a project update with project recommendations including a preferred option for service and capital improvements. The preferred option includes:

- Weekday morning and afternoon peak service and evening service
- Saturday day and evening service
- Sunday special event service
- All trips serving the full length of the corridor between Riverfront and Lebanon stations.
- A mid-day regional bus option with two round trips
- Mobility on demand (microtransit) around Wilson County stations
- Capital improvements including:
 - A new passing siding around Martha Station
 - New yard track in Lebanon
 - Required Maintenance of Way capital projects
 - An additional train set.
- Additional crews to support extra service.

All these improvements are within the Federal Railroad Administration’s (FRA) Positive Train Control implementation exemption limiting passenger trips to 12 trips per day. The recommendations were presented to the public in July at meetings in Davidson and Wilson counties generating positive feedback and general support.

The project team maintained regular communications with the rail operator, RJ Corman, throughout the project to address any concerns, understand additional needs for freight, and make sure that proposed improvements did not adversely impact freight service. Additionally, updates were provided to the Nashville and Eastern Rail Authority who voted to support the preferred option recommendations at their July 2024 meeting. The RTA East

Corridor Committee met on October 7, 2024, to discuss funding needs, potential scenarios, and identify partnerships for collaboration to help move forward with recommendations in the future.

RECOMMENDATION:

Staff recommends that the RTA Executive Committee endorse the WeGo Star Future Direction study preferred option. Staff and corridor partners will work together toward implementation including funding identification for advancement of improvements in the future.

APPROVED:

Board Secretary

10/16/2024

Date