



REGIONAL TRANSPORTATION AUTHORITY
Of Middle Tennessee

EXECUTIVE COMMITTEE MEETING

Wednesday, September 21, 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 August 17, 2022 Minutes**
 3. **Public Comments**
 4. **Finance Committee Report – City of Franklin Mayor Ken Moore, Chair**
 - **Monthly Financial Report Compared to Budget – Ed Oliphant, CFO** **R-D-22-027** **Pg. 5**
 - **Resolution of FY2023 Annual Grant Applications – Billy Higgins, Capital Grants Administrator** **R-A-22-020** **Pg. 8**
 - **Adoption of RTA FY2023-2027 Capital Investment Plan – Felix Castrodad, Director of Planning & Grants** **R-A-22-021** **Pg. 12**
 5. **Operations Committee Report – Mayor Rick Bell, Chair**
 - **RTA Monthly Operating Statistics – Andy Burke, COO** **R-D-22-028** **Pg. 25**
 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
August 17, 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 9:33 a.m. by Chair, Mayor Randall Hutto.

Executive Committee Members in Attendance:

Mayor Randall Hutto – Wilson County
Mayor Paige Brown – City of Gallatin
Mayor Ken Moore – City of Franklin
Mayor Rick Bell – City of Lebanon
Mayor Billy Vogle – Robertson County
Mayor Anthony Holt/Mayor John Isbell – Sumner County
Ed Cole – Davidson County (Gov. Appt.)

Others Present:

Mayor Jamie Clary – City of Hendersonville
Andy Barlow – City of Mt. Juliet (Alt.)
Jim Kerr – City of Murfreesboro (Alt.)
Mayor Mike Callis – City of Portland
Gerald Herman – City of White House (Alt.)
Diana Alarcon – Davidson County (Alt.)
Mayor Jim Durrett/Mayor Wes Golden – Montgomery County
Mayor Bill Ketron – Rutherford County
Ed Elam – Rutherford County (Alt.)
Mayor Rogers Anderson – Williamson County
Ray Render - Congressman John Rose Office - 6th District, TN
Derrick Free – Gray Line of TN

II. **Approval of Minutes:**

Mayor Ken Moore made a motion to approve the June 15, 2022, MTA Board minutes; the motion was seconded by Mayor Rick Bell and unanimously approved by the Executive Committee.

III. **Public Comments:**

Ms. Jessica Dauphin's comments were as follows:

- Ms. Jessica Dauphin, President of the Transit Alliance of Middle Tennessee said that she is supporting the efforts of the board to figure out how to meet the new, post-COVID demand for transit around the region in this new work from home environment.

- Jessica Dauphin said the Transit Citizen Leadership Academy scheduling is underway; TCLA 24 starts on Wednesday, September 7, 2022, and will be held in person at 500 11th Avenue N., Ste 200, Nashville, TN 37203, with a graduation ceremony to be held on October 19, 2022. She thanked members of the board for supporting the work of Transit Alliance and stated that if anybody knew of individuals that wants to be a part of the Leadership Academy to direct them to their website to sign up.

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

a. Monthly Financial Report Compared to Budget (R-D-22-024): The Monthly Financial Report Compared to Budget for the month of June 22 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. Debt Obligation Notification (R-D-22-025): Chief Financial Officer Ed Oliphant presented the following:

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.

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.

c. Real Estate Brokerage Services (R-A-22-019): Chief Development Officer Trey Walker presented the following:

Staff requested 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.

Mayor Ken Moore made a motion to approve the Real Estate Brokerage Service action item; the motion was seconded by Board Secretary Ed Cole and unanimously approved by the Executive Committee.

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

- a. **Monthly Operating Statistics (R-D-22-026):** Chair Bell asked Chief Operating Officer Andy Burke to review the RTA Monthly Dashboard Report through the month of June 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 are pleased to say that the RFP got widespread attention, and we received 7 proposals from some very qualified consulting teams. While we had hoped to have a recommendation to you by now, the volume and comprehensiveness of the proposals has pushed this back. We will be scheduling interviews in the next month, and I think it's now reasonable to expect we'll be making a recommendation at the October meeting.
2. We finished some minor lot improvements at Lebanon and Martha Stations over the past few months. We will be doing some cosmetic upgrades to the glass in the shelters at both stations in the coming months.
3. Our capital plan includes the installation of video surveillance cameras at our Star park and ride lots. We have conducted sitework to identify camera locations and are currently soliciting bids for the installation of conduit to connect the cameras and central communications. The cameras have been ordered from our vendor.
4. The Star operated special event service for the 4th of July Fireworks and Music City Grand Prix. Ridership to the Fireworks was 700 while ridership to the Grand Prix was 79. Once again, this year, the Tennessee Titans will be partnering with us to have the Titans Express Trains run to all 8 of the regular season Titans home games.
5. Following completion of the rehabilitation of all 4 of our locomotives, we had sent Unit 120 out for repairs to accident damage that had occurred in a crossing accident shortly after its rehab was completed. Those repairs are now complete, and the locomotive is on its way back to Nashville.
6. In June, we received an unsolicited proposal in accordance with the RTA Board adopted policy for such things. The proposal was from a joint venture comprised of HG Hill and Southeast Venture to undertake a joint development of the Donelson Station with RTA. Following internal review, we found the proposal to have significant merit, and will be publishing our receipt of the proposal in our newspapers of record tomorrow to see if there are any other interested parties in accordance with the regulations that we follow from

USDOT. If no other interested parties come forward by September 20, we anticipate that we will recommend that the Board award a period of exclusive negotiation with this development team at your October meeting.

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 acknowledged and thanked **retiring/outgoing** board members for their years of service and commitment to the RTA Board. He also acknowledged and welcomed new and reappointed members to the Board. The list of is as follows:

Retiring/Outgoing Board Members:

- Mayor Anthony Holt (Sumner County)
- Mayor Bill Ketron (Rutherford County)
- Mayor Jim Durrett (Montgomery County)

New Board Members:

- Mayor John Isbell (Sumner County)
- Mayor Joe Carr (Rutherford County)
- Mayor Wes Golden (Montgomery County)
- Mayor JT Smith (Ashland City)
- Mayor Rusty Moore (Belle Meade)

Reappointed Board Members:

- Mayor Billy Vogle (Robertson County)
- Mayor Rogers Anderson (Williamson County)

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

VIII. Adjournment: With no further business, Mayor Hutto called for adjournment, a proper motion was made and seconded, and the meeting was adjourned at 10:04 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-22-027	Meeting Date:	09/21/2022
Item Title:	Monthly Financial Report Compared to Budget		

BACKGROUND:

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

This is the first month of the new fiscal year and, consequently, there are just a few variances to discuss or highlight. The variances to budget within the revenue lines are purely issues of timing and availability of funding. You will also note the favorable variance in the Services operating expense line item. This is primarily due to the budget assuming full service for all services, but, as you are aware, some of the regional bus services operated by Gray Line are still at reduced services due to the ongoing labor shortage many businesses are dealing with as we continue to recover from the pandemic.

One other reason for the favorable variance in Services relates to the back-office expenses to support the new fare collection system. As you know, back-office expenses associated with the Quick Ticket fare collections system are to be shared with Nashville MTA. The identified expenses incurred by MTA relate to license fees, IT technical support and system administrative expenses surrounding the back-office support. While FY2022 had this item budgeted at \$200,000, FY2023 will be the first year this expense is actually being charged to RTA since the system was not fully implemented until an April/May 2022 timeframe. The cost sharing agreement in place between the agencies agreed that the expense sharing calculation be a prorated calculation based upon 4 criteria including ridership, fare revenues, pieces of equipment and value of the fare collection equipment used by both agencies. This agreement will also be discussed in our review of potential conflicts of interest that is presented to both agency boards annually. The calculation for shared expenses resulted in RTA's share being \$150,000 compared to the original assumption of \$200,000. Consequently, Services expense for RTA will be under budget \$50,000 for the year or \$4,166 per month.

As of July 31, 2022, RTA owed Nashville MTA approximately \$248,000 for services provided to and from Rutherford County as well as management fees and shared costs to MTA for the back-office operating expenses related to the new fare collection system due. RTA also had an accounts receivable from Nashville MTA of approximately \$32,000 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 committee meeting.

APPROVED:

Edward W. Oliphant

Chief Financial Officer

September 16, 2022

Date

Regional Transportation Authority
Statement of Operations Compared to Budget
For the Period Ending July 31, 2022

UNAUDITED

	Actual Month	Budget Month	Month End Variance	F/ U	Prior Year Y-T-D	Actual Y-T-D	Budget Y-T-D	Y-T-D Variance	F/ U	Budget
Revenue from Operations:										
Regional Bus Revenues	\$17,763	\$13,740	\$4,023	F	\$12,996	\$17,763	\$13,740	\$4,023	F	\$185,757
Commuter Train Revenues	15,902	20,010	(4,108)	U	27,014	15,902	20,010	(4,108)	U	200,155
Special Events	10,778	10,400	378	F	10,368	10,778	10,400	378	F	74,250
Advertising	0	740	(740)	U	0	0	740	(740)	U	9,900
Other Non-Trans Revenue	62,978	68,650	(5,672)	U	69,663	62,978	68,650	(5,672)	U	267,872
Total Operating Revenue	107,421	113,540	(6,119)	U	120,041	107,421	113,540	(6,119)	U	737,934
Federal/State/Local Income:										
Local Assistance	0	62,540	(62,540)	U	0	0	62,540	(62,540)	U	196,948
Regional Assistance	19,590	80,118	(60,528)	U	105,684	19,590	80,118	(60,528)	U	560,828
State Assistance	0	0	0	F	0	0	0	0	F	642,300
Federal Assistance - CMAQ	177,412	115,390	62,022	F	166,377	177,412	115,390	62,022	F	1,465,446
Federal Assistance - CARES Act	441,445	350,000	91,445	F	345,563	441,445	350,000	91,445	F	4,529,221
Total Assistance Income	638,447	608,048	30,399	F	617,624	638,447	608,048	30,399	F	7,394,743
Capital Revenue:										
Capital Operating Reimbursement	178,306	183,450	(5,144)	U	136,954	178,306	183,450	(5,144)	U	2,329,757
American Rescue Plan Operating	0	0	0	F	0	0	0	0	F	0
Total Capital Income	178,306	183,450	(5,144)	U	136,954	178,306	183,450	(5,144)	U	2,329,757
Total Revenue	\$924,174	\$905,038	\$19,136	F	\$874,619	\$924,174	\$905,038	\$19,136	F	\$10,462,434
Expenses from Operations:										
Management Contract - MTA	\$71,734	\$71,734	\$0	F	\$70,338	\$71,734	\$71,734	\$0	F	\$860,940
Services	587,665	650,417	62,752	F	463,327	587,665	650,417	62,752	F	8,142,114
Fuel	59,999	60,030	31	F	18,621	59,999	60,030	31	F	731,790
Materials and Supplies	0	780	780	F	0	0	780	780	F	22,975
Utilities	15,802	14,773	(1,029)	U	11,453	15,802	14,773	(1,029)	U	187,345
Casualty and Liability	38,666	44,344	5,678	F	38,062	38,666	44,344	5,678	F	487,170
Other	0	1,588	1,588	F	10,000	0	1,588	1,588	F	30,100
Total Operating Expenses	773,866	843,666	69,800	F	611,801	773,866	843,666	69,800	F	10,462,434
Surplus / (Deficit)	\$150,308	\$61,372	\$88,936	F	\$262,818	\$150,308	\$61,372	\$88,936	F	\$0
Capital Grant Revenue	2,980		2,980	F	0	2,980		2,980	F	0
Gain / (Loss) on Sale	0		0	F	0	0		0	F	0
Vanpool Replacement Revenue Fund	0		0	F	208	0		0	F	0
Depreciation	(360,488)		(360,488)	U	(242,098)	(360,488)		(360,488)	U	0
Surplus / (Deficit)	(\$207,200)	\$61,372	(\$268,572)	U	\$20,928	(\$207,200)	\$61,372	(\$268,572)	U	\$0

Regional Transportation Authority

Comparative Balance Sheets

	Month Ended July 31, 2022	Month Ended June 30, 2022
	(unaudited)	
CURRENT ASSETS		
Cash and cash equivalents	\$969,367	\$1,412,126
Receivables from federal, state and local government	531,568	1,113,541
Accounts receivable	128,303	164,648
Materials and supplies	299,599	299,173
Prepaid expense and other	371,610	26,244
Total Current Assets	2,300,447	3,015,732
PROPERTY AND EQUIPMENT		
Land	3,382,052	3,382,052
Building, shelter and benches	19,407,307	19,407,307
Guideway Improvements	8,586,547	8,586,547
Revenue equipment and parts	31,593,228	31,593,228
Office equipment	556,150	556,150
Work-in-Progress	4,555	0
	63,529,839	63,525,284
Less: Accumulated Depreciation	(20,178,806)	(19,818,319)
Total Property and equipment, net	43,351,033	43,706,965
OTHER ASSETS		
Cash and investments restricted	5,797,318	5,602,485
TOTAL ASSETS	\$51,448,798	\$52,325,182
LIABILITIES AND NET ASSETS		
CURRENT LIABILITIES		
Accounts payable	\$629,279	\$1,489,885
Accrued expenses	27,463	25,300
Deferred Revenue	3,341,218	3,146,385
Note Payable	0	0
Total Current Liabilities	3,997,960	4,661,570
NET ASSETS		
Invested in capital assets	43,351,033	43,706,965
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	456,100
Restricted - Regional Bus Reserve	3,341,218	3,146,385
Unrestricted	(1,490,313)	(6,017,680)
Current Year Surplus / (deficit)	(207,200)	4,371,842
Total Net Assets	47,450,838	47,663,612
TOTAL LIABILITIES AND NET ASSETS	\$51,448,798	\$52,325,182

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivable	\$128,303	\$0	\$0	\$0	\$128,303
	100.0%	0.0%	0.0%	0.0%	100.0%
Accounts Payable	\$624,506	\$4,773	\$0	\$0	\$629,279
	99.2%	0.8%	0.0%	0.0%	100.0%

Regional Transportation Authority of Middle Tennessee

Board Action Item

Item Number:	R-A-22-020	Meeting Date:	09/21/2022
Item Title:	Resolution of FY2023 Annual Grant Applications		

BACKGROUND:

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

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

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

5307 Urbanized Area Formula Funds

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

5337 State of Good Repair Formula Funds

RTA is eligible to use FTA State of Good Repair Funds. State of Good Repair Formula funds are for the maintenance, rehabilitation, and replacement of existing fixed guideway systems to maintain a state of good repair. The FY2022 apportionment for the Nashville Urbanized Area combined with the State and Local match is \$5,157,034 (80% Federal/10% State/10% Local).

State Operating Assistance

RTA is eligible for operating assistance from the Tennessee Department of Transportation (TDOT). The amount for FY2023 is \$660,200 and an additional \$400,000 for commuter bus service.

IMPROVE Act Assistance

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

RECOMMENDATION:

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

Staff requests that the Board:

- Adopt the attached resolution;
- Authorize the applications for 5307 & 5337 funding and State/Local match;
- Authorize the submittal of the applications for State Operating Assistance funding; and,
- Authorize the submittal of applications and execution of contracts for any other federal, state, or local grant funding that may become available during the fiscal year 2023 for the benefit of RTA.

APPROVED:

Board Secretary

September 21, 2022

Date

RESOLUTION NO. **R-A-22-020**

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

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

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

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

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

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

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

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

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

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

ATTEST:

Junaid Odubeko
Legal Counsel

Stephen G. Bland
Chief Executive Officer

Date

Date

Regional Transportation Authority of Middle Tennessee

Board Action Item

Item Number:	R-A-22-021	Meeting Date:	09/21/2022
Item Title:	Adoption of RTA FY2023-2027 Capital Investment Plan		

BACKGROUND:

The Regional Transportation Authority of Middle Tennessee's (RTA) Capital Investment Plan prioritizes needs, identifies funding sources, and sets timelines for RTA's capital projects over a five-year period. The plan outlines regulatory, state of good repair, and growth and expansion needs that guide the 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 FY2023-2027. Overall, investments totaling \$8,085,000 are recommended in Year One of the plan (FY2023), with a total project investment recommendation of \$150,293,467 over the life of the plan. Projects identified in Year One have access to full funding.

The plan shows significant deficits in FYs 2026 and 2027. This is due to the fact that (1) with respect to revenue, we only show those sources that we are reasonably certain of receiving year after year (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 FY2023-2027 Capital Investment Plan.

APPROVED:

Board Secretary

September 21, 2022

Date

FY 2023-2027 RTA Proposed Capital Investment Plan

September 21, 2022

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 – FY2023 through FY2027. Projects listed for FY2023 generally (1) have been thoroughly scoped, and (2) have identified funding sources associated with them. Once approved in the Capital Plan, RTA Board Members can next expect to see them reported out in a “project delivery” phase, such as design or procurement.

Projects listed for FY2024 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 FY2023 Capital Plan, staff will work with funding partners (Federal Transit Administration, Tennessee Department of Transportation, Greater Nashville Regional Council, Metro Nashville, and other local partners) to identify the best matches for outside discretionary funding. Funds described in later sections of this document that might be applied include Congestion Mitigation and Air Quality (CMAQ) funds, Federal Surface Transportation Block Grant Program (STBG) funds and State Improve Act funds, as well as several smaller sources. In particular, the identified projects of “WeGo Star Service Enhancement Program” and “Park and Rides Development” are large enough in scope and expense to mandate the identification of additional funding sources.

This plan is broadly broken down into the following sections:

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

A. RTA Capital Funding Sources and Amounts

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

1. Federal 5307 – Urbanized Area Formula Grant

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

At this time, RTA can reasonably predict that annually it will receive approximately \$1.9M total for Capital needs in 5307 funds including state/local match annually. RTA typically transfers approximately \$2.8M to the operations budget for Rail Capital Costs of Contracting though the specific amount for this transfer is included as part of the annual operating budget process. Through prior agreement of the RTA Board, some Section 5307 bus capital funds are flexed to finance preventive maintenance related expenses on the Dickson County commuter service, due to the ineligibility of this service for ongoing CMAQ support as is available in the other bus corridors.

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

Eligible activities include, but are not limited to:

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

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

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

This issue also impacts other Federal formula funded programs.

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

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

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

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

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

3. Federal 5339 – Bus and Bus Facilities Grant

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

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

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

4. Federal Congestion Mitigation and Air Quality (CMAQ)

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

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

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

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

5. Federal Surface Transportation Block Grant Program (STBG)

These are funds that are managed and allocated by the MPO. These are Federal Highway Administration (FHWA) funds and RTA can apply for them for use on capital projects, engineering, planning studies, and similar activities. These funds are also typically 80% federal and require a state and/or local match and 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. Previous examples of RTA projects utilizing these funds in the past include Greensboro North Park and Ride in Gallatin and the WeGo Star Hamilton Springs Station in Lebanon.

6. State IMPROVE ACT Program

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

RTA does not have a current strategy for requesting these funds and cannot reasonably include this as an ongoing and stable funding source. However, RTA does review "shovel ready" projects in its capital budget to submit IMPROVE ACT applications each year. Recent year requests focused on rehabilitation of rail cars for the WeGo Star commuter rail and regional commuter bus replacement. IMPROVE Act funds began to become available following passage of this funding bill in 2017. Since that time, funding has increased incrementally, reaching a peak of \$21 million statewide in FY2020-21 available for competitive capital projects. Although the FY2021-22 budget adopted by the State reduced this funding source to \$6 million, the State subsequently restored full funding for the program and recently reduced the local match amount required for projects.

7. State Grant Match

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

8. Local Capital Funding and Grant Match

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

9. Other

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

B. RTA Capital Funding Strategy

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

1. Safety / Regulatory Projects

Completing projects required for safety or by law/regulation is at the top of RTA's priority list. Capital projects for FY23 in this category include a mandatory rail audit by the Federal Railroad Administration (FRA) to ensure that the rail service provider (TSG) is in compliance with FRA's rules and regulations.

2. Rail Service Capital Cost of Contracting

RTA transfers Federal 5307 capital dollars for the cost of contracting rail services. The amount transferred annually is reviewed to balance the needs of system maintenance and system capital projects. This has historically been funded at under \$2.2 million. For FY2023, this amount is projected to increase to \$2.8 million to address the current operating budget.

3. State of Good Repair

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

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

4. Business Improvements

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

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 FY2023 through FY2027. 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 \$19.9 million of total funding into FY2023 capital projects. This is largely due to funds that were accumulated for Positive Train Control before approval of the Limited Service Exception by FRA in 2018. Over the past 3 years, we have expended funds freed up by this determination for key State of Good Repair projects like the recent replacement of passenger cars on the WeGo Star, track and infrastructure upgrades, and the rehabilitation of our 4 locomotives.

RTA has approximately \$8.1M in identified project capital needs for FY2023 and known funding in the amount of \$12.9M including \$19.9M of prior year funding. Although this appears to be extremely high, you will note that the annual capital budget has a structural deficit, and that carryover funds decline toward the end of the 5 years of the proposed program until the overall program is in deficit in years 4 and 5 (FYs 2026 and 2027). RTA is assuming Metro matching funds against federal and State funding will be awarded. If these matching funds do not materialize, the negative effects on the system will be radical. For instance, if we cannot match our Federal formula funds, RTA will lose access to Section 5307 formula funding. Apart from scheduled capital projects, the operating budget depends on \$2.8M of these funds for capital cost of contracting. Once the Metro Capital Spending plan is approved and adopted, RTA will need to review the capital budget and modify our spend plan based on local funding levels. RTA will also actively seek additional Regional and State funding to support capital needs. Comparing funds available to projects programmed, Metro's Capital Spending plan will need to include approximately a minimum of \$1.8 million annually to match reasonably projected State and Federal formula funds, with additional match required for discretionary programs. We will continue to assume that each local jurisdiction will provide any required local match for capital projects located specifically within its boundaries.

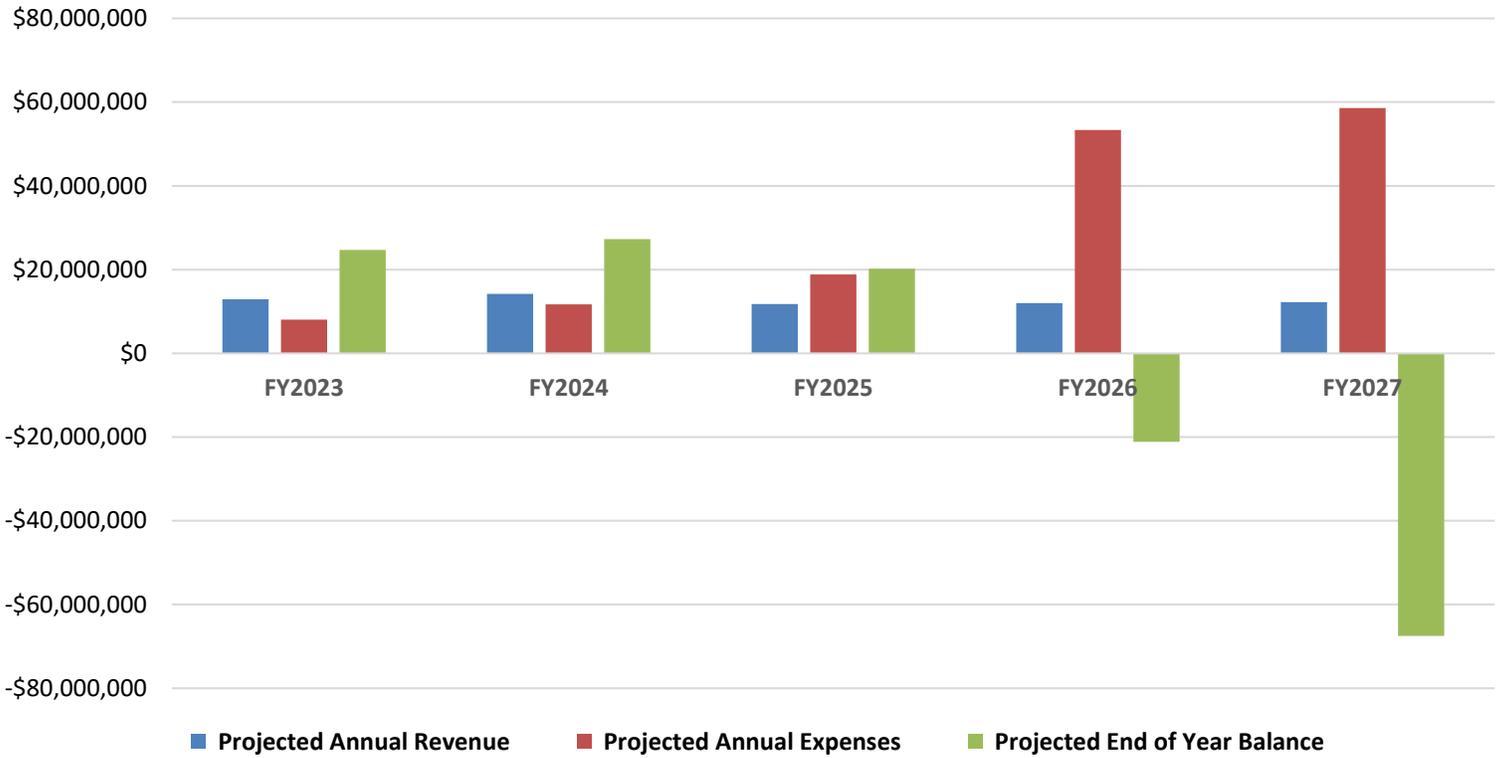
Based on recent trends in formula funding and ongoing discussions with entities such as the Tennessee Department of Transportation and the Greater Nashville Regional Council, the following table projects funding we can reasonably expect to receive over the 5 years of this plan:

Funding Source	Prior Year	FY2023	FY2024	FY2025	FY2026	FY2027	Total
	Balance Remaining						
Prior Year Carryover	\$ 4,000,000	\$ 19,898,557	\$ 24,720,841	\$ 27,269,953	\$ 20,191,817	\$ (21,125,194)	\$ -
Section 5303 - TDOT Planning Award	\$ 240,000						
Section 5307 - Urbanized Area Formula	\$ 5,368,242	\$ 1,920,200	\$ 1,977,806	\$ 2,037,140	\$ 2,098,254	\$ 2,161,202	\$ 15,562,845
Section 5337 - State of Good Repair for Fixed Guideway	\$ 10,715,061	\$ 4,125,627	\$ 4,249,396	\$ 4,376,878	\$ 4,508,184	\$ 4,643,430	\$ 32,618,575
Congestion Mitigation/Air Quality	\$ -	\$ 1,280,000	\$ 2,160,000	\$ -	\$ -	\$ -	\$ 3,440,000
Surface Transportation Block Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Improve Act	\$ -	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 15,000,000
Metro Local (100%)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Match	\$ 2,010,413	\$ 755,728	\$ 778,400	\$ 801,752	\$ 825,805	\$ 850,579	\$ 6,022,677
Metro Match	\$ 2,070,413	\$ 1,825,728	\$ 2,068,400	\$ 1,551,752	\$ 1,575,805	\$ 1,600,579	\$ 10,692,677
Total	\$ 24,404,129	\$ 32,805,841	\$ 38,954,843	\$ 39,037,475	\$ 32,199,865	\$ (8,869,404)	\$ 83,336,775
Less Funds Committed to Ongoing Projects	\$ 4,505,572	\$ 8,085,000	\$ 11,684,890	\$ 18,845,659	\$ 53,325,058	\$ 58,626,634	\$ 150,293,467
Funds Available for Ensuing Year	\$ 19,898,557	\$ 24,720,841	\$ 27,269,953	\$ 20,191,817	\$ (21,125,194)	\$ (67,496,038)	

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

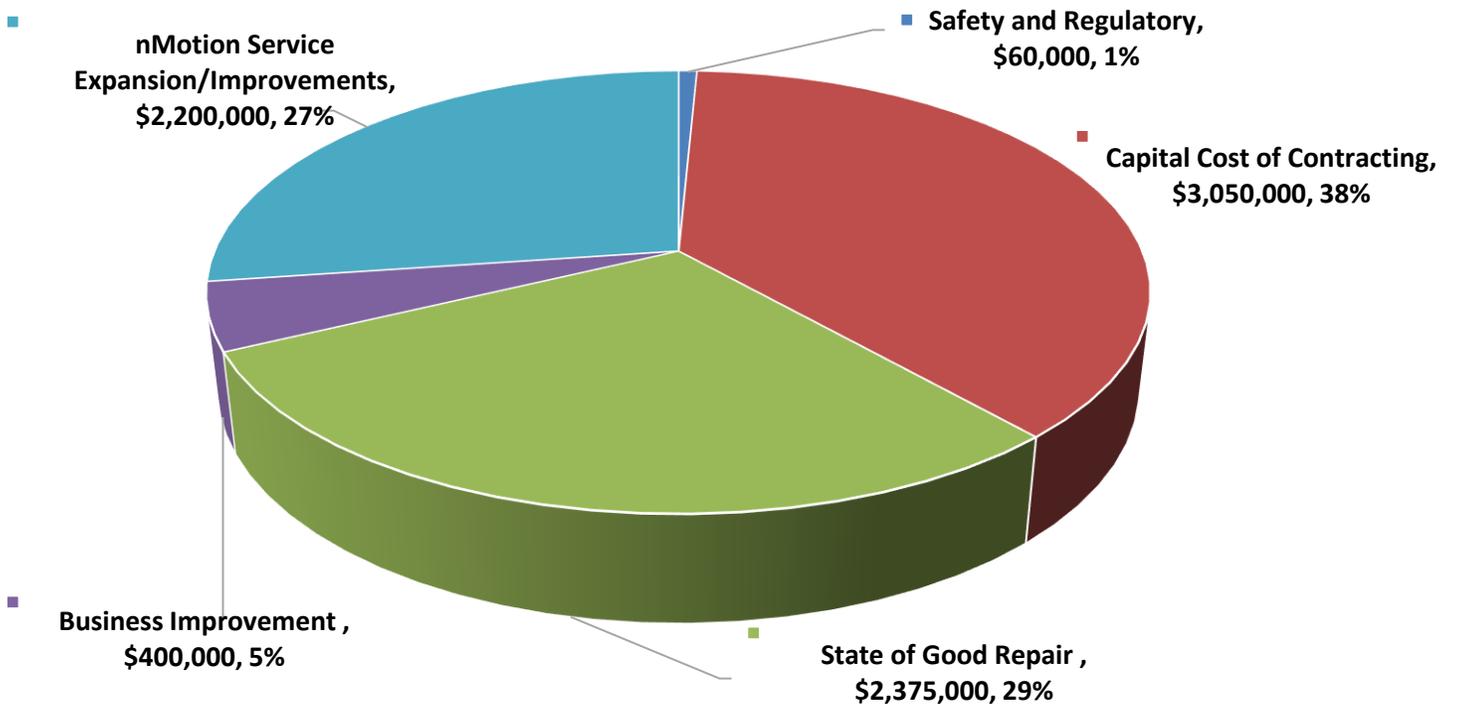
You will note from the chart below that we project the overall 5-year plan to have a funding gap of approximately \$67.5 million, or 45% of the overall recommended program expenditure. As described earlier, several projects (park-and-ride development and the WeGo Star Enhancement Program) will be dependent on the identification of additional funding sources to advance beyond the conceptual/design phase. These projects make up \$119.3M, or 79% of the plan. Funding we reasonably expect to receive on an ongoing basis will be sufficient to cover all other projects. Larger risks reside in the impact of the 2020 census on ongoing federal revenue, and the ability of Metro Nashville to continue to provide matching funds for available state and federal dollars. In the event program funding does fall short, first-priority will need to go to Safety and Regulatory Projects and State of Good Repair Projects. RTA will need to seek out discretionary funding for future large capital projects and work with regional partners on match needed for those projects.

FY2023-2027 Annual Capital Funding Projections

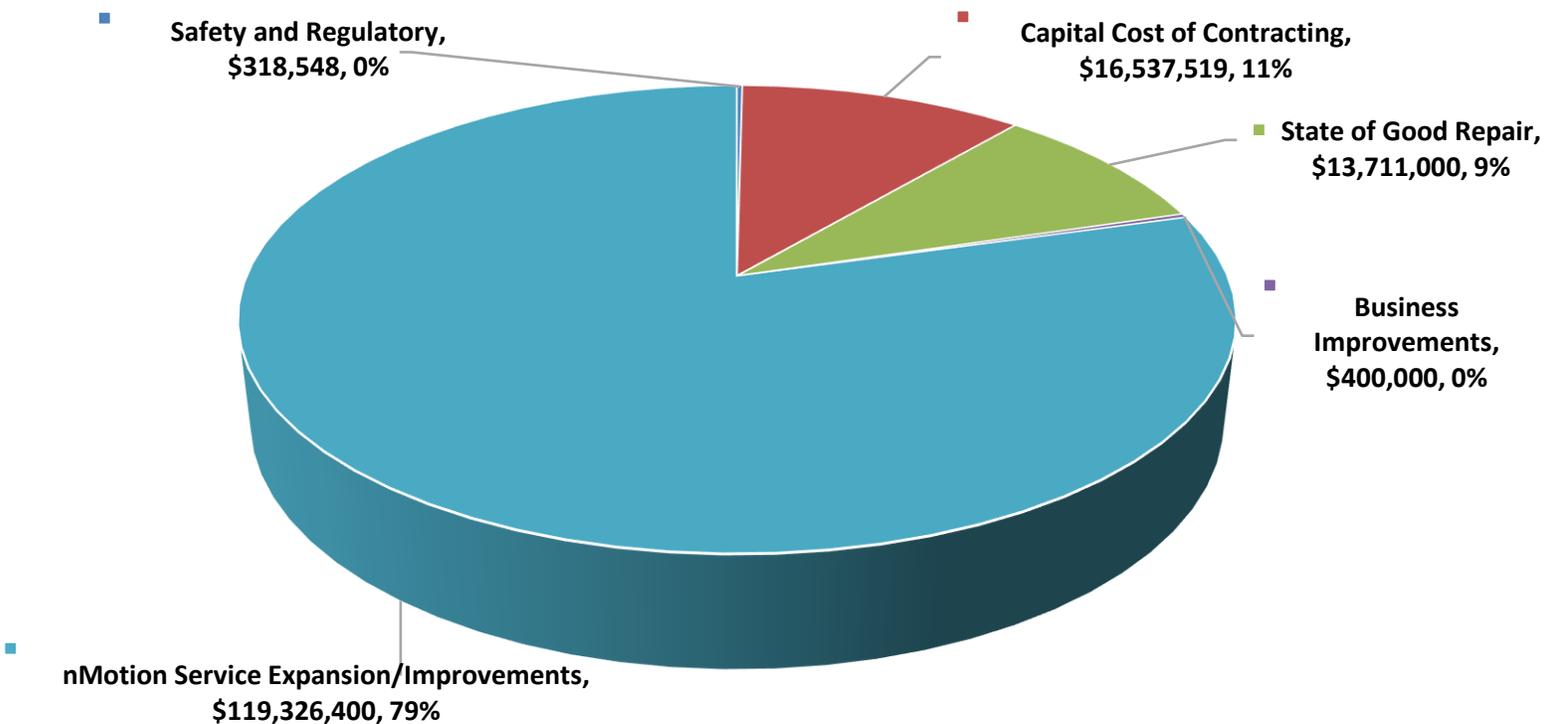


The next two charts provide an overview of recommended project funding. The first chart illustrates the recommended distribution among major project categories in FY2023, and the second illustrates the recommended distribution among major project categories for the 5-year span of the plan – FY2023 through FY2027.

FY2023 RTA Proposed Project List \$8,085,000



FY2023-2027 RTA Proposed Project List \$150,293,467



D. Project Plan Budget

The recommended detailed project plan budget tables are as follows:

Summary Project Amounts						
	Program Year	Program Year	Program Year	Program Year	Program Year	5-Year
	FY2023	FY2024	FY2025	FY2026	FY2027	Total
1 - Safety and Regulatory Projects						
A. Annual FRA Track Audit	\$ 60,000	\$ 61,800	\$ 63,654	\$ 65,564	\$ 67,531	\$ 318,548
Total Safety and Regulatory -	\$ 60,000	\$ 61,800	\$ 63,654	\$ 65,564	\$ 67,531	\$ 318,548
2 - Capital Cost of Contracting						
A. Annual Rail Capital Cost of Contracting	\$ 2,809,800	\$ 2,950,290	\$ 3,097,805	\$ 3,252,695	\$ 3,415,329	\$ 15,525,919
B. Bus Service Capital Cost of Contracting (Dickson)	\$ 240,200	\$ 247,800	\$ 257,800	\$ 265,800	\$ 273,774	\$ 1,011,600
Total Capital Cost of Contracting -	\$ 3,050,000	\$ 3,198,090	\$ 3,355,605	\$ 3,518,495	\$ 3,689,103	\$ 16,537,519
3 - State of Good Repair Projects						
<u>Rolling Stock (Revenue)</u>						
A. 45' Over the Road Clean Diesel Coach Replacement Fixed Route	\$ -	\$ -	\$ -	\$ -	\$ 6,270,000	\$ 6,270,000
B. Cab Control Car	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ 750,000
C. Spare Parts for Passenger Rail Cars	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -	\$ 200,000
Total Revenue Vehicle Replacement -	\$ 850,000	\$ -	\$ 100,000	\$ -	\$ 6,270,000	\$ 7,220,000
<u>Equipment</u>						
D. IT/Hardware Replacement	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ -	\$ 50,000
Total Equipment -	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ -	\$ 50,000
<u>Facilities</u>						
E. WeGo Star Rail Track Infrastructure	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 441,000	\$ 100,000	\$ 3,541,000
F. WeGo Star Stations Capital Maintenance/Upgrade	\$ 500,000	\$ 500,000	\$ 900,000	\$ 900,000	\$ 100,000	\$ 2,900,000
Total Facilities -	\$ 1,500,000	\$ 1,500,000	\$ 1,900,000	\$ 1,341,000	\$ 200,000	\$ 6,441,000
4 - Business Improvements						
A. Hemitage Station- Staff Facilities	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ 400,000
Total Business Improvements -	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ 400,000
5 - nMotion Service Expansion/ Improvements						
<u>A. WeGo Star Service Enhancement Program</u>						
1. Realtime Tracking and Customer Information	\$ -	\$ 1,200,000	\$ 2,100,000	\$ -	\$ -	\$ 3,300,000
2. Planning, Engineering and Environmental		\$ 1,500,000	\$ -	\$ -	\$ -	\$ 1,500,000
3. Track Infrastructure/Crossing Improvements	\$ -	\$ -	\$ 2,500,000	\$ 10,500,000	\$ 10,000,000	\$ 23,000,000
4. Downtown Storage	\$ -	\$ -	\$ 4,626,400	\$ 9,373,600	\$ -	\$ 14,000,000
5. Positive Train Control	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 27,000,000	\$ 30,000,000
6. Station Improvement/Infill Station Development	\$ -	\$ -	\$ -	\$ 21,326,400	\$ -	\$ 21,326,400
7. Park-and-Ride Development/Expansion	\$ -	\$ -	\$ -	\$ -	\$ 7,200,000	\$ 7,200,000
B. Park and Ride Development - Regional Bus	\$ 2,200,000	\$ 4,200,000	\$ 4,200,000	\$ 4,200,000	\$ 4,200,000	\$ 19,000,000
Total nMotion Expansion/Service Improvements	\$ 2,200,000	\$ 6,900,000	\$ 13,426,400	\$ 48,400,000	\$ 48,400,000	\$ 119,326,400
Grand Total, All Projects -	\$ 8,085,000	\$ 11,684,890	\$ 18,845,659	\$ 53,325,058	\$ 58,626,634	\$ 150,293,467

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 service provider, Transit Solutions Group (TSG), complies with Federal Railroad Administration's (FRA) rules & regulations and RTA's Operations & Maintenance contract. Beyond FRA compliance, this level of oversight is necessary as a condition of our Federal Transit Administration funding to assure continuing control over Federally funded assets.

Capital Cost of Contracting

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

2. **Annual Rail Capital Cost of Contracting** - Annual transfer of capital funds to rail operational budget for Cost of Contracting expenses. This is estimated amount needed as currently calculated by Finance.
3. **Bus Service Capital Cost of Contracting** – Through adoption of this capital plan and the FY2023 Annual Operating Budget, the RTA Board formalizes the “informal agreement” to allocate 5307 Federal formula funds specifically to Dickson County Corridor bus service. Among all RTA Regional Bus corridors, Dickson County is the only corridor that is not eligible for the special exception to the 3-year limitation on CMAQ funding for operation of commuter bus service. In the interest of preserving a comprehensive regional network, the RTA Board agreed to apply system-wide resources to this purpose, and adoption of this capital plan and the RTA operating budget would extend this practice through (at least) FY2023.

State of Good Repair Projects

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

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 advantage being, (1) a reduction in long-term operating cost due to the elimination of the bus leasing portion of the Gray Line contract and (2) the ability to acquire vehicles in the RTA "brand" paint scheme for enhanced visibility and marketing opportunities. Annual bus replacement to bring fleet into State of Good Repair according to the fleet management plan and in accordance with goals established in the RTA Transit Asset Management Plan for existing service levels. Fleet replacement schedule is as follows:

	FY2023	FY2024	FY2025	FY2026	FY2027
45' Over the Road Clean Diesel Coach	0	0	0	0	10

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

Business Improvement

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

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

nMotion Service Expansion/Service Improvement

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

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

Lebanon and at or near Riverfront Station in Downtown Nashville. Longer term, installation and maintenance of Positive Train Control would need to be undertaken.

With the onset of the pandemic and associated issues over the past 2 years, staff believes that additional analytic work is necessary to determine recommendations for the future direction of the Star. Some of these issues include likely long-term changing commute patterns including hybrid and remote office environments and reverse commuting, station area development as we have seen around Mt. Juliet, Hamilton Springs, and Donelson Stations, and changing trends in local development as reflected in initiatives such as Lebanon's 2040 Comprehensive Plan, Mt. Juliet's Comprehensive Transportation Plan, and Metro Nashville's Transportation Plan and ongoing Connect Downtown mobility plan. The RTA is currently reviewing professional services proposals to examine future direction of service models, financial models, and project development for the Star, but also with an eye toward transferrable information to other aspects of RTA operations.

The plan proposes some initial investments in FYs 2024 and 2025 for real time tracking to provide location information and estimated time of arrival for customers and supervisors including Automated Passenger Counters (APC) equipment on each rail car. Programming in the out years is largely placeholders for resulting alternatives from the planning phase of the project and 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 contemplated in the "incremental plan" developed by HDR, the programmed investments illustrate larger, longer-term investments to undertake a full-blown expansion of Star capacity, including positive train control, track improvements, and others.

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 several cases, no alternative could be found. Developing purpose-built PnR lots will give RTA long-term control of the sites, clarify maintenance responsibilities, and allow additional amenities as appropriate. In order to pursue the development of new PnR lots, \$2.2 million is being proposed for FY2023 and \$4.2 million annually after that to help advance different project elements such as any land acquisition needed, planning, development or construction as specific partnerships and opportunities arise. RTA was successful in securing CMAQ and IMPROVE Act funding in 2022 for development of PnR facilities along the South and Northeast regional bus corridors and will continue to pursue discretionary funding opportunities to augment these locations and those in other regional corridors.

Regional Transportation Authority of Middle Tennessee

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

Item Number:	R-D-22-028	Meeting Date:	09/21/2022
Item Title:	Monthly Operating Statistics		

BACKGROUND:

Attached are monthly operating statistics for July 2022.

Overall trends remain consistent from previous months, though the rate of ridership gains has slowed somewhat. While too early to tell, this could be an indication that ridership levels are beginning to stabilize.

July was also the first month that additional trips began operating on the 87 Gallatin, 89 Springfield/Joelton, and 94 Clarksville. Although operator availability remains a challenge, Gray Line was able to scale up and successfully begin operating these additional trips with relatively low numbers of trip cancellations.

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

September 21, 2022

Date

RTA Monthly Dashboard Report *

Metric	July 2022	July 2021	Pct. Change
Ridership			
			% Change
Total RTA Bus Passengers	8,951	6,353	40.9%
WeGo Star Passengers	6,892	5,038	36.8%
Total RTA Passengers	15,843	11,391	39.1%
Percentage of Pre-Pandemic Ridership	30.5%	22.0%	8.6%
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 %	99.85%	100.00%	-0.15%
WeGo Star Total Trip Completion %	100.00%	100.00%	0.00%
RTA Bus Total Miles btwn Service Interruption	18,851.6	N/A	0.0%
WGS Total Miles btwn Service Interruption	N/A	N/A	N/A
On-Time Performance ^			
RTA Bus	84.0%	86.5%	-2.9%
WeGo Star	97.1%	97.6%	-0.5%
Customer Care			
RTA Bus Total Passengers per Complaint	1,119	2,118	-47.2%
WeGo Star Passengers per Complaint	3,446	N/A	N/A

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

^ On Time Performance reporting began September 2017.

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

RTA Monthly Dashboard Report *

Metric	FY 2023 July	FY 2022 July	Pct. Change
Ridership			
			% Change
Total RTA Bus Passengers	8,951	6,353	40.9%
WeGo Star Passengers	6,892	5,038	36.8%
Total RTA Passengers	15,843	27,234	-41.8%
Percentage of Pre-Pandemic Ridership	30.5%	22.0%	8.6%
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 %	99.85%	100.00%	-0.15%
WeGo Star Total Trip Completion %	100.00%	100.00%	0.00%
RTA Bus Total Miles btwn Service Interruption	18,851.6	#DIV/0!	0.0%
WGS Total Miles btwn Service Interruption	N/A	N/A	N/A
On-Time Performance ^			
RTA Bus	84.0%	75.2%	11.7%
WeGo Star	97.1%	97.6%	-0.5%
Customer Care			
RTA Bus Total Passengers per Complaint	1,119	2,118	-47.2%
WeGo Star Passengers per Complaint	3,446	N/A	N/A

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

^ On Time Performance reporting began September 2017.

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

RTA 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)

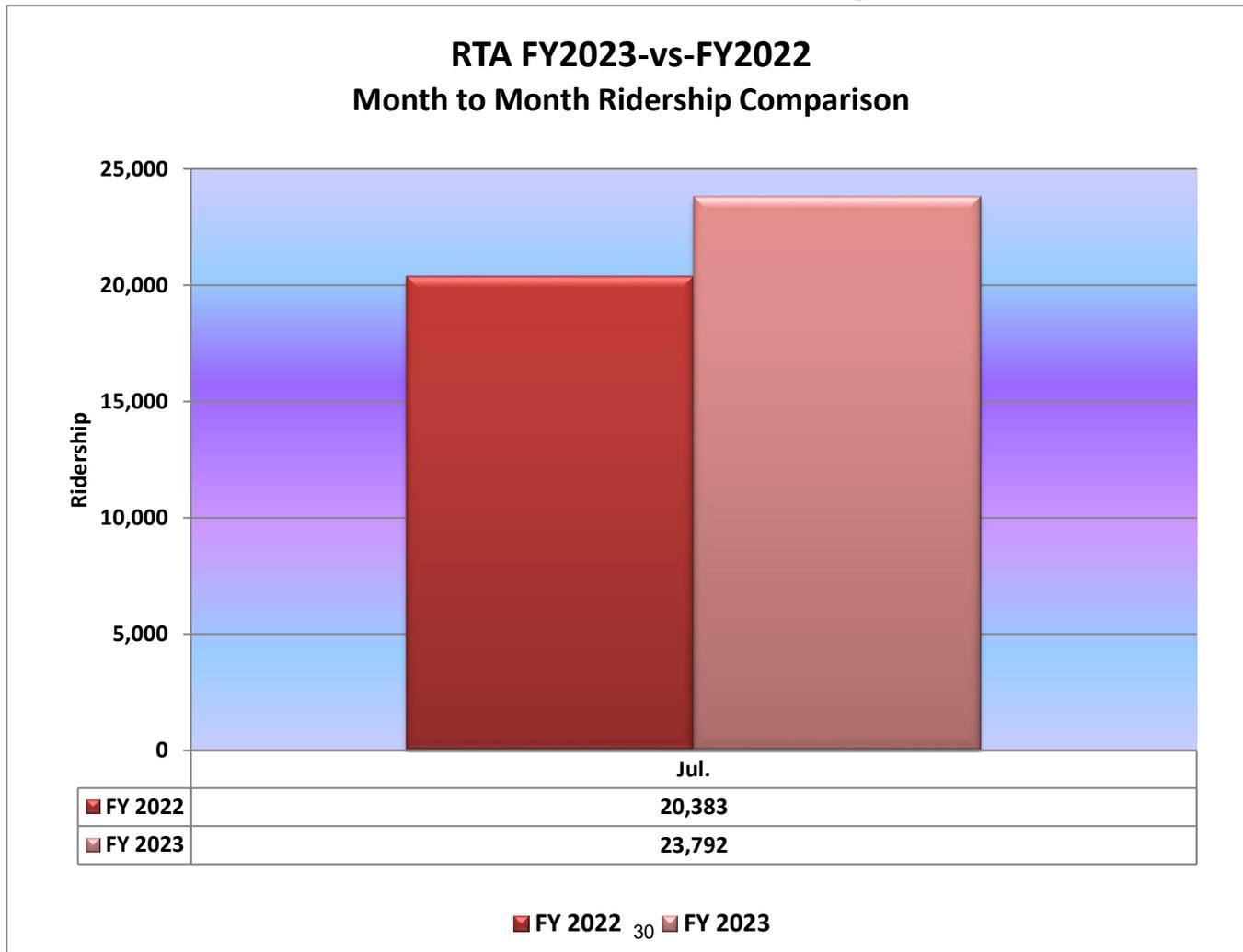
WeGo Star

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



REGIONAL TRANSPORTATION AUTHORITY FISCAL YEAR AND MONTH TO MONTH RIDERSHIP COMPARISON - FY 2023 -vs- 2022

	Month to Month Comparison			Fiscal Year Comparison		
	Jul-21	Jul-22	Percentage Change	FY 2022	FY 2023	Percentage Change
WeGo Star	5,038	6,892	36.8%	39,897	78,350	96.4%
Express Bus & Shuttle Services	6,353	8,534	34.3%	62,455	103,389	65.5%
RTA VanStar Vanpool Service	1,544	1,044	-32.4%	20,468	18,402	-10.1%
Total RTA Ridership	12,935	16,470	27.3%	122,820	200,141	63.0%





**NASHVILLE AND REGIONAL TRANSPORTATION AUTHORITY
FISCAL YEAR AND MONTH TO MONTH RIDERSHIP COMPARISON - FY 2023 -vs- 2022**

	Month to Month Comparison			Fiscal Year		
	Jul-21	Jul-22	Change	FY 2022	FY 2023	Change
MTA Local Bus Service	427,254	574,781	34.5%	4,549,494	6,585,321	44.7%
MTA Local Paratransit Service	24,510	27,073	10.5%	277,409	333,082	20.1%
RTA Regional Bus Service	6,353	8,534	34.3%	62,455	103,389	65.5%
RTA VanStar Vanpool Service	1,544	1,044	-32.4%	20,468	18,402	-10.1%
RTA Regional Rail Service	5,038	6,892	36.8%	39,897	78,350	96.4%
* RTA Special Events Rail Service	1,300	1,010	-22.3%	1,300	7,865	505.0%
Subtotal RTA Rail Service	6,338	7,902	24.7%	41,197	86,215	109.3%
Subtotal MTA & RTA Bus & Rail Service	465,999	619,334	32.9%	4,951,023	7,126,409	43.9%
Williamson County VanStar Vanpool Service	6,148	6,312	2.7%	87,106	83,938	-3.6%
Murfreesboro ROVER Local Bus Service	8,714	8,312	-4.6%	109,505	115,861	5.8%
Franklin Transit Local Bus Service	6,048	4,306	-28.8%	48,008	73,930	54.0%
Clarksville Transit Local Bus Service	39,488	40,730	3.1%	476,222	505,897	6.2%
Total Area Ridership	526,397	678,994	29.0%	5,671,864	7,906,035	39.4%

* Star - July 4th Express



**REGIONAL TRANSPORTATION AUTHORITY
ROUTE PERFORMANCE INDICATOR REPORT**

For the Month of: **July-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)	1,483	41.2%	140	12	10.6
	Northwest Corridor (Routes 89 & 94)	1,573	-5.4%	222	8	7.1
	South Corridor (Route 95)	830	56.9%	162	7	5.1
	Southeast Corridor (Routes 84 & 86)	2,129	65.0%	815	4	2.6
EXPRESS BUS ROUTE SERVICE						
84	Murfreesboro Express	1,621	98.9%	658	4	2.5
86	Smyrna - LaVergne Express	508	6.9%	157	4	3.2
87	Gallatin Express	1,483	41.2%	140	12	10.6
88	Dickson Express	286	62.5%	42	7	6.9
89	Springfield - Joelton Express	357	9.2%	54	9	6.6
94	Clarksville Express	1,216	-8.9%	168	8	7.3
95	Spring Hill Express	830	56.9%	162	7	5.1
	Express Bus Route Totals	6,301	33.9%	1,381	5	4.6
OTHER ROUTES						
64	Star Downtown Shuttle	246	N/A	63	1	3.9
93	WeGo Star West End Shuttle	1,987	20.7%	79	17	25.0
	RTA Bus Route Monthly Totals	8,534	34.3%	1,444	6	5.9
COMMUTER RAIL SERVICE						
90	WeGo Star Commuter Rail	6,892	36.8%	228	29	30.2
	RTA Commuter Rail and Bus Totals	15,426	35.4%	1,672	10	9