



REGIONAL TRANSPORTATION AUTHORITY
Of Middle Tennessee

BOARD MEETING

Wednesday, June 21, 2023 | 9:30 a.m.

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

-
1. **Call to Order**
 2. **Approval of Minutes – April 19, 2023 and May 17, 2023 meeting minutes**
 3. **Public Comments**
 4. **Finance Committee Report – Mayor Ken Moore, Chair**
 - **Monthly Financial Report Compared to Budget** – Shelly McElhaney, Controller **R-D-23-012 Pg. 6**
 - **Hamilton Springs Station License Agreement** – Vince Malone, Chief of Staff & Administration **R-A-23-007 Pg. 9**
 - **Fifth Third Line of Credit Renewal** – Shelly McElhaney, Controller **R-A-23-008 Pg. 13**
 - **RTA/MTA WeGo Ride Program Revenue Sharing Agreement** – Shelly McElhaney, Controller **R-A-23-009 Pg. 14**
 - **RTA/MTA Regional Bus and Shuttle Contract FY2024 Renewals** – Shelly McElhaney, Controller **R-A-23-010 Pg. 16**
 - **WeGo Star Liability Insurance Renewal** – Shelly McElhaney, Controller **R-A-23-011 Pg. 17**
 - **FY2024 Proposed Operating Budget** – Shelly McElhaney, Controller **R-A-23-012 Pg. 18**
 5. **Operations Committee Report – Mayor Rick Bell, Chair**
 - **RTA Monthly Operating Statistics** – Andy Burke, COO **R-D-23-013 Pg. 23**
 6. **CEO’s Report – Stephen G. Bland, CEO**
 7. **Chair’s Report – Mayor Randall Hutto, Chair**
 8. **Other Business**
 9. **Adjournment**

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



REGIONAL TRANSPORTATION AUTHORITY
Of Middle Tennessee

EXECUTIVE COMMITTEE MEETING

Wednesday, June 21, 2023 | 9:30 a.m.

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

1. **Call to Order**
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7. **Chair’s Report – Mayor Randall Hutto, Chair**
8. **Other Business**
9. **Adjournment**



MINUTES
EXECUTIVE COMMITTEE MEETING
REGIONAL TRANSPORTATION AUTHORITY

April 19, 2023

- I. **Call to Order:** The regular meeting of the Regional Transportation Authority of Middle Tennessee (RTA) Executive Committee was held at the Tennessee State Archives & Library, located at 1001 Rep. John Lewis Way N., Nashville, TN 37219 on Wednesday, April 19, 2023. A quorum of the Executive Committee was established, and the meeting was called to order at 9:31 a.m. by Chair, Mayor Randall Hutto.

Executive Committee Members in Attendance:

Board Chair Mayor Randall Hutto – Wilson County
Ed Cole – Davidson County (Gov. Appt.)
Mayor Ken Moore – City of Franklin
Mayor Billy Vogle – Robertson County
Kelly Dannenfelser – Williamson County (Gov. Appt.)
Ken Davis – Wilson County (Gov. Appt.)

Others Present:

Mayor Jamie Clary – City of Hendersonville
Gerald Herman – White House (Alt.)
Diana Alarcon – Davidson County (Alt.)
Ray Render – Deputy District Director of Congressman John Rose 6th District, TN

II. **Approval of Minutes:**

Ken Davis made a motion to approve the March 15, 2023 meeting minutes, the motion was seconded by Ed Cole and unanimously approved by the Executive Committee.

III. **Public Comments:**

Jessica Dauphin, President and CEO of the Transit Alliance of Middle Tennessee said that the Transit Alliance has hosted a round of community engagement/listening sessions in Nashville called “Transit Together”. So far, there have been six sessions with close to 120 people in attendance. Regional Transit ranked high with some of the populations that she has spoken to and people are still interested in thinking about regional transportation access throughout the Middle Tennessee region via transit. She thanked everyone for the work that they are doing and asked everyone to keep doing what they are doing in representing their constituents well.

IV. **Operations Committee Report:** Chief Operating Officer Andy Burke presented the following items for discussion and action:

- a. **Monthly Operating Statistics (R-D-23-007):** Chief Operating Officer Andy Burke reviewed the RTA Monthly Dashboard Report through the month of February 28, 2023, with the Executive Committee. Andy Burke was available for any questions and there were no additional questions or further discussion.

Mayor Hutto said that Gabriel Burgess made him aware that over 60 people had signed up for the Marathon Train. RJ Corman is a sponsor of that train; and as a fundraiser,

all ticket proceeds will go to St. Jude's Hospital. He thanked everyone involved for making this happen.

- b. **2023 WeGo Star Future Direction Study Update (R-A-23-008)**: Director of Planning & Grants Felix Castrodad and Dave Genova, the Project Manager from the Hatch group presented the following update:

The Star Future Direction Study will 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 by evaluating options for short, medium, and long-term investments predicated on a "business case approach" that considers funding availability and regional demand. It is anticipated that the study's final recommendations for flexible strategies to tailor service to ridership demand may also be applied to regional bus service.

The study encompassed an assessment of Star's passenger market, both current and future potential, the regional freight market to evaluate how passenger and freight use of the infrastructure can work in synergy, financial analysis to consider how Star 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 project includes an optional task for station area visioning which may be exercised if the communities along the line seek to participate in the task. To date, all three municipalities along the line (Nashville, Mt. Juliet, and Lebanon) have expressed an interest in this task.

Hatch LTK, the consulting firm assisting RTA with the study, met in January with the RTA Operations Committee members to discuss the project approach and key elements for future decision-making. More recently, the Hatch team has advanced several tasks of the study including background work on the corridor and station area visioning and initial scenario planning work focused on potential capital and operational investments.

Ed Cole asked if the limited service waiver for positive train control is limited to 12 trips or is there any flexibility. CEO Bland said that the 12 trips are the cap in the regulation. Very few railroads have the waiver in place due to this strict limitation, and restrictions on the amount of freight tonnage that can be transported in the corridor annually. Mayor Hutto asked if there is a specific timeline that the waiver to get the PTC in place. CEO Bland said no there is no timeline for the waiver, and that it would remain in place unless the RTA commits to installing positive train control.

Ed Cole suggested that there be an informational session among the leadership of Montgomery, Davidson, Cheatham, and the Cheatham County Rail Authority towards the end of the public engagement period. He reminded the Committee of the Northwest Corridor Study that RTA commissioned several years ago, and potential opportunities for advancing passenger rail in that corridor. Depending on the direction of the project, interest in the Northwest Corridor might be rekindled. CEO Bland said that we could arrange such a meeting and that staff would work with Mr. Cole to identify the appropriate time and audience.

CEO Bland asked what post-pandemic trip patterns and rail operations the Hatch Group has seen across the country. Mr. Genova said a part of their marketing assessment is looking at the various kinds of trends and somewhere around 2015-16, they started seeing a slight decline in ridership in the US, across all modes. The pandemic obviously brought on drastic drops in ridership. While ridership is returning to varying degrees at different transit systems, typical office trips are still way down due to the continued prevalence of remote work arrangements. Mr. Genova stated that, beyond ridership, communities should

examine other metrics associated with the benefits of public transportation such as accessibility and economic development.

Mayor Hutto thanked Felix Castrodad and the Hatch group for a great report.

- V. **Audit Committee Report:** There were no items for the Audit **committee** this month.
- VI. **Finance Committee Report:** Committee Chair Mayor Ken Moore presented the following for discussion:
- a. **Monthly Financial Report Compared to Budget (R-D-23-009):** Chief Financial Officer Ed Oliphant presented the Monthly Financials for the month of February 2023 compared to the budget and a balance sheet as of February 28, 2023. CFO Oliphant was available for questions from the floor and there were none.
- VII. **CEO's Report:** CEO Bland provided the following report:
- a. The Federal Transit Administration has continued its Triennial Review of the RTA. The review was delayed for a year by the pandemic and will include a compliance review of all aspects of the RTA's compliance with Federal requirements under its funding agreements. They have completed their initial desk review, and we are now in the process of replying to their questions. We expect this process to be completed later this spring.
- b. Following up on Andy Burke's reports, Mr. Bland thanked the staff of WeGo, TSG, RJ Corman, and our first responders for their excellent cooperation on our mock disaster drill on the Star last week. As you all know in your own communities, the purpose of these exercises is for us to polish skills we hope we never need to use.
- c. Background work continues on the Donelson Station joint development project, as we have our engineers on board to examine options for modifying the intersection of Donelson Pike and Lebanon Pike, and we received the preliminary appraisal report for the land.
- d. Finally, we are in the process of recruiting for a new Chief Development Officer, as Trey Walker left us to accept a senior position with the transit agency in Dallas, TX. Please let me know if you know of anyone who might be a good fit for this position.
- CEO Bland concluded his remarks and was available for any questions from the floor and there were none.
- VIII. **Chair's Report:** Chair Hutto said that he had nothing to report out this month and moved to adjournment.
- IX. **Adjournment:** With no further business, Mayor Hutto called for a motion to adjourn, Mayor Ken Moore made a motion, and the meeting was adjourned at 10:17 a.m.

Respectfully submitted:

Ed Cole, RTA Secretary &
Davidson County Governor Appointee



MINUTES
EXECUTIVE COMMITTEE MEETING
REGIONAL TRANSPORTATION AUTHORITY

May 17, 2023

- I. **Call to Order:** The regular meeting of the Regional Transportation Authority of Middle Tennessee (RTA) Executive Committee was held at the Tennessee State Archives & Library, located at 1001 Rep. John Lewis Way N., Nashville, TN 37219, on Wednesday, May 17, 2023. A quorum of the Executive Committee was established, and the meeting was called to order at 9:30 a.m. by Mayor Ken Moore

Executive Committee Members in Attendance:

Mayor Ken Moore – City of Franklin
Mayor Rick Bell – City of Lebanon
Mayor Billy Vogle – Robertson County
Ken Davis – Wilson County (Gov. Appt.)

Others Present:

Mayor Jim Clary – City of Hendersonville
Jim Kerr – City of Murfreesboro (Alt.)
Matt White – City of Mt. Juliet (Alt.)
Mayor Mike Callis – City of Portland
Eric Hennessy – Rutherford (Alt.)
Kaitlyn McClanahan – TDOT

- II. **Approval of Minutes:**
The approval of the April 19, 2023, minutes was deferred to the June Board meeting.
- III. **Public Comments:**
There were no public comments given at this meeting.
- IV. **Operations Committee Report:** Committee Chair Mayor Rick Bell presented the following items for discussion:
- a. **Monthly Operating Statistics (R-D-23-010):** Chief Operating Officer Andy Burke reviewed the RTA Monthly Dashboard Report through the month of March 2023 with the Executive Committee. Andy Burke was available for questions, and there were no additional questions or further discussions.
- V. **Audit Committee Report:** There were no items for the Audit committee this month.
- VI. **Finance Committee Report:** Committee Chair Mayor Ken Moore presented the following for discussion:
- a. **Monthly Financial Report Compared to Budget (R-D-23-011):** Chief Financial Officer Ed Oliphant presented the Monthly Financials for the month of March 2023, compared to the budget and a balance sheet as of March 31, 2023. CFO Oliphant was available for questions, and there were no additional questions or further discussions.

- b. **Hamilton Springs Station License Agreement (R-A-23-007)**: This item was deferred to the June board meeting.

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

- a. Some background on the Hamilton Springs Station License Agreement, a Tennessee development company, Horn Springs Development, Inc. of Lebanon, Tennessee, has expressed a desire to obtain a license to use a portion of the driveway and adjacent land and will allow homeowners to access their houses from the sidewalk along Aston Park Drive and make a curb cut and two crosswalks, one from the alleyway on Licensee's east side property to the west and the other at the corner to allow homeowners to access the sidewalk inside the west property which will connect to the RTA sidewalk. We will return to this board next month to approve the Hamilton Springs Station License Agreement.
- b. The Federal Transit Administration has been conducting our triennial review for several months. Up to this point, the review has been through our providing them with various documents and written procedures and providing answers to their questions. This week and next, things get more intense as the reviewers meet with most of our staff to review specific areas of compliance ranging from safety to civil rights to procurement and beyond to several dozen areas. The good news is that the entire process should be complete within the next month, and their final report should be issued.
- c. We are once again preparing for CMA Fest next month. The Star will operate a special event service for one of the show nights at Nissan Stadium, and tickets are on sale now. We will also see operations at Riverfront Station significantly impacted as the event takes over that part of town.
- d. Background work continues on the Donelson Station joint development project. We received the property appraisal, which will form the basis of our financial negotiations. Right now, we're in a bit of a holding pattern as the developer attempts to secure other parcels adjacent to the site.
- e. As reported last month, we are recruiting for a new Chief Development Officer to replace Trey Walker. We will be starting the interview process over the next two weeks. In the meantime, other staff have been doing a fabulous job of picking up the slack to keep Trey's various projects on track.

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

VIII. Chair's Report: Mayor Ken Moore said he had no items to report for Mayor Hutto this month.

IX. Adjournment: With no further business, Mayor Ken Moore called for a motion to adjourn, Mayor Billy Vogle made a motion, and the meeting was adjourned at 9:43 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-23-012	Meeting Date:	6/21/2023
Item Title:	Monthly Financial Report Compared to Budget		

BACKGROUND:

Attached is the statement of operations for the month of April 2023 compared to the budget and a balance sheet as of April 30, 2023.

There are no real anomalies to discuss in the financial report beyond what has been discussed in prior months. We are now ten months into the fiscal year, and the P&L is basically at a slight surplus for the year, and we expect the year to culminate in a breakeven position. As a reminder, overall revenues are unfavorably compared to the budget due to favorable overall expenses. RTA is extremely grant dependent for its payments and only on a reimbursement basis. Consequently, if expenses run favorably or under the expected budget, the grant revenues would not be drawn down as planned since the costs have not yet been incurred.

As of April 30, 2023, RTA owed Nashville MTA approximately \$243,000 for services provided to and from Rutherford County and management fees. RTA also had an accounts receivable from Nashville MTA of approximately \$24,700 for fares collected and Easy Ride revenue sharing due.

APPROVED:

Edward W. Oliphant

Chief Financial Officer

6/21/2023

Date

Regional Transportation Authority
Statement of Operations Compared to Budget
For the Period Ending April 30, 2023
UNAUDITED

	Actual Month	Budget Month	Month End Variance	F/ U	Prior Year Y-T-D	Actual Y-T-D	Budget Y-T-D	Y-T-D Variance	F/ U	Budget
Revenue from Operations:										
Regional Bus Revenues	\$19,716	\$16,440	\$3,276	F	\$131,906	\$206,171	\$155,005	\$51,166	F	\$185,757
Commuter Train Revenues	9,550	18,350	(8,800)	U	159,832	168,749	159,205	9,544	F	200,155
Special Events	0	6,130	(6,130)	U	87,099	82,330	57,560	24,770	F	74,250
Advertising	0	1,000	(1,000)	U	0	0	8,180	(8,180)	U	9,900
Other Non-Trans Revenue	6,149	8,150	(2,001)	U	250,289	283,180	251,502	31,678	F	267,872
Total Operating Revenue	35,415	50,070	(14,655)	U	629,126	740,430	631,452	108,978	F	737,934
Federal/State/Local Income:										
Local Assistance	31,282	0	31,282	F	1,304,422	31,282	196,948	(165,666)	U	196,948
Regional Assistance	0	40,000	(40,000)	U	563,217	623,368	530,828	92,540	F	560,828
State Assistance	0	0	0	F	642,300	667,145	642,300	24,845	F	642,300
Federal Assistance - CMAQ	0	115,390	(115,390)	U	1,215,555	1,533,310	1,211,586	321,724	F	1,465,446
Federal Assistance - CARES Act	425,822	375,000	50,822	F	1,424,688	2,575,815	3,789,221	(1,213,406)	U	4,529,221
Total Assistance Income	457,104	530,390	(73,286)	U	5,150,182	5,430,920	6,370,883	(939,963)	U	7,394,743
Capital Revenue:										
Capital Operating Reimbursement	194,704	183,450	11,254	F	272,818	2,113,285	1,926,184	187,101	F	2,329,757
American Rescue Plan Operating	0	0	0	F	1,000,000	0	0	0	F	0
Total Capital Income	194,704	183,450	11,254	F	1,272,818	2,113,285	1,926,184	187,101	F	2,329,757
Total Revenue	\$687,223	\$763,910	(\$76,687)	U	\$7,052,126	\$8,284,635	\$8,928,519	(\$643,884)	U	\$10,462,434
Expenses from Operations:										
Management Contract - MTA	\$71,746	\$71,746	\$0	F	\$703,380	\$717,448	\$717,448	\$0	F	\$860,940
Services	661,934	659,672	(2,262)	U	5,295,425	6,362,107	6,740,014	377,907	F	8,142,114
Fuel	49,080	57,050	7,970	F	296,051	605,371	607,130	1,759	F	731,790
Materials and Supplies	139	1,115	976	F	18,006	11,748	21,136	9,388	F	22,975
Utilities	19,328	14,774	(4,554)	U	143,661	151,555	154,895	3,340	F	187,345
Casualty and Liability	34,336	40,224	5,888	F	354,750	344,583	406,620	62,037	F	487,170
Other	250	1,679	1,429	F	11,488	13,376	26,731	13,355	F	30,100
Total Operating Expenses	836,813	846,260	9,447	F	6,822,761	8,206,188	8,673,974	467,786	F	10,462,434
Surplus / (Deficit)	(\$149,590)	(\$82,350)	(\$67,240)	U	\$229,365	\$78,447	\$254,545	(\$176,098)	U	\$0
Capital Grant Revenue	2,907		2,907	F	6,370,506	400,824		400,824	F	0
Gain / (Loss) on Sale	424		424	F	0	424		424	F	0
Vanpool Replacement Revenue Fund	0		0	F	307	0		0	F	0
Depreciation	(346,250)		(346,250)	U	(2,912,766)	(3,508,441)		(3,508,441)	U	0
								0	F	
Surplus / (Deficit)	(\$492,509)	(\$82,350)	(\$410,159)	U	\$3,687,412	(\$3,028,746)	\$254,545	(\$3,283,291)	U	\$0

Regional Transportation Authority

Comparative Balance Sheets

	Month Ended April 30, 2023	Month Ended June 30, 2022
	(unaudited)	(audited)
CURRENT ASSETS		
Cash and cash equivalents	\$1,091,337	\$1,412,126
Receivables from federal, state and local government	613,313	1,113,541
Accounts receivable	55,280	164,648
Materials and supplies	366,565	299,173
Prepaid expense and other	92,647	26,244
Total Current Assets	2,219,142	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	31,587,660	31,593,228
Office equipment	556,150	556,150
Work-in-Progress	449,538	0
	63,969,254	63,525,284
Less: Accumulated Depreciation	(23,296,179)	(19,818,319)
Total Property and equipment, net	40,673,075	43,706,965
OTHER ASSETS		
Cash and investments restricted	7,939,339	5,602,485
TOTAL ASSETS	\$50,831,556	\$52,325,182
LIABILITIES AND NET ASSETS		
CURRENT LIABILITIES		
Accounts payable	\$693,611	\$1,495,115
Accrued expenses	21,662	25,300
Deferred Revenue	5,428,524	3,146,385
Note Payable	0	0
Total Current Liabilities	6,143,797	4,666,800
NET ASSETS		
Invested in capital assets	40,673,075	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	529,049	456,100
Restricted - Regional Bus Reserve	3,775,308	3,011,977
Restricted - Regional Train Reserve	1,634,408	134,408
Unrestricted	(895,335)	(6,022,910)
Current Year Surplus / (deficit)	(3,028,746)	4,371,842
Total Net Assets	44,687,759	47,658,382
TOTAL LIABILITIES AND NET ASSETS	\$50,831,556	\$52,325,182

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivable	\$55,280 100.0%	\$0 0.0%	\$0 0.0%	\$0 0.0%	\$55,280 100.0%
Accounts Payable	\$693,611 100.0%	\$0 0.0%	\$0 0.0%	\$0 0.0%	\$693,611 100.0%

Regional Transportation Authority

of Middle Tennessee

Board Action Item

Item Number:	R-A-23-000	Meeting Date:	6/21/2023
Item Title:	Hamilton Springs Station License Agreement		

BACKGROUND:

A Tennessee development company, Horn Springs Development, Inc. of Lebanon, Tennessee, has expressed a desire to obtain a license to use a portion of the driveway and adjacent land at the Hamilton Springs Station located at 1000 Gaston Park Drive in Lebanon, Tennessee. As the Licensee, Horn Springs Development, Inc. will create homes adjacent to the RTA property. The license concerns the driveway area of the RTA property for the purpose of homeowners to the west of Aston Park Drive to access their houses from the sidewalk along Aston Park Drive and to create a curb cut and two crosswalks, one from the alleyway on Licensee's east side property to the west and the other at the corner to allow homeowners to access the sidewalk inside the west property which will connect to the RTA sidewalk. Licensee's use of the license shall not interfere with or disrupt the normal daily business operations of the RTA which shall continue to use the drive on its property.

All construction contemplated by the license agreement shall be at the sole expense of the Licensee and shall conform to plans to be submitted to RTA by Licensee for approval. Licensee shall be responsible for all costs associated with the utilization of the license including but not limited to any paving. Any costs associated with the design, permitting, or construction of improvements within the licensed area shall be at the expense of the Licensee. Additionally, Licensee agrees that it will be responsible for grass-cutting and similar routine maintenance of the RTA property.

RECOMMENDATION:

Tennessee Code Annotated §64-8-206 provides authority for the RTA additional powers and duties to support transit adjacent development. We recommend the Board provide the Chief Executive Officer the authority to enter into a license agreement for the Hamilton Springs Station property with Horn Springs Development, Inc, as the Licensee.

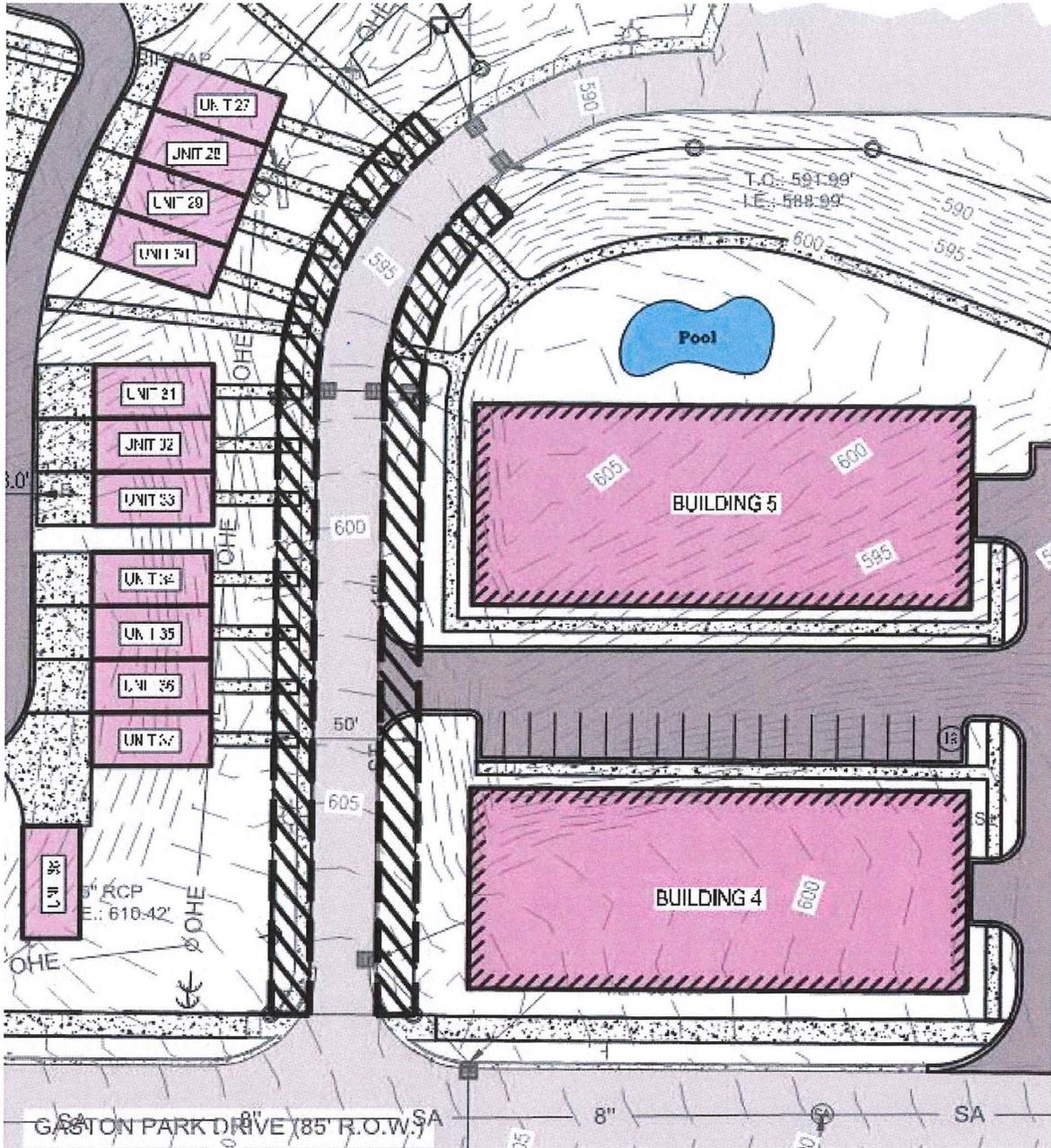
APPROVED:

6/21/2023

Board Secretary

Date

EXHIBIT A



Regional Transportation Authority of Middle Tennessee Board Resolution

A RESOLUTION TO AUTHORIZE A LICENSE AGREEMENT AT HAMILTON SPRINGS STATION

WHEREAS, the Regional Transportation Authority (hereinafter referred to as "RTA") is the owner of certain property located in the Hamilton Springs Development, Lebanon, Tennessee, being Parcel ID 095 057 00809 3033 as shown on Plat Book 28, Page 814, Register's Office for Wilson County, Tennessee;

WHEREAS, Horn Springs Development, Inc., a Tennessee corporation ("Licensee"), located at 1333 W. Main Street, Suite C, Lebanon, Tennessee 37087, as a Licensee desires to obtain a license to use of a portion of the driveway and adjacent area of the RTA property for the purposes of a new residential development;

WHEREAS, the license will provide access to the houses from the sidewalk along Aston Park Drive and to create a curb cut and two crosswalks, one from the alleyway on Licensee's east side property to the west and the other at the corner to allow homeowners to access the sidewalk inside the west property which will connect to the RTA sidewalk;

WHEREAS, the Licensee under the license agreement shall incur solely the expenses of all construction cost, shall conform to plans to be submitted to RTA and obtain prior approval from RTA of any construction to be completed on the property;

WHEREAS, Licensee shall comply with codes and all other applicable laws including without limitation the Americans with Disabilities Act, agrees to use care and not recklessly or negligently damage RTA property, agrees that the RTA shall not be responsible for damage to property of Licensee's employees or customers utilizing the RTA license;

WHEREAS, the term of the license granted will be perpetual, however RTA, its successors and assigns shall have the unilateral right to remove the driveway in its sole discretion. If the driveway is removed, this License Agreement shall terminate and the Licensee shall have no further rights in connection therewith;

WHEREAS, in response to the recommendation by the RTA staff, the Board is resolved that this is a benefit to the park and ride property at Hamilton Springs Station and further supports the projected transit adjacent development of the Licensee;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE REGIONAL TRANSPORTATION AUTHORITY OF MIDDLE TENNESSEE, that this body agrees upon acceptance of simple majority vote by the RTA Board of Directors, to authorize the Chief Executive Officer to enter into a license agreement with the Licensee as expressed herein and authorized under Tennessee Code Annotated Title 64, Chapter 8, Part 2, Section 206 (b)(4).

Adopted this 17th day of May 2023, by the Board of Directors of the Regional Transportation Authority of Middle Tennessee.

Mayor Randall Hutto
Chair, Regional Transportation Authority of
Middle Tennessee

Regional Transportation Authority

of Middle Tennessee

Board Action Item

Item Number:	R-A-23-008	Meeting Date:	6/21/2023
Item Title:	Fifth-Third Revolving Line of Credit Renewal		

BACKGROUND:

RTA has an operating line of credit through Fifth-Third Bank in the amount of \$5 million for general borrowings to cash flow expenses for RTA. The maturity date for the current line of credit is June 30, 2023.

It is sometimes difficult to forecast the availability of future federal grant funding. Consequently, we believe renewing the line of credit is imperative to ensure timely cash flow for expenses. One of the fees on the line is a non-use fee of 7.5 basis points charged quarterly for any unused portion of the line. In order to minimize that expense, we are recommending initially only opening \$1.5 million of the line to be subject to the non-use fee, and should we need additional capacity, at the discretion of management, we would contact the bank to open the additional line up to \$5 million in \$500,000 increments as needed. All covenants have been met on the current line of credit. The additional costs to renew the line include attorney's fees and a small closing fee.

You will recall last year, the Federal Reserve (Fed) created an agency, the Alternative Reference Rates Committee (ARRC), which directed to all banks that the LIBOR interest rate index would be phased out in favor of indexes that would be more regulated or with greater market support such as the Prime rate and SOFR (Secured Overnight Funding Rate) and that LIBOR cessation must occur no later than June 30, 2023, and that no new loan origination would use that index after December 31, 2021.

Consequently, RTA's renewal last year moved from LIBOR based on the Prime rate. The Prime rate is a lagging indicator of interest rates and only changes when the Federal Reserve (Fed) adjusts interest rates. At the same time, SOFR is a leading indicator that bakes in anticipated rate changes before Fed adjustments. Since we were in an environment of increasing interest rates by the Fed due to inflationary pressures, the new line of credit was approved by the Board using an interest rate of Prime minus 1.8% and the same non-use fee of 7.5 basis points.

Since we are still in an environment of increasing interest rates by the Fed due to inflationary pressures, the new line of credit will be based upon Prime with the interest rate remaining at minus 1.80% and the same non-use fee of 7.5 basis points. These expenses have been included in the annual budget.

Any borrowings are contingent upon receiving federal funding when the grant funding becomes available. The line of credit is for general use to pay for expenses reimbursable by a federal grant.

STAFF RECOMMENDATION:

The Finance Committee recommends to the Board to authorize the CEO to enter into the fourth year of a five-year revolving line of credit agreement for up to \$5.0 million with Fifth Third Bank based upon the terms explained above for the period from July 1, 2023, to June 30, 2024.

APPROVED:

Board Secretary

6/21/2023

Date

Regional Transportation Authority

of Middle Tennessee

Board Action Item

Item Number:	R-A-23-009	Meeting Date:	6/21/2023
Item Title:	RTA/MTA WeGo Ride Program Revenue Sharing Agreement		

BACKGROUND:

In June 2020, the Board approved a WeGo Ride Program Revenue Sharing Agreement with Nashville MTA for the first time. The WeGo Ride Program is an employer-paid transit pass program to provide employee commuter benefits on Nashville MTA and RTA services in Middle Tennessee under the name WeGo Public Transit. FY2021 was the first year for the new pilot EasyRide program to reach out to new companies to promote employer-paid transportation for their employees. To remind the Board, the following are the objectives of the program:

- All: Simplify program transportation benefits;
- All: Simplify program administration;
- All: Simplify program fee structure to predict costs and revenues for annual budgeting better;
- MTA/RTA: Protect existing program revenue;
- MTA/RTA: Grow program participation to increase overall ridership and operating revenue;
- MTA/RTA: Increase transparency between the two agencies on program revenue and ridership;
- Business Partners: Manage and reduce both direct and indirect transportation costs;
- Business Partners: Provide sustainable and competitive employee benefits.

Current and potential business partners continue to strongly prefer a consolidated pass program where their employees could utilize a single pass for both Nashville MTA and RTA services. Under the Revenue Sharing Agreement, Nashville MTA is the master contractor under the program, with revenue splits between the Nashville MTA and RTA that fairly compensate both agencies relative to the overall use of the program.

The revenues collected from business partners of the pilot WeGo Ride Program are assigned to each agency based on a formula that weights average fare (which will skew toward the RTA due to a higher fare structure) and ridership (which will skew toward MTA due to generally higher rates of usage) equally. The annual "conflict of interest review" discussed annually includes a review of how revenue assignment was calculated for the preceding period, with testing of these calculations incorporated into both agencies' external audit scope.

The program continues to grow, with 36 businesses now utilizing the program, which is more than doubled from the 15 we had in the program through the second year ending June 30, 2022. The revenue split calculation for the program will be done at the end of June once all ridership for both agencies has occurred. Staff intends to continue and promote this program which will require a renewal of this agreement since it is due to expire on June 30, 2023.

Historically, MTA and RTA have had separate revenue sharing, specifically related to the State WeGo Ride program. Since this new WeGo Ride Program framework for how revenues are shared between MTA and RTA is very similar to how the revenues are shared under the State program, there is no longer the need to have two separate agreements. Consequently, the State program will be folded into the revenue sharing under this agreement.

RECOMMENDATION:

The Finance Committee recommends that the Board approves the renewal of the WeGo Ride Program Revenue Sharing Agreement with RTA from July 1, 2023, through June 30, 2024, now including State employee ridership, based upon the formula explained above and that Nashville MTA will continue to be the Master Contractor for the EasyRide Program and will share revenues with RTA based upon the calculated formula. Each Board will review the agreement annually to assess if any changes should be made to the agreement in the future.

APPROVED:

Board Secretary

6/21/2023

Date

Regional Transportation Authority

of Middle Tennessee

Board Action Item

Item Number:	R-A-23-010	Meeting Date:	6/21/2023
Item Title:	RTA/MTA Regional Bus and Shuttle Contract FY2024 Renewals		

BACKGROUND:

On regional transit programs, a positive working relationship has been established for many years between the Regional Transportation Authority of Middle Tennessee (RTA) and the Nashville Metropolitan Transit Authority (Nashville MTA).

Each year, the RTA contracts with the Nashville MTA for regional transit services for Davidson/Rutherford County Relax & Ride services to Murfreesboro, Tennessee, as well as connecting bus services to support the commuter train service for the WeGo Star in Nashville, Tennessee. The RTA desires to renew these contracts for the period of July 1, 2023, through June 30, 2024. Two separate contracts are required since there are different funding sources for the regional and connecting bus services.

Contract 1 – Under the new contract for the regional bus service between Davidson and Rutherford Counties (Routes 84X and 86X), the RTA will pay the Nashville MTA for up to 54.84 hours of daily service at a rate of \$120.49 per hour, or an amount not to exceed \$1,671,740, covering 253 days of weekday transit service contained in the contract. The \$120.49 represents a 3.0% increase in the contract price compared to the prior year.

Contract 2 – Under the new contract for connecting bus services for Davidson County (Routes 64 and 93), the RTA will pay the Nashville MTA up to 8.88 hours of daily service at a rate of \$120.49 per hour, or \$270,700, covering the 253 days of weekday transit service contained in the contract. The \$120.49 represents a 3.0% increase in the contract price compared to the prior year.

A fuel escalator clause will again be included in all the new contracts to protect the Nashville MTA should the average fuel prices escalate above \$3.25 per gallon. The clause stipulates that for every 25-cent increase in the monthly average per gallon cost of fuel, the hourly rate will increase by \$1.50 per hour for that month and in the future. This will cover the Nashville MTA's increased operating costs due to increased fuel costs. This escalator is above and beyond the contracted amounts mentioned above. This could be a factor for RTA based on the current volatility in fuel costs. Nashville MTA has hedged approximately 80% of projected diesel fuel consumption at \$2.80 per gallon to achieve an average price, including the unhedged consumption of approximately \$3.09 per gallon.

RECOMMENDATION:

The Finance Committee recommends that the Board approve the renewal of contracts with Nashville MTA consisting of Contract 1 for regional bus services and Contract 2 for connecting bus services supporting commuter rail. Both of these contracts are for a period of one year, beginning July 1, 2023, through June 30, 2024, for the following base amounts:

Contract #1 for a not-to-exceed amount of \$1,671,740 for regional bus service, and
Contract #2 for \$270,700 for connecting buses supporting commuter rail.

APPROVED:

Board Secretary

6/21/2023

Date

Regional Transportation Authority

of Middle Tennessee

Board Action Item

Item Number:	R-A-23-011	Meeting Date:	6/21/2023
Item Title:	WeGo Star Liability Insurance Renewal		

BACKGROUND:

We have been working with our insurance broker regarding the renewal of our \$30 million liability insurance coverage for commuter rail, which is due to expire on June 30, 2023. As stipulated within the Tri-Party Agreement between the Regional Transportation Authority of Middle Tennessee (RTA), Nashville & Eastern Railroad, and Nashville and Eastern Rail Authority, the RTA provides the first \$1 million through its supplemental insurance reserve account. The remaining \$29 million per occurrence and \$58 million aggregate excess policy are what we receive pricing for each year. The current policy with Aspen Specialty Insurance and Liberty Surplus International Insurance companies had a total premium of \$294,562. This was a flat premium last year compared to the prior year due to low ridership on the WeGo Star, which is the primary driver of liability insurance premiums. All the insurance carriers have a minimum (floor) they will charge for an annual bonus and then have trueing up at the end of the fiscal year based upon an audit of how many riders used the train. The floor (in terms of ridership) set by Aspen and Liberty was 179,000 rides. WeGo Star will not achieve that ridership number and thus will end this fiscal year with a floor premium of \$294,562.

Our broker typically contacts all the insurance companies in the passenger rail insurance market to receive market quotes for WeGo Star coverage. The commuter rail liability insurance market is very limited and consists of only four companies that will provide quotes.

We have received a quote for FY2024 from Aspen Specialty Insurance as the primary and Liberty Surplus Insurance Corporation as the second layer, which is a slight increase compared to last year. Both companies continue to have excellent bond ratings. Due to the slow recovery from the pandemic, employers returning to a traditional commute work schedule, and more people working remotely having on ridership, ridership continues to struggle. Consequently, the quotes were consistent with the last couple of years' methodology based on a minimum floor price. The other two insurance providers could not match Aspen and Liberty's proposal. The \$29 million per occurrence/\$58 million in aggregate cost has been confirmed at a price of \$297,177, a 0.9% increase over the prior year. Aspen will cover the primary layer of \$18 million/\$36 million aggregate, and Liberty has the second layer of \$11 million/\$22 million aggregate. The benchmark for ridership was increased slightly to 180,600 compared to 179,000 last year, or approximately \$1.65 per ride. For the renewal policy, should the ridership improve more than anticipated and we exceed the benchmark, RTA would have to pay additional premiums at approximately \$1.65 times the number of rides over the benchmark. We are currently estimating fares and ridership to still be off by as much as 50% to 60% compared to pre-pandemic levels of approximately 280,000 rides. Consequently, we do not believe ridership on the train will exceed the benchmark.

STAFF RECOMMENDATION:

The Finance Committee recommends that the Board approve the insurance policy for \$29 million of train liability insurance coverage (with a \$58 million aggregate) for the policy year from July 1, 2023, through June 30, 2024, to be awarded to Aspen Specialty Insurance and Liberty Surplus Insurance Corporation for a total base annual premium of \$297,177 with the caveat that if the yearly ridership exceeds the benchmark of 180,600 rides, RTA will pay an additional compensation at a rate of \$1.65 per ride given over the benchmark. RTA will maintain the supplemental insurance reserve of \$1 million, making our total liability insurance coverage \$30 million.

APPROVED:

Board Secretary

6/21/2023

Date

Regional Transportation Authority

of Middle Tennessee

Board Action Item

Item Number:	R-A-23-012	Meeting Date:	6/21/2023
Item Title:	Proposed Operating Budget for FY2024		

BACKGROUND:

The attached proposed FY2024 operating budget reflects maintaining all Member city/county contributions at current levels. It also assumes full availability of Congestion Mitigation and Air Quality Funds (Federal funding provided through TDOT) for the upcoming year, as residual funds from our last CMAQ grant award will be sufficient to do so. We are up for renewal of this CMAQ program in the coming year for anticipated use starting in FY2025. The following are significant issues and assumptions underlying the proposed budget:

Ridership Recovery and Its Impacts on the Operating Budget

In last year's presentation to the board for the FY2023 budget, staff had prepared what was thought to be, at the time, a more pessimistic scenario related to the rate of return of the percentage of pre-pandemic ridership by 2026. However, through March 2023, we have only seen a 9.3% growth year over year in ridership and have yet to recover to even 40% of the pre-pandemic ridership level. This ridership trend is consistent with what is being experienced nationwide for regional commuter ridership. It would give credence to our ongoing conversations with the board that recovery to pre-pandemic numbers will not happen. Consequently, we have adjusted budget projections for ridership growth to a conservative 3% per year for FY2025 through FY2027, assuming the same regional model. With the STAR Study in progress, we anticipate exploring service restructuring or expansion's impact on commuter rail ridership and how those strategies might also apply to or coordinate with regional bus ridership. We are also pursuing several park-and-ride locations in Murfreesboro, Franklin, and the former Global Mall at Hickory Hollow. We plan to identify additional areas in other counties to make regional bus ridership more attractive. Moving forward under current models, we have incorporated the following assumptions for some of our unknown issues through 2027:

Scenario	Full Service Restored	Estimated End-of-Year Percentage of Pre-Pandemic Ridership	TDOT CMAQ 3-Year Funding Allocation	Annual Local Contributions	Total End-of-Year Bus Corridor Reserves
Ridership will not recover to pre-pandemic levels	Fall 2022 with two routes during FY23	FY2024 – 35.7% FY2025 – 36.8% FY2026 – 37.9% FY2027 – 39.0%	\$10,608,620	Remain the Same	FY2024– \$4,376,821 FY2025– \$4,486,479 FY2026– \$4,574,142 FY2027– \$4,671,582

The RTA Board established Regional Bus Corridor reserves in FY2016 to provide a form of "rainy-day" fund in the event of disruption of CMAQ funding or the impacts of the pandemic. The original goal was to get each corridor to a point where it had a minimum of one year of operating expenses for that corridor in reserve to allow sufficient time to adjust to whatever funding reality might be facing the RTA at any given point in time. The projection above provides a snapshot of all bus corridor reserves, but the following table breaks these down into each specific corridor at the end of FY2027.

End-of-Year Corridor Reserve Projections			
	New Assumptions		New Assumptions
Dickson	\$273,940	Montgomery	\$530,112
Robertson	\$235,456	Rutherford	\$89,461
Sumner	\$1,004,580	Wilson	\$1,634,408
Williamson	\$988,031	Davidson	\$1,550,002

Like the regional bus reserve, the board established a Commuter Train Operating Reserve in June 2022, with CARES Act funding being used to cover the operating expenses those train subsidies would have covered.

As mentioned earlier, we recognize that one of the most pressing capital projects needed for RTA is the development of well-located, purpose-built park-and-ride lots to maximize ridership opportunities; there is also a long-term need to develop local Funding to be applied in each of the necessary corridors to match possible State and Federal funds for this purpose (likely a 10% local match requirement). There would also be a need to match any projects that develop from the STAR Study. Staff recommends a status quo approach related to regional bus and train reserves and having all partners continue with the same contributions and build bus reserves for FY2024 until we have more time to develop the park-and-ride expansion plans.

Federal Response: The CARES Act and American Rescue Plan Act

RTA has been utilizing the \$13,786,259 in Coronavirus Aid, Relief and Economic Security (CARES) Act funding awarded back in March 2020 as the federal government's first response to the impacts of COVID-19. These dollars are extremely flexible and represent 100% funding requiring no match, and can be used for both operating and capital needs. As part of RTA's pandemic response team, we planned how supplemental Federal support would be utilized to sustain current services for our customers, and our plans included the following:

1. Funds used to sustain operating revenue losses will last through FY2024. For the most part, these funds will be depleted in FY2024, with a nominal balance of \$68,000 carried into FY2025.
2. Capital projects related to enhanced rail services and identification of park-and-ride properties for regional bus services. These funds are expected to be utilized over the next several years.

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

1. Sustain operating expenses in light of operating revenue loss and contractual or inflationary increases in operating expenses -	\$9,786,259
2. Continued engineering assessment of Star Study service upgrades -	\$2,000,000
3. Park and ride expansion -	\$2,000,000
Total:	<u>\$13,786,259</u>

As you know, RTA was also awarded additional Funding through the Biden Administration's American Rescue Plan Act, with RTA receiving \$1 million. These dollars were used in FY2022 offsetting federal 5307 dollars that would have been used for operating costs associated with preventive maintenance and capital cost of contracting expenditures.

Annual Review of Fares and Lease Rates for Riverfront Station

The current fare structure for regional bus service and the commuter rail has been in place since Nashville MTA began managing the RTA in December 2008, except for two fare increases, with the most recent of 5% across the board approved in 2016. RTA has implemented a new account-based touchless fare collection system in partnership with Nashville MTA that is now fully operational.

We propose maintaining the current fare structure for FY2024 to reassess the structure during the next year with data from the new fare collection system and recommendations that come out of the Star Study. We will address the overall fare structure with a particular focus on the fares for commuter rail. Of particular interest is the outlier fare at Donelson Station of \$2 that has been in place since 2006.

RTA Proposed FY2024 Budget

The Regional Transportation Authority of Middle Tennessee's (RTA) budget proposal for FY2024 has an overall decrease of \$1.6 million, or 12.7%, to \$11.1 million compared to \$12.7 million in FY2023. This decrease is primarily due to the FY2023 approved budget, including a one-time use of CARES Act funding of \$1.5 million to

cover train expenses in order to free up the subsidies from Lebanon, Mt Juliet, Wilson County, and a portion of Metro Davidson County to be used to establish a commuter train reserve that will not be repeated in the proposed FY2024 budget. In addition, there is a decrease in partner subsidies going into bus reserves and a decrease in estimated fare collection charges for RTA's shared portion of back-office expenses for the recently implemented Quick Ticket fare collection system. Nashville MTA manages all the fare collection back-office expenses and calculates RTA's amount annually. The estimate in FY2023 was \$200,000, but Nashville MTA is still in the process of fully accepting the system from the manufacturer, so not all back-office expenses have been incurred. After year-end, We will review the expense-sharing allocation with the board once all costs are confirmed. The FY2024 proposed budget includes an estimate of approximately \$75,000. These decreases are partially offset by contractual increases in the rate per hour from our third-party service providers, with a 4.3% contractual increase from Transit Solutions Group, our train operator, and a proposed 3% increase for services provided by Nashville MTA and Gray Line, RTA's third-party bus operators.

The attached proposed budget also includes the following assumptions:

- CARES Act funding being used in this budget is approximately \$2.5 million
- the State will continue its operating subsidy as well as support the regional bus services
- the Tennessee Department of Transportation (TDOT) will continue the support for the WeGo Ride program (payment for state employees to ride transit services); and,
- Full CMAQ funding, as previously planned, is being utilized for FY2024. We will seek a new round of CMAQ through our upcoming application for renewal, which will be needed starting in FY2025.

The revenues needed to cover the operating expenses will come from CARES Act funding, fare revenues, and rental revenues, federal Congestion Mitigation Air Quality (CMAQ) grant Funding, state, local, and regional subsidy support, as well as federal formula 5307 capital funding that will be converted to operating revenue through the preventive maintenance and capital cost of the contracting process.

This proposed budget also assumes that up to \$5 million from the line of credit will be available throughout the fiscal year. This is for cash flow purposes only, with full repayment over the course of the fiscal year.

Two versions of the proposed FY2024 Budget have been included for your reference. One version is the traditional format of the regional bus and train operations, while the other represents the budget by regional partners, including forecasts through FY2027.

One additional topic discussed during the approval of last year's budget needs to be brought to the board's attention. While it does not have a bearing on the approval of the FY2024 operating budget being presented here, there was some discussion about RTA's future year forecasts as it relates to the WeGo Star operation in the East Corridor and the fact that the one-time CARES Act funding will for all intents and purposes be depleted during FY2024. The forecasts through FY2027 reflect prolonged ridership recovery and continuing contractual increases, resulting in structural deficits starting during FY2025. While reserves are in place to address these deficits in the short-term and the STAR Study continues to progress, serious conversations will need to occur with the East Corridor Committee and Board to discuss how the corridor will address the inevitable structural deficits reflected in FY2025 and beyond.

Chief Financial Officer Ed Oliphant will review both budgets at the committee meeting.

RECOMMENDATION:

The Finance Committee recommends that the Board adopt the proposed FY2024 budget as presented.

APPROVED:

Board Secretary

6/21/2023

Date

**Regional Transportation Authority
FY2024 Proposed Budget**

	Proposed RTA REGIONAL BUS FY2024	Proposed RTA TRAIN FY2024	TOTAL Proposed Budget for FY2024	TOTAL Approved Budget for FY2023	Dollar Variance	Percent Variance
Revenues From Operations						
Ticket Sales Revenues	\$169,079	\$227,449	\$396,528	\$385,912	\$10,616	2.8%
Rail Operations Advertising Revenue		0	0	9,000	(9,000)	-100.0%
Ticket Revenue from Special Events		78,500	78,500	74,250	4,250	5.7%
Membership Dues	160,650	49,107	209,757	169,932	39,825	23.4%
Miscellaneous Other Revenues	0	104,710	104,710	98,840	5,870	5.9%
Unidentified Revenue	0	0	0	0	0	#DIV/0!
Total Operating Revenue	329,729	459,766	789,495	737,934	51,561	7.0%
Federal/State/Local Support Income						
Wilson County, Lebanon, Mt Juliet		134,408	134,408	134,408	0	0.0%
Metro Nashville Government	320,200	1,500,000	1,820,200	1,820,200	0	0.0%
Regional Subsidies	1,066,335		1,066,335	1,070,802	(4,467)	-0.4%
JARC/NF	0		0	0	0	0.0%
State Support	460,157	200,043	660,200	642,300	17,900	2.8%
CMAQ	1,853,182		1,853,182	1,465,446	387,736	26.5%
CARES Act Funds	1,600,000	874,715	2,474,715	4,529,221	(2,054,506)	-45.4%
Federal 5307 (Maint. & Capital Cost of Contracting)	124,593	2,191,952	2,316,545	2,329,757	(13,212)	-0.6%
Federal RESCUE Plan Funding	0	0	0	0	0	#DIV/0!
Total Support Income	\$5,424,467	\$4,901,118	\$10,325,585	11,992,134	(1,666,549)	-13.9%
Total Revenue	\$5,754,196	\$5,360,884	\$11,115,080	\$12,730,068	(\$1,614,988)	-12.7%
Expenses :						
Mgmt Contract with MTA	430,471	430,469	860,940	860,940	0	0.0%
Marketing	84,560	82,710	167,270	167,270	0	0.0%
Legal Fees	9,000	15,000	24,000	37,000	(13,000)	-35.1%
Audit Fee	15,000	18,000	33,000	36,800	(3,800)	-10.3%
Software & Web Maintenance	31,700	0	31,700	57,000	(25,300)	-44.4%
Interest Expense - Line of Credit	0	17,500	17,500	19,500	(2,000)	-10.3%
Bank Service Charges	3,500	12,800	16,300	17,800	(1,500)	-8.4%
Consultant / Other Labor	7,500	32,375	39,875	39,160	715	1.8%
Contract - Fare Collections	26,700	48,510	75,210	200,000	(124,790)	-62.4%
Contract - Station Maint & Security	0	209,500	209,500	189,000	20,500	10.8%
Contract - Track Usage, Maint & Dispatch	0	782,410	782,410	753,920	28,490	3.8%
Contract - Transit Services (Bus)	4,499,130	270,700	4,769,830	4,677,704	92,126	2.0%
Contract - Transit Services (Rail)	0	1,981,970	1,981,970	1,900,350	81,620	4.3%
Contract - MCS Special Event Trips	0	57,300	57,300	42,610	14,690	34.5%
Fuel	0	714,625	714,625	731,790	(17,165)	-2.3%
Consumable Supplies	15,400	7,575	22,975	23,775	(800)	-3.4%
Printing & Publishing	2,000	15,300	17,300	17,300	0	0.0%
Travel & Training	1,000	0	1,000	1,000	0	0.0%
Partner Reserves	607,560	0	607,560	2,267,634	(1,660,074)	-73.2%
Dues & Membership Fees	4,000	7,000	11,000	11,000	0	0.0%
Insurance	4,200	476,690	480,890	487,170	(6,280)	-1.3%
Utilities	8,475	180,450	188,925	187,345	1,580	0.8%
Contract - Emergency Ride Home	4,000	0	4,000	4,000	0	0.0%
Total Operating Expenses	\$5,754,196	\$5,360,884	\$11,115,080	\$12,730,068	(\$1,614,988)	-12.7%
Annual Surplus / (Deficit)	\$0	\$0	\$0	\$0	\$0	

Regional Transportation Authority Budget for FY2024, Forecasts for FY2025-FY2027

Budget by Partner	FY2023 Approved Budget	FY2024 PROPOSED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED
Expenses					
<i>Direct Cost of Service Provided</i>					
87X - Gallatin/Hendersonville Express	\$713,110.00	\$731,615.00	\$756,514.00	\$779,191.00	\$802,538.00
89X - Robertson Cty Express	341,699.00	350,566.00	362,496.00	373,362.00	384,550.00
95X - Franklin/Spring Hill Express	742,823.00	762,099.00	788,035.00	811,657.00	835,978.00
94X - Clarksville Express	653,684.00	670,647.00	693,471.00	714,258.00	735,660.00
88X - Dickson Express	304,557.00	312,461.00	323,094.00	332,779.00	342,751.00
84X - Murfreesboro Express	1,192,082.00	1,263,865.00	1,306,877.00	1,346,052.00	1,386,385.00
86X - Smyrna Express	399,639.00	407,876.00	421,756.00	434,399.00	447,415.00
Commuter Rail Train Service	4,260,830.00	4,302,695.00	4,380,664.00	4,490,815.00	4,668,910.00
<i>Indirect Costs</i>	1,854,010.00	\$1,705,696.00	1,822,528.00	1,845,597.00	1,902,306.00
Total Expenses	10,462,434.00	10,507,520.00	10,855,435.00	11,128,110.00	11,506,493.00
Revenue Sources					
<i>Self-Generated Revenues</i>					
Fares & Other Self-generated Revenues	568,002.00	579,738.00	594,662.00	610,077.00	625,949.00
Membership Dues	169,932.00	209,757.00	209,757.00	209,757.00	209,757.00
Unidentified Revenue Source	-	-	-	-	-
Total Fares and Other	737,934.00	789,495.00	804,419.00	819,834.00	835,706.00
Federal					
Federal \$5307 Contribution - Bus Related Svcs	155,788.00	124,593.00	215,186.00	224,942.00	233,340.00
Federal \$5307 Contribution - Train Related Svcs	2,173,969.00	2,191,952.00	2,261,774.00	2,306,589.00	2,402,937.00
Federal CARES Contribution - Bus Related Svcs	1,988,235.00	1,600,000.00	-	-	-
Federal CARES Contribution - Train Related Svcs	2,540,986.00	874,715.00	68,266.00	-	-
Federal CMAQ Contribution - Bus Related Svcs	1,465,446.00	1,853,182.00	3,042,526.00	3,133,725.00	3,227,620.00
Federal RESCUE Contribution - Train Related Svcs	-	-	-	-	-
Total Federal	8,324,424.00	6,644,442.00	5,587,752.00	5,665,256.00	5,863,897.00
Metro					
Davidson County - Bus Related Services	320,200.00	320,200.00	320,200.00	320,200.00	320,200.00
Davidson County - Train Related Services	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00
Total Metro	1,820,200.00	1,820,200.00	1,820,200.00	1,820,200.00	1,820,200.00
State					
TDOT	1,042,300.00	1,060,200.00	1,070,102.00	1,080,203.00	1,090,402.00
Total State	1,042,300.00	1,060,200.00	1,070,102.00	1,080,203.00	1,090,402.00
Regional Subsidy Contributions					
<i>SE Corridor (84X, 86X)</i>					
Rutherford County	49,220.00	49,220.00	49,220.00	49,220.00	49,220.00
Murfreesboro	33,610.00	33,610.00	33,610.00	33,610.00	33,610.00
Smyrna	4,467.00	-	-	-	19,165.00
LaVergne	9,000.00	9,000.00	9,000.00	10,384.00	19,745.00
MTSU	25,000.00	25,000.00	25,000.00	39,895.00	60,551.00
<i>NE Corridor (87X)</i>					
Sumner County	55,597.00	55,597.00	55,597.00	55,597.00	55,597.00
Gallatin	55,597.00	55,597.00	55,597.00	55,597.00	55,597.00
Hendersonville	55,597.00	55,597.00	55,597.00	55,597.00	55,597.00
<i>S Corridor (95X)</i>					
Williamson County	78,040.00	78,040.00	78,040.00	78,040.00	78,040.00
Spring Hill	42,237.00	42,237.00	42,237.00	42,237.00	42,237.00
Franklin	56,185.00	56,185.00	56,185.00	56,185.00	56,185.00
<i>N Corridor (89X)</i>					
Robertson County	15,000.00	15,000.00	15,000.00	15,000.00	15,000.00
Springfield	15,000.00	15,000.00	15,000.00	15,000.00	15,000.00
<i>NW Corridor (94X)</i>					
Montgomery County	51,301.00	51,301.00	51,301.00	51,301.00	51,301.00
Clarksville	51,301.00	51,301.00	51,301.00	51,301.00	51,301.00
<i>E Corridor (Train)</i>					
Wilson County	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00
Lebanon	54,408.00	54,408.00	54,408.00	54,408.00	54,408.00
Mt. Juliet	30,000.00	30,000.00	30,000.00	30,000.00	30,000.00
Cheatham County (Pleasant View)	-	-	-	-	-
<i>W Corridor (88X)</i>					
Dickson County	36,825.00	36,825.00	36,825.00	36,825.00	36,825.00
City of Dickson	36,825.00	36,825.00	36,825.00	36,825.00	36,825.00
Total Regional Contributions	805,210.00	800,743.00	800,743.00	817,022.00	866,204.00
Total Revenue Sources	12,730,068.00	11,115,080.00	10,083,216.00	10,202,515.00	10,476,409.00
Surplus:					
Membership Dues	-	-	-	-	-
BUS Subsidies Reserved for Future Service	767,634.00	607,560.00	109,658.00	87,663.00	97,440.00
TRAIN Subsidies Reserved for Future Service	1,500,000.00	-	-	-	-
Surplus / (Deficit)	2,267,634.00	607,560.00	(772,219.00)	(925,595.00)	(1,030,084.00)
Train Structural Deficit	-	-	(881,877.00)	(1,013,258.00)	(1,127,524.00)

Regional Transportation Authority of Middle Tennessee

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

Item Number:	R-D-23-013	Meeting Date:	6/21/2023
Item Title:	Monthly Operating Statistics		

BACKGROUND:

Attached are the monthly operating statistics for April 2023.

We saw a slight dip in ridership compared to the previous month, but this is likely attributable to having three fewer weekdays in April versus March this year. Year-over-year trends are still very strong, with ridership increasing by over one-third.

On-time performance for express bus service also decreased for the month of April compared to March. Most of the decline in this performance area came from significant reliability decreases on the routes serving the Southeast Corridor via I-24 (Routes 84 Murfreesboro and 86 Smyrna – La Vergne). These routes are still more reliable than pre-pandemic, but the Southeast Corridor is still the most challenging operationally.

The WeGo Star had minor delays due to heavy wind conditions but otherwise operated on schedule and without disruption. The Star ran a special train for the St. Jude Rock 'n' Roll Running Series Nashville Marathon this month, with 103 rides for the event.

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

6/21/2023

Date

RTA Monthly Dashboard Report *

Metric	April 2023	April 2022	Pct. Change
Ridership			
			% Change
Total RTA Bus Passengers	10,852	9,209	17.8%
WeGo Star Passengers	7,463	7,201	3.6%
Total RTA Passengers	18,315	16,410	11.6%
Percentage of Pre-Pandemic Ridership	34.5%	30.9%	3.6%
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 %	99.94%	99.72%	0.22%
WeGo Star Total Trip Completion %	100.00%	100.00%	0.00%
RTA Bus Total Miles btwn Service Interruption	45,175.0	9,896.8	356.5%
WGS Total Miles btwn Service Interruption	N/A	N/A	N/A
On-Time Performance ^			
RTA Bus	84.6%	83.6%	1.2%
WeGo Star	97.5%	98.8%	-1.3%
Customer Care			
RTA Bus Total Passengers per Complaint	904	1,316	-31.3%
WeGo Star Passengers per Complaint	7,463	1,800	314.6%

* 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 April	FY 2022 April	Pct. Change
Ridership			
			% Change
Total RTA Bus Passengers	103,563	75,459	37.2%
WeGo Star Passengers	74,293	56,802	30.8%
Total RTA Passengers	177,856	132,261	34.5%
Percentage of Pre-Pandemic Ridership	33.9%	25.2%	8.7%
Safety			
RTA Bus Total Accidents	5	0	N/A
WeGo Star Total Accidents	1	1	0.0%
RTA Bus Total Miles btwn Accidents	90,652	N/A	N/A
WGS Total Miles btwn Accidents	66,832	61,022	9.5%
Service Quality			
RTA Bus Total Trip Completion %	99.05%	98.82%	0.23%
WeGo Star Total Trip Completion %	100.00%	98.90%	1.10%
RTA Bus Total Miles btwn Service Interruption	3,057.6	2,476.6	23.5%
WGS Total Miles btwn Service Interruption	N/A	2,440.9	N/A
On-Time Performance ^			
RTA Bus	86.8%	85.8%	1.2%
WeGo Star	98.1%	97.9%	0.1%
Customer Care			
RTA Bus Total Passengers per Complaint	1,068	2,287	-53.3%
WeGo Star Passengers per Complaint	6,754	4,057	66.5%

* 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)

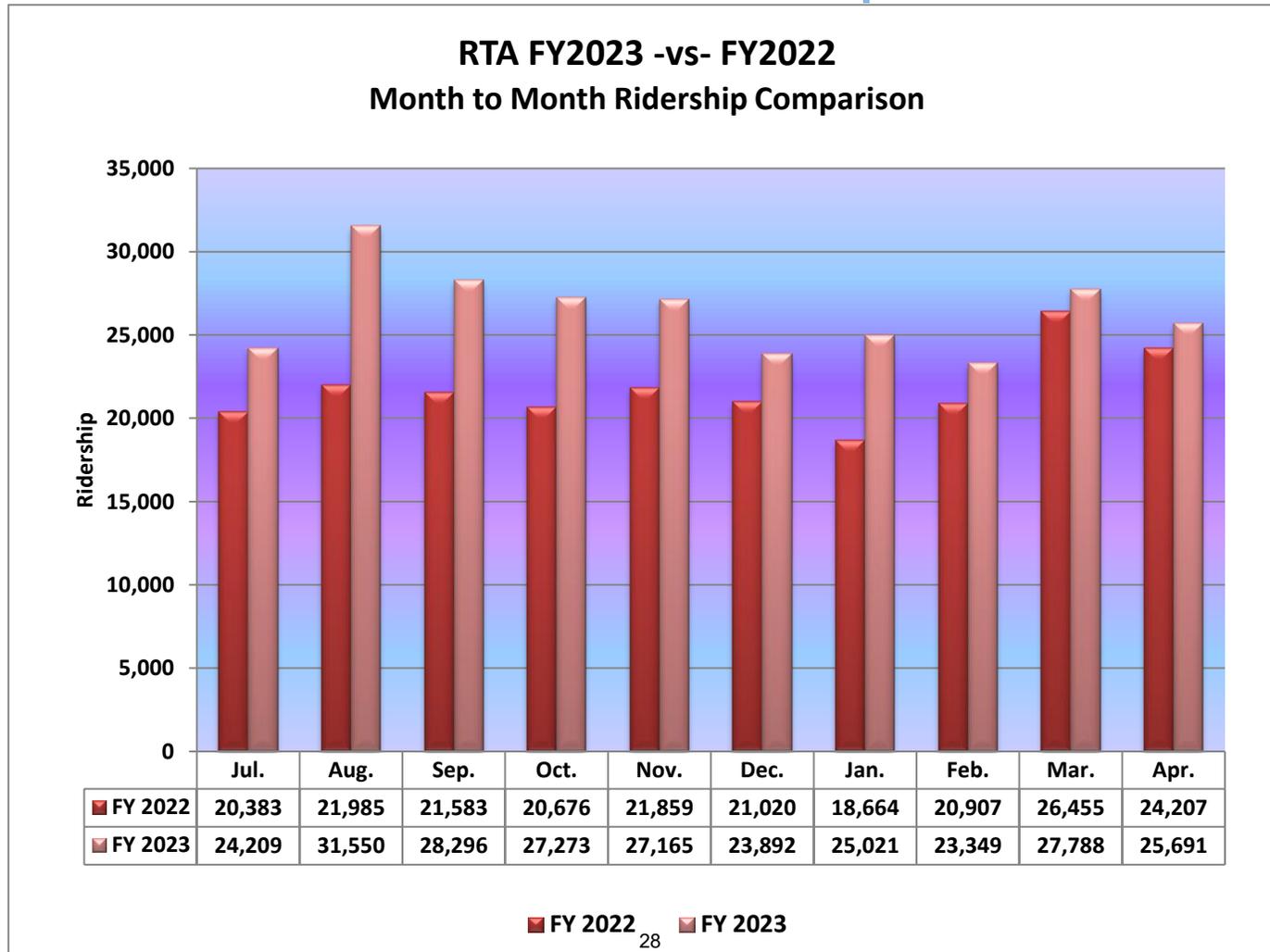
WeGo Star

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		
	Apr-22	Apr-23	Percentage Change	FY 2022	FY 2023	Percentage Change
WeGo Star	7,201	7,463	3.6%	56,802	75,528	33.0%
Express Bus & Shuttle Services	9,209	10,852	17.8%	75,459	103,563	37.2%
RTA VanStar Vanpool Service	1,131	912	-19.4%	14,827	12,048	-18.7%
Total RTA Ridership	17,541	19,227	9.6%	147,088	191,139	29.9%





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

	Month to Month Comparison			Fiscal Year		
	Apr-22	Apr-23	Change	FY 2022	FY 2023	Change
MTA Local Bus Service	548,986	671,631	22.3%	4,859,342	6,376,826	31.2%
MTA Local Paratransit Service	27,174	29,505	8.6%	250,899	297,525	18.6%
RTA Regional Bus Service	9,209	10,852	17.8%	75,459	103,563	37.2%
RTA VanStar Vanpool Service	1,131	912	-19.4%	14,827	12,048	-18.7%
RTA Regional Rail Service	7,201	7,463	3.6%	56,802	75,528	33.0%
* RTA Special Events Rail Service	0	103	N/A	6,855	8,478	23.7%
Subtotal RTA Rail Service	7,201	7,566	5.1%	63,657	84,006	32.0%
Subtotal MTA & RTA Bus & Rail Service	593,701	720,466	21.4%	5,264,184	6,873,968	30.6%
Williamson County VanStar Vanpool Service	6,666	6,361	-4.6%	63,796	64,617	1.3%
Murfreesboro ROVER Local Bus Service	9,163	8,883	-3.1%	88,189	89,230	1.2%
Franklin Transit Local Bus Service	10,378	9,323	-10.2%	59,407	68,527	15.4%
Clarksville Transit Local Bus Service	41,195	43,527	5.7%	387,003	433,655	12.1%
Total Area Ridership	661,103	788,560	19.3%	5,862,579	7,529,997	28.4%



**REGIONAL TRANSPORTATION AUTHORITY
ROUTE PERFORMANCE INDICATOR REPORT**

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

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)	1,731	23.3%	187	11	9.2
	Northwest Corridor (Routes 89 & 94)	2,122	21.4%	327	8	6.5
	South Corridor (Route 95)	794	12.9%	226	5	3.5
	Southeast Corridor (Routes 84 & 86)	2,622	16.1%	818	5	3.2
EXPRESS BUS ROUTE SERVICE						
84	Murfreesboro Express	2,049	22.5%	650	5	3.2
86	Smyrna - LaVergne Express	573	-2.1%	167	4	3.4
87	Gallatin Express	1,731	23.3%	187	11	9.2
88	Dickson Express	374	121.3%	94	5	4.0
89	Springfield - Joelton Express	469	22.8%	111	6	4.2
94	Clarksville Express	1,653	21.0%	216	8	7.6
95	Spring Hill Express	794	12.9%	226	5	3.5
	Express Bus Route Totals	7,643	21.7%	1,652	6	4.6
OTHER ROUTES						
64	Star Downtown Shuttle	348	48.1%	63	1	5.5
93	WeGo Star West End Shuttle	2,861	6.3%	83	24	34.3
	RTA Bus Route Monthly Totals	10,852	17.8%	1,715	12	6.3
COMMUTER RAIL SERVICE						
90	WeGo Star Commuter Rail	7,463	3.6%	228	31	32.7
	RTA Commuter Rail and Bus Totals	18,315	11.6%	1,944	22	9