



**REGIONAL TRANSPORTATION AUTHORITY**  
of Middle Tennessee

**EXECUTIVE COMMITTEE MEETING**

**Wednesday, May 17, 2023 | 9:30 a.m.**

**Location:**

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

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1. **Call to Order**
2. **Approval of April 19, 2023 Meeting Minutes**
3. **Public Comments**
4. **Operations Committee Report – Mayor Rick Bell, Chair**
  - Monthly Operating Statistics **R-D-23-010 Pg. 4**
5. **Audit Committee Report – Mayor Ken Moore, Chair**
  - There are no items for the Audit Committee this month
6. **Finance Committee Report – Mayor Ken Moore, Chair**
  - Monthly Financial Compared to Budget Report **R-D-23-011 Pg. 12**
  - Hamilton Springs Station License Agreement – Vince Malone, COS&A **R-A-23-007 Pg. 15**
7. **CEO’s Report – Steve Bland, Chief Executive Officer**
8. **Chair’s Report – Mayor Randall Hutto, Chair**
9. **Other Business**
10. **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 6<sup>th</sup> 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:

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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-23-010	Meeting Date:	5/17/2023
Item Title:	Monthly Operating Statistics		

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## BACKGROUND:

Attached are the monthly operating statistics for March 2023.

The ridership recovery continues its slow and steady upward trend, and March had the most regional riders of any post-pandemic month thus far.

Overall service quality remains strong, with a reduction in service interruptions as well as a slight improvement in on-time performance year-over-year.

There were two accidents on RTA buses operated by Gray Line, though both were minor with no injuries and minimal damage.

## CURRENT STATUS:

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

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## APPROVED:



Chief Operating Officer

5/17/2023

Date

# RTA Monthly Dashboard Report \*

Metric	March 2023	March 2022	Pct. Change
<b>Ridership</b>			
			<b>% Change</b>
Total RTA Bus Passengers	11,634	10,072	15.5%
WeGo Star Passengers	8,341	7,447	12.0%
Total RTA Passengers	19,975	17,519	14.0%
Percentage of Pre-Pandemic Ridership	38.0%	33.4%	4.7%
<b>Safety</b>			
RTA Bus Total Accidents	2	0	N/A
WeGo Star Total Accidents	0	0	N/A
RTA Bus Total Miles btwn Accidents	25,976	N/A	N/A
WGS Total Miles btwn Accidents	N/A	N/A	N/A
<b>Service Quality</b>			
RTA Bus Total Trip Completion %	99.84%	99.68%	0.16%
WeGo Star Total Trip Completion %	100.00%	93.48%	6.52%
RTA Bus Total Miles btwn Service Interruption	17,976.2	8,666.6	107.4%
WGS Total Miles btwn Service Interruption	N/A	404.7	N/A
<b>On-Time Performance ^</b>			
RTA Bus	88.6%	87.4%	1.4%
WeGo Star	98.9%	97.5%	1.5%
<b>Customer Care</b>			
RTA Bus Total Passengers per Complaint	1,939	2,518	-23.0%
WeGo Star Passengers per Complaint	4,171	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 March	FY 2022 March	Pct. Change
<b>Ridership</b>			
			<b>% Change</b>
Total RTA Bus Passengers	92,711	66,250	39.9%
WeGo Star Passengers	66,830	49,601	34.7%
Total RTA Passengers	159,541	115,851	37.7%
Percentage of Pre-Pandemic Ridership	33.9%	24.6%	9.3%
<b>Safety</b>			
RTA Bus Total Accidents	5	0	N/A
WeGo Star Total Accidents	1	1	0.0%
RTA Bus Total Miles btwn Accidents	81,617	N/A	N/A
WGS Total Miles btwn Accidents	60,497	55,789	8.4%
<b>Service Quality</b>			
RTA Bus Total Trip Completion %	98.95%	98.71%	0.25%
WeGo Star Total Trip Completion %	100.00%	98.76%	1.24%
RTA Bus Total Miles btwn Service Interruption	2,771.6	2,276.7	21.7%
WGS Total Miles btwn Service Interruption	N/A	2,231.6	N/A
<b>On-Time Performance ^</b>			
RTA Bus	87.1%	85.9%	1.4%
WeGo Star	98.1%	97.8%	0.3%
<b>Customer Care</b>			
RTA Bus Total Passengers per Complaint	1,091	2,548	-57.2%
WeGo Star Passengers per Complaint	6,683	4,960	34.7%

\* 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
<b>Ridership</b>	
<b>Total Passengers</b>	
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
<b>Safety</b>	
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.
<b>Service Quality</b>	
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)

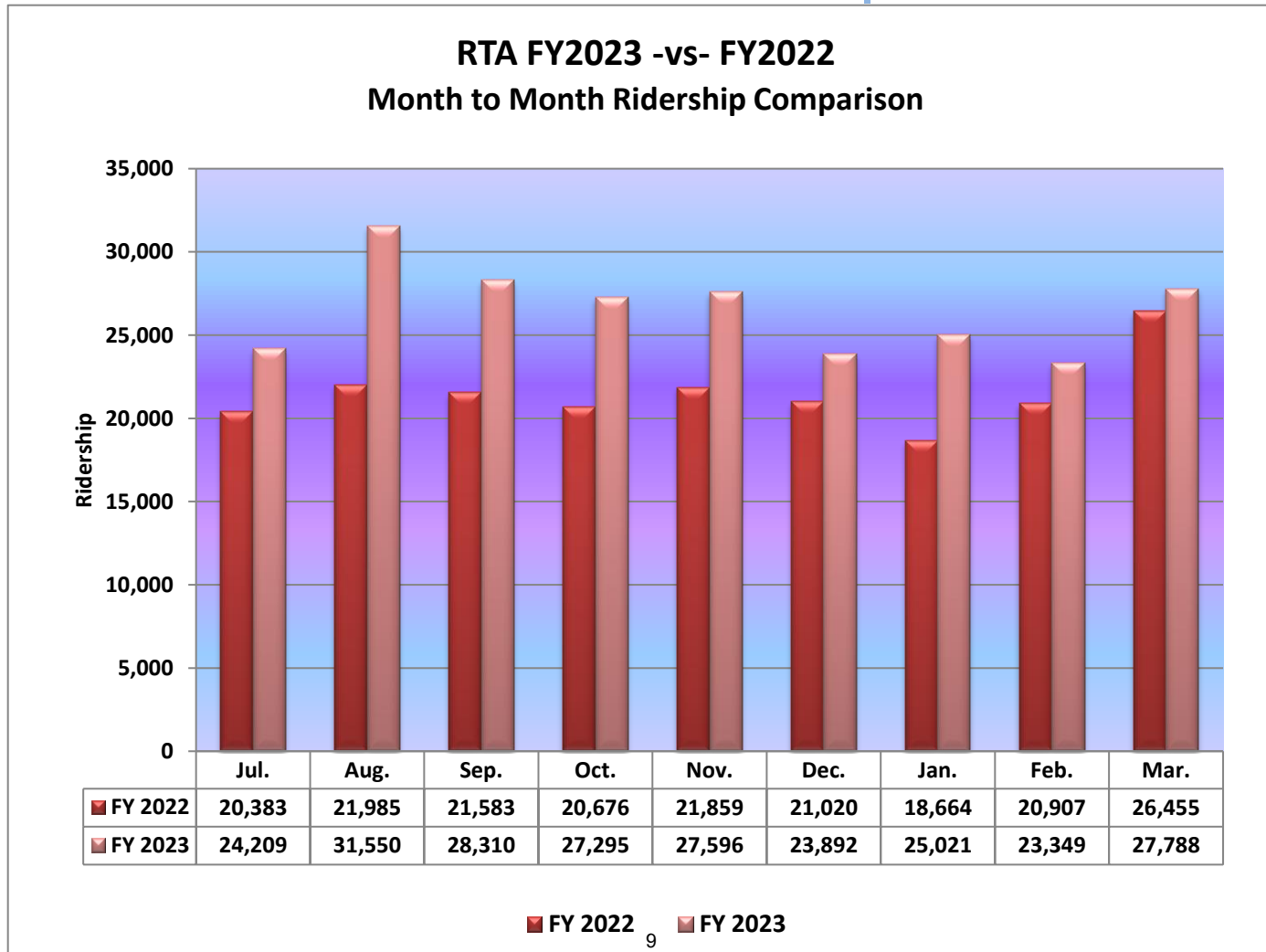
WeGo Star

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		
	Mar-22	Mar-23	Percentage Change	FY 2022	FY 2023	Percentage Change
WeGo Star	7,447	8,341	12.0%	49,601	68,532	38.2%
Express Bus & Shuttle Services	10,072	11,634	15.5%	66,250	92,711	39.9%
RTA VanStar Vanpool Service	1,576	1,134	-28.0%	13,696	11,136	-18.7%
<b>Total RTA Ridership</b>	<b>19,095</b>	<b>21,109</b>	<b>10.5%</b>	<b>129,547</b>	<b>172,379</b>	<b>33.1%</b>





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

	Month to Month Comparison			Fiscal Year		
	Mar-22	Mar-23	Change	FY 2022	FY 2023	Change
MTA Local Bus Service	552,695	685,216	24.0%	4,310,356	5,705,195	32.4%
MTA Local Paratransit Service	27,969	33,038	18.1%	223,725	268,020	19.8%
RTA Regional Bus Service	10,072	11,634	15.5%	66,250	92,711	39.9%
RTA VanStar Vanpool Service	1,576	1,134	-28.0%	13,696	11,136	-18.7%
RTA Regional Rail Service	7,447	8,341	12.0%	49,601	68,532	38.2%
* RTA Special Events Rail Service	0	0	N/A	6,855	8,375	22.2%
<b>Subtotal RTA Rail Service</b>	<b>7,447</b>	<b>8,341</b>	<b>12.0%</b>	<b>56,456</b>	<b>76,907</b>	<b>36.2%</b>
<b>Subtotal MTA &amp; RTA Bus &amp; Rail Service</b>	<b>599,759</b>	<b>739,363</b>	<b>23.3%</b>	<b>4,670,483</b>	<b>6,153,969</b>	<b>31.8%</b>
Williamson County VanStar Vanpool Service	7,360	6,679	-9.3%	57,130	58,256	2.0%
Murfreesboro ROVER Local Bus Service	9,945	9,699	-2.5%	79,026	80,347	1.7%
Franklin Transit Local Bus Service	5,006	5,713	14.1%	49,029	59,204	20.8%
Clarksville Transit Local Bus Service	43,261	45,687	5.6%	345,808	390,128	12.8%
<b>Total Area Ridership</b>	<b>665,331</b>	<b>807,141</b>	<b>21.3%</b>	<b>5,201,476</b>	<b>6,741,904</b>	<b>29.6%</b>



**REGIONAL TRANSPORTATION AUTHORITY  
ROUTE PERFORMANCE INDICATOR REPORT**

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

Rte. No.	Route Name	Monthly Ridership	Ridership Change vs Last Year	Revenue Hours Of Service	Average Passengers Per Trip	Per Hour
<b>CORRIDOR SERVICE COMPARISONS - COMMUTER BUS SERVICE</b>						
	North Corridor (Route 87)	1,938	5.8%	216	11	9.0
	Northwest Corridor (Routes 89 & 94)	2,416	9.9%	376	8	6.4
	South Corridor (Route 95)	931	15.1%	260	5	3.6
	Southeast Corridor (Routes 84 & 86)	2,929	28.7%	937	4	3.1
<b>EXPRESS BUS ROUTE SERVICE</b>						
84	Murfreesboro Express	2,330	35.8%	759	5	3.1
86	Smyrna - LaVergne Express	599	7.2%	178	4	3.4
87	Gallatin Express	1,938	5.8%	216	11	9.0
88	Dickson Express	447	89.4%	108	5	4.2
89	Springfield - Joelton Express	466	13.4%	128	5	3.7
94	Clarksville Express	1,950	9.1%	249	8	7.8
95	Spring Hill Express	931	15.1%	260	5	3.6
	<b>Express Bus Route Totals</b>	<b>8,661</b>	<b>17.8%</b>	<b>1,896</b>	<b>5</b>	<b>4.6</b>
<b>OTHER ROUTES</b>						
64	Star Downtown Shuttle	422	69.5%	73	1	5.8
93	WeGo Star West End Shuttle	2,551	3.2%	91	18	27.9
	<b>RTA Bus Route Monthly Totals</b>	<b>11,634</b>	<b>15.5%</b>	<b>1,969</b>	<b>7</b>	<b>5.9</b>
<b>COMMUTER RAIL SERVICE</b>						
90	WeGo Star Commuter Rail	8,341	12.0%	263	30	31.8
	<b>RTA Commuter Rail and Bus Totals</b>	<b>19,975</b>	<b>14.0%</b>	<b>2,232</b>	<b>10</b>	<b>9</b>

# 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-23-011	Meeting Date:	5/17/2023
Item Title:	Monthly Financial Report Compared to Budget		

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## BACKGROUND:

Attached is the statement of operations for the month of March 2023 compared to the budget and a balance sheet as of March 31, 2023.

There are no real anomalies to discuss in the financial report beyond what has been discussed in prior months. As a reminder, total revenues are below budget due to overall expenses being favorable because our grant contracts are based on reimbursement for eligible expenses. With operating income slightly over budget and expenses considerably below budget, we do not need to draw on budgeted grant funds.

As of March 31, 2023, RTA owed Nashville MTA approximately \$255,000 for services provided to and from Rutherford County as well as management fees. RTA also had an accounts receivable from Nashville MTA of approximately \$30,000 for fares collected as well as Easy Ride revenue sharing due.

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## APPROVED:



Chief Financial Officer

5/17/2023

Date

**Regional Transportation Authority**  
**Statement of Operations Compared to Budget**  
For the Period Ending March 31, 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
<b>Revenue from Operations:</b>										
Regional Bus Revenues	\$24,412	\$16,090	\$8,322	F	\$111,820	\$186,454	\$138,565	\$47,889	F	\$185,757
Commuter Train Revenues	10,228	13,830	(3,602)	U	137,485	159,194	140,855	18,339	F	200,155
Special Events	0	7,450	(7,450)	U	87,099	82,330	51,430	30,900	F	74,250
Advertising	0	740	(740)	U	0	0	7,180	(7,180)	U	9,900
Other Non-Trans Revenue	12,196	8,150	4,046	F	238,519	283,022	243,352	39,670	F	267,872
<b>Total Operating Revenue</b>	<b>46,836</b>	<b>46,260</b>	<b>576</b>	<b>F</b>	<b>574,923</b>	<b>711,000</b>	<b>581,382</b>	<b>129,618</b>	<b>F</b>	<b>737,934</b>
<b>Federal/State/Local Income:</b>										
Local Assistance	0	0	0	F	1,086,314	0	196,948	(196,948)	U	196,948
Regional Assistance	66,840	10,000	56,840	F	552,966	628,534	490,828	137,706	F	560,828
State Assistance	0	0	0	F	642,300	667,154	642,300	24,854	F	642,300
Federal Assistance - CMAQ	51,669	132,693	(81,024)	U	1,014,202	1,577,480	1,096,196	481,284	F	1,465,446
Federal Assistance - CARES Act	241,712	375,000	(133,288)	U	1,383,319	2,149,993	3,414,221	(1,264,228)	U	4,529,221
<b>Total Assistance Income</b>	<b>360,221</b>	<b>517,693</b>	<b>(157,472)</b>	<b>U</b>	<b>4,679,101</b>	<b>5,023,161</b>	<b>5,840,493</b>	<b>(817,332)</b>	<b>U</b>	<b>7,394,743</b>
<b>Capital Revenue:</b>										
Capital Operating Reimbursement	149,365	210,952	(61,587)	U	248,465	1,918,581	1,742,734	175,847	F	2,329,757
American Rescue Plan Operating	0	0	0	F	1,000,000	0	0	0	F	0
<b>Total Capital Income</b>	<b>149,365</b>	<b>210,952</b>	<b>(61,587)</b>	<b>U</b>	<b>1,248,465</b>	<b>1,918,581</b>	<b>1,742,734</b>	<b>175,847</b>	<b>F</b>	<b>2,329,757</b>
<b>Total Revenue</b>	<b>\$556,422</b>	<b>\$774,905</b>	<b>(\$218,483)</b>	<b>U</b>	<b>\$6,502,489</b>	<b>\$7,652,742</b>	<b>\$8,164,609</b>	<b>(\$511,867)</b>	<b>U</b>	<b>\$10,462,434</b>
<b>Expenses from Operations:</b>										
Management Contract - MTA	\$71,746	\$71,746	\$0	F	\$633,042	\$645,702	\$645,702	\$0	F	\$860,940
Services	661,927	724,793	62,866	F	4,745,963	5,706,833	6,080,342	373,509	F	8,142,114
Fuel	62,189	64,340	2,151	F	255,138	556,291	550,080	(6,211)	U	731,790
Materials and Supplies	5,590	864	(4,726)	U	18,006	11,610	20,021	8,411	F	22,975
Utilities	7,028	16,953	9,925	F	131,667	132,227	140,121	7,894	F	187,345
Casualty and Liability	34,578	40,294	5,716	F	311,646	310,247	366,396	56,149	F	487,170
Other	99	1,679	1,580	F	11,488	13,126	25,052	11,926	F	30,100
<b>Total Operating Expenses</b>	<b>843,157</b>	<b>920,669</b>	<b>77,512</b>	<b>F</b>	<b>6,106,950</b>	<b>7,376,036</b>	<b>7,827,714</b>	<b>451,678</b>	<b>F</b>	<b>10,462,434</b>
<b>Surplus / (Deficit)</b>	<b>(\$286,735)</b>	<b>(\$145,764)</b>	<b>(\$140,971)</b>	<b>U</b>	<b>\$395,539</b>	<b>\$276,706</b>	<b>\$336,895</b>	<b>(\$60,189)</b>	<b>U</b>	<b>\$0</b>
Capital Grant Revenue	2,757		2,757	F	3,472,318	397,918		397,918	F	0
Gain / (Loss) on Sale	424		424	F	0	424		424	F	0
Vanpool Replacement Revenue Fund	56		56	F	307	56		56	F	0
Depreciation	(346,250)		(346,250)	U	(2,613,576)	(3,162,191)		(3,162,191)	U	0
								0	F	
<b>Surplus / (Deficit)</b>	<b>(\$629,748)</b>	<b>(\$145,764)</b>	<b>(\$483,984)</b>	<b>U</b>	<b>\$1,254,588</b>	<b>(\$2,487,087)</b>	<b>\$336,895</b>	<b>(\$2,823,982)</b>	<b>U</b>	<b>\$0</b>

# Regional Transportation Authority

## Comparative Balance Sheets

	Month Ended March 31, 2023	Month Ended June 30, 2022
	(unaudited)	(audited)
<b>CURRENT ASSETS</b>		
Cash and cash equivalents	\$1,341,340	\$1,412,126
Receivables from federal, state and local government	656,385	1,113,541
Accounts receivable	36,699	164,648
Materials and supplies	367,134	299,173
Prepaid expense and other	94,983	26,244
Total Current Assets	2,496,541	3,015,732
<b>PROPERTY AND EQUIPMENT</b>		
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	347,011	0
	63,866,727	63,525,284
Less: Accumulated Depreciation	(22,949,931)	(19,818,319)
Total Property and equipment, net	40,916,796	43,706,965
<b>OTHER ASSETS</b>		
Cash and investments restricted	7,938,765	5,602,485
<b>TOTAL ASSETS</b>	<b>\$51,352,102</b>	<b>\$52,325,182</b>
<b>LIABILITIES AND NET ASSETS</b>		
<b>CURRENT LIABILITIES</b>		
Accounts payable	\$681,326	\$1,495,115
Accrued expenses	19,495	25,300
Deferred Revenue	5,422,327	3,146,385
Note Payable	0	0
Total Current Liabilities	6,123,148	4,666,800
<b>NET ASSETS</b>		
Invested in capital assets	40,916,796	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	(1,139,520)	(6,022,910)
Current Year Surplus / (deficit)	(2,487,087)	4,371,842
Total Net Assets	45,228,954	47,658,382
<b>TOTAL LIABILITIES AND NET ASSETS</b>	<b>\$51,352,102</b>	<b>\$52,325,182</b>

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivable	\$36,699	\$0	\$0	\$0	\$36,699
	100.0%	0.0%	0.0%	0.0%	100.0%
Accounts Payable	\$681,326	\$0	\$0	\$0	\$681,326
	100.0%	0.0%	0.0%	0.0%	100.0%

# Regional Transportation Authority

*of Middle Tennessee*

## Board Action Item

Item Number:	R-A-23-007	Meeting Date:	5/17/2023
Item Title:	Hamilton Springs Station License Agreement		

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### 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.

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### APPROVED:

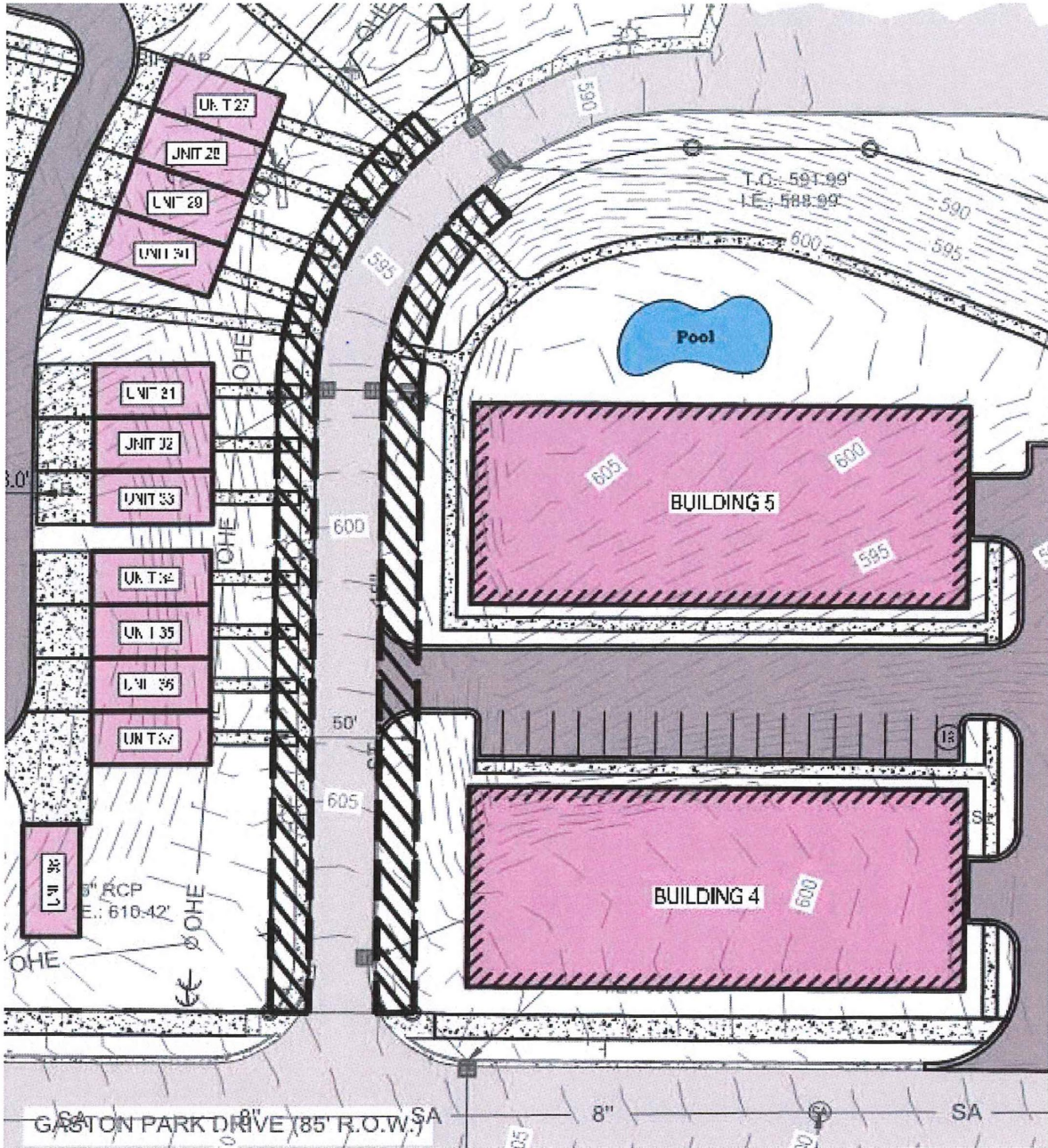
5/17/2023

\_\_\_\_\_  
*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 17<sup>th</sup> day of May 2023, by the Board of Directors of the Regional Transportation Authority of Middle Tennessee.

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Mayor Randall Hutto  
Chair, Regional Transportation Authority of  
Middle Tennessee