



**REGIONAL TRANSPORTATION AUTHORITY**  
Of Middle Tennessee

**BOARD MEETING**

**Wednesday, January 15, 2025 | 9:30 a.m.**

**Nashville Downtown Library**  
**615 Church Street, Nashville, TN 37219**

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**1. Call to Order**

**2. Approval of the October 16, 2024, and November 18, 2024 meeting minutes**

**3. Public Comments**

**4. Audit Committee Report – Mayor Ken Moore, Chair**

- FY2024 Annual Audit Report – Amanda Vandegrift, Deputy CEO of Finance & Administration **R-D-25-001 Pg. 7**
- Annual Risk Assessment – Amanda Vandegrift, Deputy CEO of Finance & Administration **R-D-25-002 Pg. 8**
- Annual Conflict of Interest Discussion – Amanda Vandegrift, Deputy CEO of Finance & Administration **R-D-25-003 Pg. 10**

**5. Finance Committee Report – Mayor Ken Moore, Chair**

- Monthly Financial Report Compared to Budget – Amanda Vandegrift, Deputy CEO of Finance & Administration **R-D-25-004 Pg. 13**
- RTA Local Funding Issues – Amanda Vandegrift, Deputy CEO of Finance & Administration **R-D-25-005 Pg. 19**

**6. Operations Committee Report – Mayor Rick Bell, Chair**

- RTA Monthly Operating Statistics – Andy Burke, COO **R-D-25-006 Pg. 22**

**7. 2025 RTA Committee & Board Meeting Schedule – Vince Malone, COSA** **R-A-25-001 Pg. 30**

**8. Election of 2025 RTA Board Officers – Vince Malone, COSA** **R-A-25-002 Pg. 32**

**9. CEO’s Report – Stephen G. Bland, CEO**

**10. Chair’s Report – Mayor Randall Hutto, Chair**

**11. Other Business**

**12. 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**

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**10. Chair’s Report – Mayor Randall Hutto, Chair**

**11. Other Business**

**12. Adjournment**



**MINUTES**  
**EXECUTIVE COMMITTEE MEETING**  
**REGIONAL TRANSPORTATION AUTHORITY**

**October 16, 2024**

- I. **Call to Order:** The regular meeting of the Regional Transportation Authority of Middle Tennessee (RTA) Executive Committee was held at the Greater Nashville Regional Council located at 44 Vantage Way, Nashville, TN 37228, on Wednesday, October 16, 2024. A quorum of the RTA Executive Committee was established, and the meeting was called to order at 9:38 a.m. by Board Chair Randall Hutto.

**Executive Committee Members in Attendance:**

**Mayor Randall Hutto – Wilson County, Chair**  
**Mayor Ken Moore – City of Franklin**  
**Ed Cole – Davidson County (Gov. Appt.)**  
**Mayor Rick Bell – City of Lebanon**  
**Mayor Billy Vogle – Robertson County**  
**Ken Davis – Wilson County (Gov. Appt.)**  
**Nicole Rowan – Sumner County (Gov. Appt.)**

**Others Present:**

**Jim Kerr – City of Murfreesboro (Alt.)**  
**Gerald Herman – City of White House (Alt.)**  
**Ray Render – Office of Congressman John Rose**

II. **Approval of Minutes:**

Ms. Rowan motioned to approve the September 18, 2024, meeting minutes; Mr. Davis seconded the motion, and the Executive Committee unanimously approved it.

III. **Public Comments:** There were no public comments.

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

a. **Monthly Financial Report Compared to Budget (R-D-24-021):** Mayor Moore presented the Monthly Financials for the month of August 2024, compared to the budget and a balance sheet as of August 31, 2024, with the Executive Committee and was available for questions and there were no questions or further discussions.

b. **Acquisition Threshold & Manager Approval Increase Recommendations (R-A-24-017):** COSA Vince Malone presented the following item for action:

To accommodate recent cost increases and support future growth, it is recommended that WeGo Public Transit raise the acquisition thresholds and manager approval levels within its procurement policy. This adjustment will align the agency's policies with Federal Transit Administration (FTA) standards and provide several key benefits:

**Streamlined Processes:** Reduces administrative burden and accelerates decision-making for faster procurement.

**Cost Efficiency:** Reflects recent cost increases, enabling quicker and more cost-effective purchases.

FTA Compliance: Ensures alignment with federal guidelines for improved regulatory compliance.

Market Responsiveness: Helps WeGo remain competitive by adapting to market changes.

Improved Resource Allocation: Frees up resources to focus on larger, more strategic procurements.

This approach will enhance operational efficiency, reduce delays, and better position the agency for future needs. The board packet provided a comparison of the current and proposed thresholds, along with FTA guidelines.

Staff recommended that the Board approve increasing the threshold for micro-procurements to \$10,000, small procurements to \$250,000, and raising the manager's approval authority to \$25,000.

Mayor Moore motioned to approve the Acquisition Threshold & Manager Approval Increase Recommendations action item; Mayor Bell seconded the motion, and the Executive Committee unanimously approved it.

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

- a. **Monthly Operating Statistics (R-D-24-022):** Deputy COO of Asset & Infrastructure Patrick Hester reviewed the RTA Monthly Dashboard Report through the month of August 2024 with the Executive Committee and was available for questions. There were no questions or further discussions.
- b. **2025 WeGo Star Annual Track Maintenance Program (R-A-24-018):** Deputy COO of Asset & Infrastructure Patrick Hester presented the following:

Routine maintenance and rehabilitation are required to ensure the safety and compliance of the WeGo Star service with Federal Railroad Administration (FRA) standards. This work, which includes track, ties, ballast, bridges, crossings, and signal improvements along the Nashville and Eastern Railroad (NERR) corridor, is critical to maintaining the corridor in a "state of good repair." The maintenance must be completed by the end of fiscal year 2025.

Under the tri-party agreement between the Regional Transportation Authority (RTA), Nashville and Eastern Railroad Authority (NERA), and Nashville and Eastern Railroad Corporation (NERC), the railroad is responsible for regular maintenance. RTA reviews and approves the proposed repairs based on the railroad's annual assessments.

The project includes replacing defective wooden ties, adding ballast, improving track stability through undercutting, and rehabilitating a crossing with new rail, ties, and asphalt. Engineering consultant HDR has confirmed the necessity of the work and concluded that the estimated costs and schedule are reasonable. Upon approval, the project is expected to be completed by Spring 2025, with HDR auditing the work to ensure compliance.

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

There was a general discussion.

Mayor Billy Vogle motioned to approve the 2025 WeGo Star Annual Track Maintenance Program; Ed Cole seconded the motion, and the Executive Committee unanimously approved it.

- c. **Adoption of RTA FY2025-2029 Capital Investment Plan (R-A-24-019):** Director of Planning & Grants Felix Castrodad presented the following:

The Regional Transportation Authority of Middle Tennessee's (RTA) Capital Investment Plan outlines priorities, funding sources, and timelines for capital projects over five years. It addresses regulatory needs, state of good repair, and growth/expansion objectives that guide future RTA projects. Projects in the first year of the plan (FY2025) are more defined in scope and budget, while those in later years are more conceptual.

For FY2025-2029, staff recommends a Capital Investment Plan with a total of \$22,752,495 in investments for Year One and a total investment of \$157,353,277 over the life of the plan. Projects in Year One are fully funded.

However, the plan shows significant funding deficits for FYs 2027, 2028, and 2029 due to limited revenue sources (only those reliably available, such as formula funds) and the inclusion of several large projects, particularly WeGo Star enhancements and park-and-ride expansions on the bus network. To proceed with these projects, RTA will need to secure additional supplemental funding sources that have not yet been identified.

Staff recommended that the RTA Executive Committee adopt the FY2025-2029 Capital Investment Plan.

There was a general discussion.

Ed Cole motioned to approve the Adoption of RTA FY2025-2029 Capital Investment Plan; Ken Davis seconded the motion, and the Executive Committee unanimously approved it.

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

1. To follow up on the earlier committee reports, the CEO thanked all the RTA Members who participated in the joint committee meetings last week. WeGo covered a lot of ground on several significant subjects.
2. This past Sunday was the first Titans regular season home, and we ran the full complement of passenger cars on the Titans Express. All 650 round-trip tickets sold out, and WeGo carried just over 1,200 passengers in total. In addition to the train, the Titans are sponsoring free fares on all MTA buses in Nashville on home game days, and this service was also well utilized.
3. WeGo has continued to see growing interest in our Nashville SC service. On weekend home game days, we operate our Route 84 – Murfreesboro Express service to the Nashville SC matches, and it has been carrying between 20 and 50 riders per game. In addition, Nashville SC sponsors free fares on two MTA routes serving Geodis Park, and ridership on these has been averaging between 40 and 80 for home matches.
4. The digital security cameras at all of the park-and-ride facilities are installed and fully functional.
5. Following the Board's action, WeGo has executed the purchase agreement with Great Lakes Central Railroad to purchase the additional cab car for the Star. Once the railroad has prepared the car for shipment, we will coordinate delivery with CSX.
6. Next week is National Rail Safety Week. It is a focus to heighten the general public's awareness of railroad safety. To kick it off, next Monday, WeGo will have an exhibit at Riverfront Station open to the public from 10 a.m. to 2 p.m. The exhibit will include the Tennessee Operation Lifesaver caboose hosted by the Tennessee Central Railway Museum. There will also be representatives there from Tennessee Operation Lifesaver and the RTA. It will be a great public outreach dealing with grade

crossing safety and safety near railroad property. Special thanks to Terry Bebout, RJ Corman, and the Tennessee Central Railway Museum for promoting this important initiative.

7. Regarding Franklin Park and Ride, WeGo has issued requests to firms for engineering task order contracts and anticipates advancing the conceptual design on this project in the coming months.

**VII. Chair's Report:** Mayor Hutto thanked everyone for attending the board meeting.

**VIII. Other Business:** There was no other business.

**IX. Adjournment:** With no further business, Mayor Hutto motioned to adjourn the meeting; Ken Davis seconded the motion, and the meeting was adjourned at 10:15 a.m.

Respectfully submitted:

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Ed Cole, RTA Secretary & Davidson County  
Governor Appointee



**MINUTES**  
**EXECUTIVE COMMITTEE MEETING**  
**REGIONAL TRANSPORTATION AUTHORITY**

**November 20, 2024**

- I. **Call to Order:** The regular meeting of the Regional Transportation Authority of Middle Tennessee (RTA) Executive Committee took place at the Nashville Downtown Library, located at 615 Church Street, Nashville, TN 37219, on Wednesday, November 20, 2024. As a quorum of both the full RTA Board and the RTA Executive Committee was not reached, an informational meeting was convened at 9:35 a.m. by Board Chair Randall Hutto.

**Executive Committee Members in Attendance:**

**Mayor Randall Hutto – Wilson County, Chair**  
**Mayor Freddie O’Connell – Davidson County**  
**Mayor Billy Vogle – Robertson County**  
**Mayor Rick Bell – Lebanon County**  
**Kelly Dannenfelser – Robertson County (Gov. Appt.)**

**Others Present:**

**Jim Kerr – City of Murfreesboro (Alt.)**  
**Gerald Herman – City of White House (Alt.)**  
**Ray Render**

- II. **Approval of Minutes:** Mayor Hutto deferred the approval of the November 20, 2024, meeting minutes to the January board meeting.
- III. **Public Comments:** There were no public comments.
- IV. **Finance Committee Report:** Mayor Randall Hutto presented the following for discussion:
- a. **Monthly Financial Report Compared to Budget (R-D-24-024):** Deputy CEO of Finance & Administration Amanda Vandegrift presented the Monthly Financials for September 2024, including a comparison to the budget and the balance sheet as of September 30, 2024, to the Executive Committee. She was available to answer any questions, but there were none, and no further discussions took place.
- V. **Operations Committee Report:** Committee Chair Mayor Rick Bell presented the following items for discussion and action:
- a. **Monthly Operating Statistics (R-D-24-02d):** Chief Operating Officer Andy Burke presented the RTA Monthly Dashboard Report for September 2024 to the Executive Committee and remained available to answer any questions. There were no questions or further discussion.
- VI. **Approval of the 2025 Committee & Board Meeting Schedule (R-A-24-020):** This action item was deferred to the January board meeting.
- VII. **CEO's Report:** CEO Bland presented the following report:

1. The Star Titans Express continues to carry sellout crowds, with this past Sunday's trains carrying a total of 1,130 passengers.
2. WeGo anticipates the arrival of the additional Cab Car, ordered from Great Lakes Central Railroad, at the RJ Corman Yard in Lebanon this week. After inspections and acceptance testing, the car will be entered into revenue service. The spare parts car, which was also purchased, is still in route from the railroad.
3. Consultants from Kimley Horn and Nelson Nygaard have initiated work on updating the RTA's Strategic Service Plan. We expect activities, including public engagement in the outlying RTA counties, to ramp up in mid-2025.
4. Regarding the Murfreesboro Park-and-Ride, we are still awaiting approval from the Secretary of State's Office for the purchase of the church property. Our General Counsel believes this approval should be received shortly.
5. Regarding the Franklin Park-and-Ride, WeGo is scheduled to meet with the design consultant and City of Franklin representatives during the first week of December to kick off the project.
6. Following the recent election, the City of Springfield has elected a new mayor. WeGo plans to schedule an RTA orientation for Mayor (Buzzy) Poole once he takes office.

**VIII. Chair's Report:** Mayor Hutto thanked everyone for attending the board meeting.

**IX. Other Business:** In closing, Mayor Hutto yielded the floor to Mayor Freddie O'Connell, who made brief remarks expressing his gratitude for everyone's support in the recent passage of the CHYM referendum. He and Mayor Hutto extended their wishes for a Happy Thanksgiving and a Merry Christmas to all.

**X. Adjournment:** With no further business, Mayor Hutto motioned to adjourn the meeting; Mayor Billy Vogle seconded the motion, and the meeting was adjourned at 9:55 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-25-001	Meeting Date:	1/15/2025
Item Title:	FY2024 Annual Audit Report		

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## BACKGROUND:

The Regional Transportation Authority's (RTA) outside accountants from Crosslin will review the completed Annual Comprehensive Financial Report for the fiscal year ended June 30, 2024. We are pleased to report that the RTA received a "clean" opinion on the report from our auditors and had no findings.

## CURRENT STATUS:

Erica Saeger, a partner in charge of the RTA audit from Crosslin, will review the Annual Report and the required auditor communications. Hard copies of the Annual Report will be provided.

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## APPROVED:



Deputy CEO of Finance and Administration

1/15/2025

Date

# Regional Transportation Authority

## *of Middle Tennessee*

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

<b>Item Number:</b>	R-D-25-002	<b>Meeting Date:</b>	1/15/2025
<b>Item Title:</b>	Annual Risk Assessment		

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### BACKGROUND:

Each year, management completes a risk assessment on RTA internal controls, policies, and procedures. The risk assessment identifies core strengths and weaknesses and areas of financial or operational exposure. The assessment documents key changes to the RTA’s risk profile using a four-quadrant ranking matrix:

1. Low likelihood of occurrence and low monetary impact
2. Higher likelihood of occurrence but lower monetary impact
3. Higher monetary impact but lower likelihood of occurrence
4. Higher likelihood of occurrence and higher monetary impact

The level of importance increases with the ranking, with a 1 being the lowest priority focus area and a 4 being the highest priority focus area. Below is a description and discussion of the identified in the finance and accounting focus areas:

**Regional and Local Partner Subsidy Support.** Without regional and local partner support, it would be impossible for RTA to provide current regional bus and commuter rail services. The RTA has been relatively successful over the past few years at keeping annual regional partner contributions stable while offsetting any annual cost increases with one-time federal COVID-19 relief funds. However, this fiscal year several regional partners are partially or fully using reserves to support existing operations. We also anticipate using the last of RTA’s federal COVID-19 relief funds this fiscal year. Over the next few months and years, it will be imperative for RTA’s regional partners to reinstate, maintain, and in some cases, increase their commitments. While the newly created regional bus and commuter train reserves provide some additional financial stability in the short-term, using reserves in the long-term is not sustainable. RTA must identify increased partner funding and/or new funding sources to continue existing services.

**Congestion Mitigation and Air Quality (CMAQ) Funding Availability.** Typically, CMAQ funds for operations are awarded over a 3-year period with the ability to extend use for two additional years. However, current federal law allows RTA to use CMAQ funds annually to operate most of its regional bus services. The Tennessee Department of Transportation (TDOT) holds an annual call for CMAQ projects, which is typically provided at an 80% federal/20% local split. There is no guarantee that any federal award will receive a state match, especially for operating projects, putting a greater burden on the local and regional partners to provide the match. Additionally, using discretionary awards to operate transit services is higher risk because renewal of these resources is never guaranteed. Nevertheless, RTA must continue to receive this annual CMAQ funding to maintain its current regional bus services. Without CMAQ and in lieu of any new funding sources, regional bus services would likely need to be discontinued once all reserves are depleted.

**Commuter Riders Returning.** The slow return of riders from the COVID-19 pandemic continues to be a significant risk to RTA. With the increase of virtual and hybrid work from home models, any potential recovery to pre-pandemic commuter levels is still likely years away. RTA recently completed the Star Future Direction Study to evaluate the most effective use of the rail line to meet current needs while building a consensus as to how to best position the Star

to offer future enhanced service. Study recommendations included among others, the addition of weeknight and weekend service and a focus on entertainment events that cater to a different market and can be replicated on commuter bus services. The RTA Executive Committee endorsed the WeGo Star Future Direction study's preferred option for service and capital improvements in October 2024, but significant additional annual funding support is needed to advance the option further. The RTA is currently undertaking an update to its most regional comprehensive service plan, nMotion (completed in 2016) and is expected to identify other service design choices for the regional bus network to similarly leverage this asset.

**Grant Management.** RTA heavily relies on grant funding to provide regional bus and commuter rail services. With lower post-pandemic farebox revenues and federal COVID-19 relief funds soon to be fully expended, traditional federal and state grant funding is now even more critical for RTA. It is imperative that the controls surrounding grant revenue remain strong and that staff properly identifies and accounts for all revenues in a timely manner. Grant compliance is carefully monitored through quarterly reports to the Federal Transit Administration (FTA) and most grants are audited annually by independent auditors as well as every three years during triennial reviews by the FTA. However, the last site visit by FTA was in 2019 and the last site visit by TDOT was in 2016.

**Fare Collections.** Fare revenue now makes up to 7 percent of total RTA revenues, which is less than half of pre-pandemic levels. As noted above, lower fare revenue has increased RTA's reliance on regional and local partners and federal and state grants.

**Federal COVID-19 Relief Funds.** RTA anticipates using the remainder of its federal pandemic relief funds in fiscal year 2025. As noted above, the depletion of these funds will further increase RTA's reliance on regional and local partners and traditional federal and state grants.

**Cash Management.** With RTA's increased reliance on grant funding for operations, cash management will continue to be a critical focus. RTA has access to a line of credit to support cash flow needs when the agency is anticipating receipt of future grant funding. Cash flow is managed on a weekly and sometimes daily basis, depending on the urgency of an outstanding bill. The line of credit is only accessed when there is no other cash on hand and an available grant to cover the draws used for cash flow to pay outstanding invoices. RTA is able to pay most invoices within 30 days but can extend into the 60-day category through its relationship with MTA with an agreement to repay beyond the normal 30-day policy.

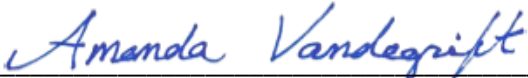
**Accounts Payable.** The policies and procedures surrounding accounts payable and procurement are well documented and followed. It is rare for an invoice to be missed, and payables are generally paid within 60 days. Additionally, RTA's policies and procedures are reviewed and tested annually by our independent auditors.

**CURRENT STATUS:**

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

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**APPROVED:**

  
Deputy CEO of Finance and Administration

1/15/2025

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Date

# Regional Transportation Authority of Middle Tennessee

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

Item Number:	R-D-25-003	Meeting Date:	1/15/2025
Item Title:	Annual Conflict of Interest Discussion		

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## BACKGROUND:

Staff annually documents potential decisions or recommendations that could appear to be a conflict of interest between the Management Contract MTA has with the Regional Transportation Authority (RTA) to manage the RTA. A past performance audit for the RTA pointed out the need to review any areas that could be perceived to raise the potential for a conflict of interest between the MTA and the RTA since the MTA manages the RTA. Management will continue to conduct an annual review of such actions that could be perceived as raising a conflict of interest to discuss mitigating factors with the Board.

## CURRENT STATUS:

The attached report represents the areas management has identified where a decision or recommendation was made that could appear to cause potential conflicts of interest for the two agencies, as well as action taken to mitigate any conflicts. Deputy CEO of Finance and Administration Amanda Vandegrift will be available to answer questions.

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## APPROVED:



Deputy CEO of Finance and Administration

1/15/2025

Date

## Nashville MTA and RTA Potential Conflicts of Interest

Potential or Perceived Conflicts	Mitigation
<p><u>MTA/ RTA Management Annual Fee</u>  RTA has a five year contract expiring June 30, 2026 with Nashville MTA for management services at a set annual rate that can be adjusted on an annual basis. What is considered a reasonable rate for RTA to pay for management services? How often should RTA go out to bid for the management services?</p>	<p>Analyze and review division of staff time spent on MTA and RTA business and the reasonableness of the contract amount considering RTA's overall general and administrative expense compared to total operating expenses. The MTA and RTA boards are separate, have no overlap, and have separate charters. Both boards approve the management fee on an annual basis.</p>
<p><u>MTA/RTA Transit Services Operating Contract</u>  RTA contracts annually with MTA for regional bus services in the Southeast Corridor and connection urban bus services for the Music City Star commuter rail at Riverfront Station in downtown Nashville. Who decides how many hours of service should be provided? What is a reasonable contractual hourly rate to charge for the services?</p>	<p>Perform annual cost per hour analysis to determine a reasonable hourly rate. Analyze the reasonableness of the hourly rate based on comparisons to what would be charged by RTA through a competitive bid process. Discuss appropriate service levels with both boards.</p>
<p><u>Emergency Bus Service Support for Unscheduled Services</u>  Rarely, RTA is in need of unanticipated emergency bus service in response to operational issues on the Star, the Rutherford County service provided by MTA, or regional bus service provided by Gray Line. What is a reasonable contractual rate for these services?</p>	<p>MTA charges the rate established in the transit services operating contract. This is not a material item as these type emergency services are rare.</p>
<p><u>Cashflow between MTA and RTA</u>  There are times during the fiscal year that RTA can be slow paying for transit services or their management fee due to RTA's cashflow and MTA accommodates this and has at times gone out 90 days for receivables from RTA.</p>	<p>Being transparent to the respective MTA and RTA boards in reporting A/R and A/P agings on a monthly basis.</p>
<p><u>Allocation of Regional Formula Funding</u>  Each year, the Nashville Region receives approximately \$40 million in federal 5307, 5339, and 5337 formula funds. The Greater Nashville Regional Council (GNRC) determines allocations based on a discussion of needs with the four eligible recipients in the region (MTA, RTA, Franklin Transit, and Williamson County).</p>	<p>The Greater Nashville Regional Council (GNRC) is responsible for the distribution of all federal formula grants for the Nashville metropolitan planning area. All projects that use federal grants must be in GNRC's Transportation Improvement Plan (TIP). GNRC approves the allocation of formula funding in discussion with the four eligible recipients, considering agency needs and specific priority projects identified in the TIP. GNRC is currently considering the implementation of a formal 5307 allocation methodology in future years, which would be informed by methodologies that are currently used by other regional peers.</p>
<p><u>Discretionary Grant Applications</u>  Grant applications for different federal and state discretionary funding opportunities are submitted throughout the year for different MTA and RTA projects and initiatives. How are grant strategy decisions determined for MTA and RTA priorities?</p>	<p>Management pursues grant opportunities for both agencies based upon eligibility, competitiveness, and agency needs identified in the Board approved capital plans that would not be covered by annual formula grant funding (Federal 5307, 5339, and 5337).</p>

## Nashville MTA and RTA Potential Conflicts of Interest

Potential or Perceived Conflicts	Mitigation
<p><u>Park and Ride Lots</u> Park and ride lots are critical to the success of RTA's regional bus program and the Music City Star. While RTA owns all the lots located at the train stations, most regional bus park and ride lots are not owned. Which agency should receive grant funding for park and ride lots?</p>	<p>Management continues to discuss the priority for park and ride lots for each agency with their respective boards to determine how any grant funding should be used.</p>
<p><u>StriDe Youth Program</u> MTA has an agreement with Metro Nashville Public schools that allows Metro students to ride MTA buses at \$0.70 per ride and staff at \$1.25 per ride paid by Metro Schools. There are some students using RTA regional bus and train services under both programs.</p>	<p>MTA reimbursed the RTA approximately \$16,412 for rides provided during FY2024. This reflects approximately 8,206 rides being provided for the fiscal year. Currently MTA reimburses RTA based upon RTA's published fare schedule.</p>
<p><u>Revenue Sharing for WeGo Ride Program</u> The agencies entered into an agreement to split revenues for a program targeting businesses to provide public transportation services to their employees based on the number of employees as opposed to the per swipe program.</p>	<p>Per the Revenue Sharing Agreement approved by both boards, the revenues from the program are allocated on a percentage basis of the weighted average of the rides provided by mode calculated at each mode's respective full fare price. The allocation method was reviewed by both boards and the revenue splits results are presented annually.</p>
<p><u>Quick Ticket Fare Collection System Back Office Expenses</u> In 2022, MTA launched a new account based fare collection system called QuickTicket. The RTA Board approved adoption of the QuickTicket system to help create a more seamless system operating under the brand name of WeGo Public Transit. RTA agreed to share in the annual costs of the new system, including the back office internal support costs and maintenance fees. What should RTA's share be to operate the fare collection system?</p>	<p>The annual costs identified to operate the QuickTicket system consist of Metro IT fees with Metro IT housing all the servers for the system and the annual contract maintenance fees for the system. A cost sharing formula was developed based upon four criteria: 1) ridership 2) fare revenues 3) pieces of equipment and 4) dollar value of the equipment. A weighted average is calculated between MTA and RTA to determine each agency's share to operate the QuickTicket system annually.</p>

# 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-25-004	Meeting Date:	1/15/2025
Item Title:	Monthly Financial Report Compared to Budget		

## BACKGROUND:

Attached is a summary of the statement of operations for the first five months of fiscal year (FY) 2025 compared to the approved FY 2025 budget.

Expenditures to date have tracked close to budgeted levels, with one notable variance in the Materials & Supplies category, where a single high-cost part was used to make repairs on a locomotive engine in August 2024.

Revenues between July 2024 and November 2024 were 33% (or \$1.5 million) higher than anticipated, with approximately 90% of this revenue variance being related to the timing of local, regional, state, and federal funds. A portion of the local funds received from Metro to date were for services planned for the second quarter of the fiscal year. Similarly, all partner subsidy payments received in the Regional Funds category were for services planned throughout the fiscal year. In addition, state funding and the remaining Federal COVID-19 relief funds were used earlier in the fiscal year than anticipated per the budget. This \$ 1.3 million revenue timing variance will balance out as the year progresses and services are delivered. Passenger fares continue to trend higher than budgeted, with passenger revenue to date being approximately 47% (or \$134,088) higher than budgeted. This is largely due to the impact of fare-capping being less severe than was anticipated in the budget. Operating revenue has also trended higher than budgeted, with operating revenue to date being 13% (or \$22,682) higher than budgeted. This was primarily driven by the investment revenue line item, which was higher than budgeted due to lower-than-anticipated interest rate reductions.

As of November 30, 2024, RTA owed Nashville MTA approximately \$237,608 for services provided. In turn, MTA owes RTA approximately \$67,850 for fares collected.

## STATUS:

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

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## APPROVED:



*Deputy CEO of Finance and Administration*

1/15/2025

*Date*

**November 2024 Operating Revenue by Category:**

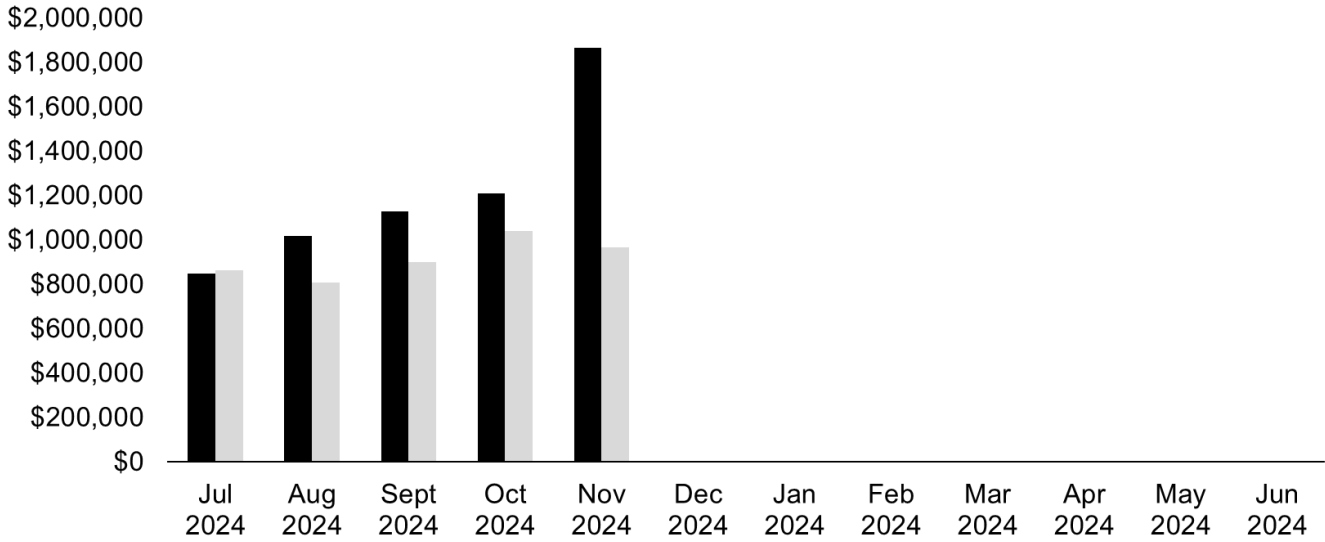
	<b>November 2024</b>	<b>Fiscal Year To Date</b>	<b>Approved FY 2025 Budget</b>	<b>% Budget To Date</b>
Passenger Revenues (Budget)	54,100	285,968	691,616	41%
Passenger Revenues (Actuals)	94,102	420,056		61%
Other Operating Revenues (Budget)	31,890	168,450	420,890	40%
Other Operating Revenues (Actuals)	33,688	191,132		45%
Local Funds (Budget)	200,000	744,056	2,126,056	35%
Local Funds (Actuals)	188,388	777,949		37%
Regional Funds (Budget)	265,640	1,052,982	1,391,860	76%
Regional Funds (Actuals)	351,015	1,334,882		96%
State Funds (Budget)	-	-	663,400	-
State Funds (Actuals)	779,100	779,100		117%
Federal Funds (Budget)	416,303	2,227,235	5,287,073	42%
Federal Funds (Actuals)	420,107	2,273,423		43%
Federal COVID-19 Funds (Budget)	-	100,000	300,000	33%
Federal COVID-19 Funds (Actuals)	-	300,000		100%
<b>Total Operating Revenues (Budget)</b>	<b>967,933</b>	<b>4,578,691</b>	<b>10,880,895</b>	<b>42%</b>
<b>Total Operating Revenues (Actuals)</b>	<b>1,866,399</b>	<b>6,076,542</b>		<b>56%</b>

**November 2024 Operating Expenses by Category:**

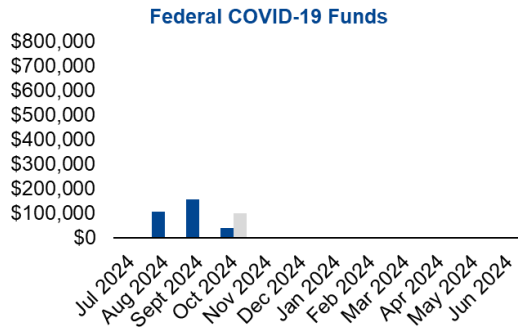
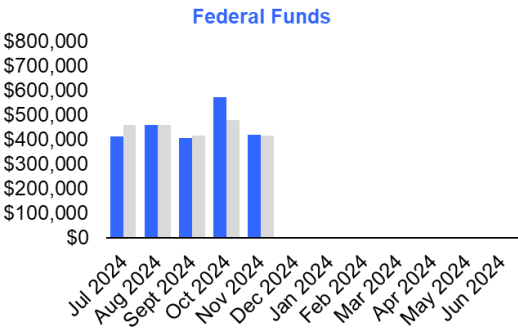
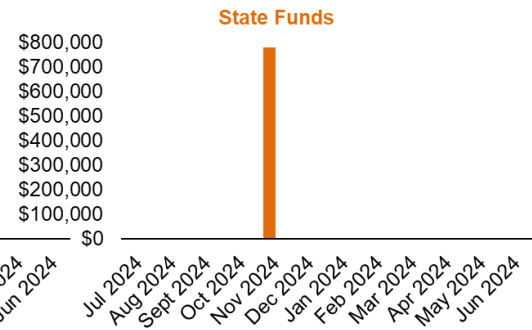
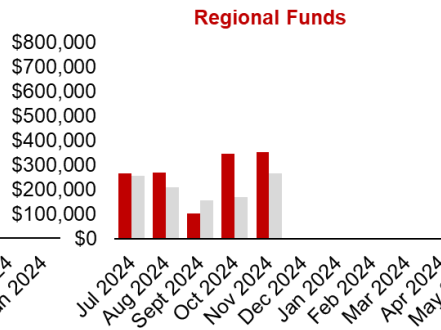
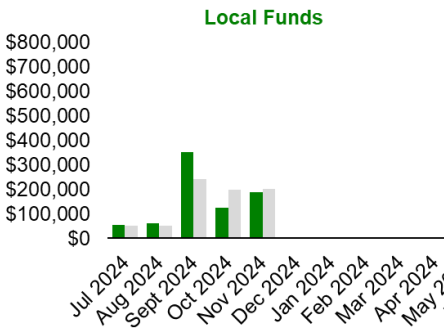
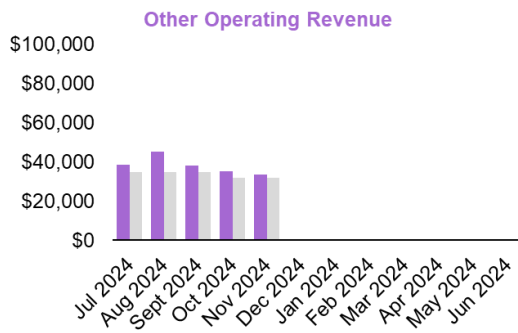
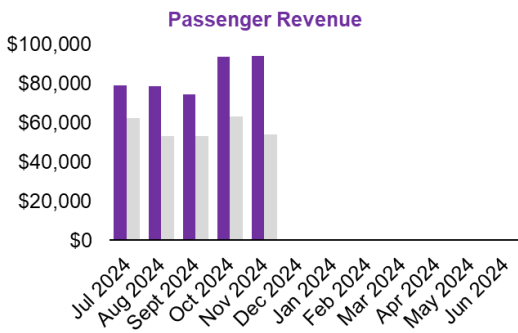
	<b>November 2024</b>	<b>Fiscal Year To Date</b>	<b>Approved FY 2025 Budget</b>	<b>% Budget To Date</b>
MTA Management Contract (Budget)	75,350	376,750	904,200	42%
MTA Management Contract (Actuals)	75,350	376,750		42%
Services (Budget)	688,267	3,600,983	8,574,245	42%
Services (Actuals)	734,616	3,543,234		41%
Fuel & Lubricants (Budget)	50,950	272,472	640,700	43%
Fuel & Lubricants (Actuals)	52,942	254,181		40%
Materials & Supplies (Budget)	6,694	36,573	87,675	42%
Materials & Supplies (Actuals)	384	73,433		84%
Utilities (Budget)	15,120	80,820	191,975	42%
Utilities (Actuals)	12,159	68,981		36%
Casualty & Liability (Budget)	36,255	192,140	456,700	42%
Casualty & Liability (Actuals)	32,899	183,640		40%
Other (Budget)	1,137	17,649	25,400	69%
Other (Actuals)	-	12,055		47%
<b>Total Operating Expenses (Budget)</b>	<b>873,773</b>	<b>4,577,387</b>	<b>10,880,895</b>	<b>42%</b>
<b>Total Operating Expenses (Actuals)</b>	<b>908,350</b>	<b>4,512,275</b>		<b>41%</b>



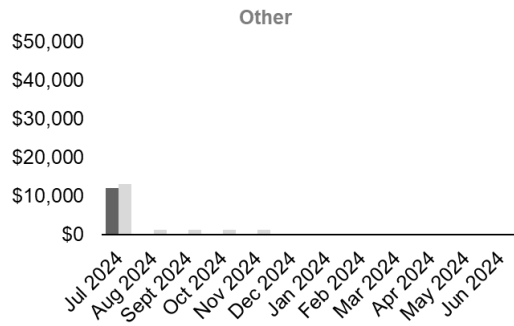
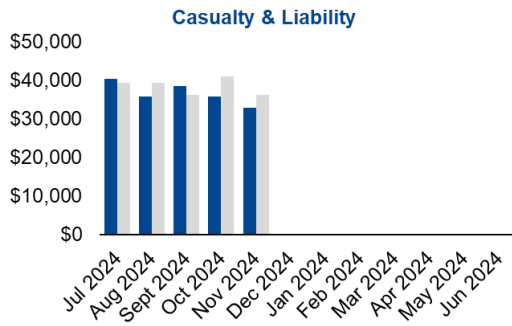
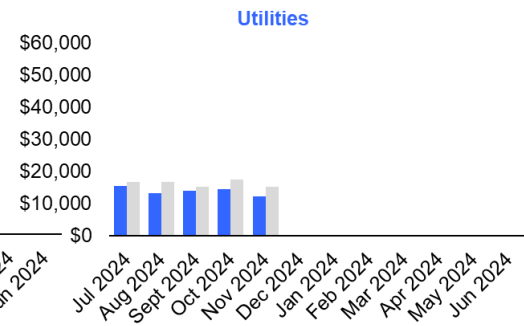
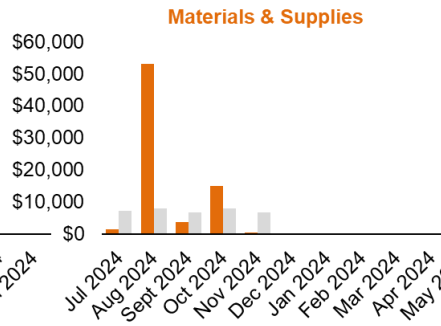
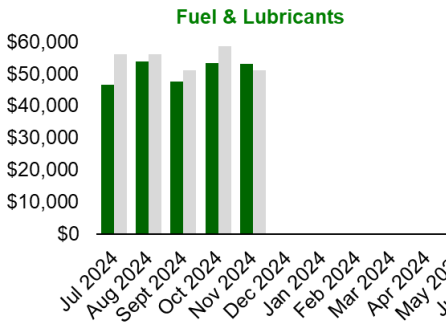
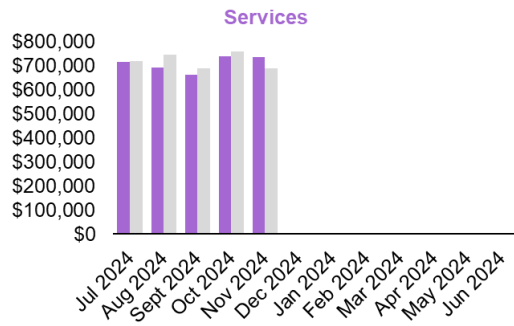
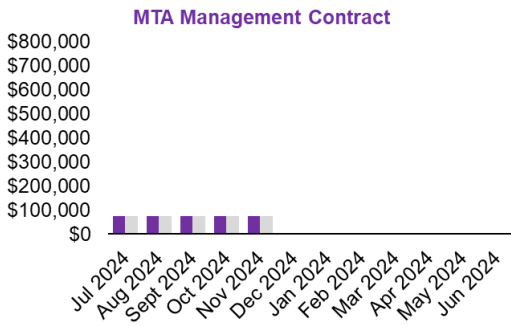
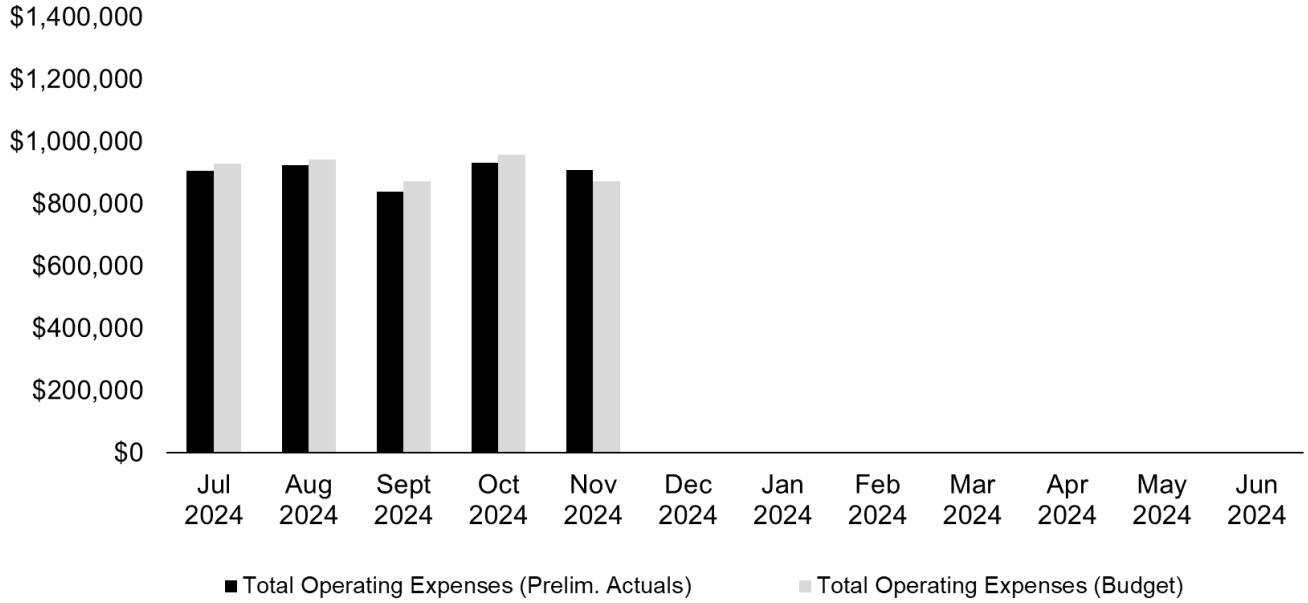
## Operating Revenue Monthly Comparisons FY 2025 Actuals vs Budget



Total Operating Revenues (Prelim. Actuals)
  Total Operating Revenues (Budget)



## Operating Expenditures Monthly Comparisons FY 2025 Actuals vs Budget



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

	Month Actual	Month Budget	Month Var. [F/(U)]	Prior Y-T-D	Current Y-T-D	Budget Y-T-D	Y-T-D Var. [F/(U)]	Annual Budget
<b>REVENUES</b>								
Fare Revenues - Bus	26,984	24,310	2,674	119,721	154,448	130,060	24,388	308,724
Fare Revenues - Train	46,231	23,970	22,261	152,356	187,622	128,228	59,394	304,392
Fare Revenues - Special Events	20,886	5,820	15,066	39,916	77,986	27,680	50,306	78,500
Advertising Revenue	-	-	-	-	-	-	-	-
Other Non-Transportation Revenue	35,467	31,890	3,577	286,793	394,765	378,207	16,558	630,647
<b>Total Operating Revenue</b>	<b>129,568</b>	<b>85,990</b>	<b>43,578</b>	<b>598,785</b>	<b>814,821</b>	<b>664,175</b>	<b>150,646</b>	<b>1,322,263</b>
Local Operating Assistance	188,388	200,000	(11,612)	565,263	777,949	744,056	33,893	2,126,056
Regional Operating Subsidies	349,236	265,640	83,596	633,365	1,131,249	843,225	288,024	1,182,103
State Operating Assistance	779,100	-	779,100	-	779,100	-	779,100	663,400
<b>Total Operating Assistance</b>	<b>1,316,724</b>	<b>465,640</b>	<b>851,084</b>	<b>1,198,628</b>	<b>2,688,298</b>	<b>1,587,281</b>	<b>1,101,017</b>	<b>3,971,559</b>
CMAQ Operating Revenues	204,899	238,423	(33,524)	1,040,012	1,202,582	1,275,565	(72,983)	3,027,963
<b>Total CMAQ Revenue</b>	<b>204,899</b>	<b>238,423</b>	<b>(33,524)</b>	<b>1,040,012</b>	<b>1,202,582</b>	<b>1,275,565</b>	<b>(72,983)</b>	<b>3,027,963</b>
Capital Operating Reimbursement	215,208	177,880	37,328	1,075,973	1,070,841	951,670	119,171	2,259,110
CARES Act Operating Reimbursement	-	-	-	679,340	300,000	100,000	200,000	300,000
American Rescue Plan OPS Reimbursement	-	-	-	-	-	-	-	-
<b>TOTAL CAPITAL OPERATING REVENUES</b>	<b>215,208</b>	<b>177,880</b>	<b>37,328</b>	<b>1,755,313</b>	<b>1,370,841</b>	<b>1,051,670</b>	<b>319,171</b>	<b>2,559,110</b>
<b>Total Revenue</b>	<b>1,866,399</b>	<b>967,933</b>	<b>898,466</b>	<b>4,592,739</b>	<b>6,076,542</b>	<b>4,578,691</b>	<b>1,497,851</b>	<b>10,880,895</b>
Labor & Fringes	75,350	75,350	-	358,718	376,750	376,750	-	904,200
Services	735,000	694,177	(40,823)	3,310,646	3,610,758	3,632,563	21,805	8,649,245
Fuel & Lubricants	52,942	50,950	(1,992)	249,641	254,181	272,472	18,291	640,700
Parts, Materials & Supplies	-	784	784	4,553	5,910	4,993	(917)	12,675
Utilities	12,159	15,120	2,961	69,512	68,981	80,820	11,839	191,975
Casualty & Liabilities	32,899	36,255	3,356	175,197	183,640	192,140	8,500	456,700
Other Miscellaneous Expenses	-	1,137	1,137	18,667	12,055	17,649	5,594	25,400
<b>Total Expenses</b>	<b>908,350</b>	<b>873,773</b>	<b>(34,577)</b>	<b>4,186,935</b>	<b>4,512,275</b>	<b>4,577,387</b>	<b>65,112</b>	<b>10,880,895</b>
<b>Surplus/(Deficit) before GASB 33</b>	<b>958,049</b>	<b>94,160</b>	<b>863,889</b>	<b>405,804</b>	<b>1,564,267</b>	<b>1,304</b>	<b>1,562,963</b>	<b>-</b>
CARES Act Capital Reimbursement	47,179	-	47,179	434,597	67,736	-	67,736	-
Capital Asset Purchases	33,373	-	33,373	64,902	192,136	-	192,136	-
Depreciation	-	-	-	(1,729,279)	(1,064,201)	-	(1,064,201)	-
(Loss)Gain on Sales	-	-	-	-	-	-	-	-
<b>Surplus/(DEFICIT)</b>	<b>1,038,601</b>	<b>94,160</b>	<b>944,441</b>	<b>(823,976)</b>	<b>759,938</b>	<b>1,304</b>	<b>758,634</b>	<b>-</b>

**Regional Transportation Authority  
Summary Comparative Balance Sheet  
For the Period Ending November 2024  
Unaudited**

	This Month November	Fiscal YE 2024 June
<b>ASSETS</b>		
<b>CURRENT ASSETS</b>		
Cash and Equivalents	2,867,943	2,943,748
Investment Accounts	7,147,088	7,061,210
Receivables from Federal, State, and Local Gov't	1,698,745	576,573
Accounts Receivable	67,850	59,321
Inventory - parts	328,732	379,143
Prepaid Expenses and Other	246,295	68,483
<b>TOTAL CURRENT ASSETS</b>	<b>12,356,653</b>	<b>11,088,478</b>
<b>PROPERTY AND EQUIPMENT</b>		
Land	3,382,052	3,382,052
Buildings, Shelters, and Benches	19,407,308	19,407,308
Revenue Equipment and Parts	30,584,535	30,584,535
Office Furniture and Equipment	697,580	651,158
Guideway Improvements	9,481,818	9,481,818
Work in Progress	1,645,646	1,388,686
	65,198,939	64,895,557
Less Accum Depreciation and Amortization	(28,130,449)	(27,066,248)
<b>TOTAL PROPERTY AND EQUIPMENT, NET</b>	<b>37,068,490</b>	<b>37,829,309</b>
<b>TOTAL ASSETS</b>	<b>49,425,143</b>	<b>48,917,787</b>
<b>LIABILITIES</b>		
<b>CURRENT LIABILITIES</b>		
Accounts Payable	770,001	945,134
Accrued Expenses	11,346	26,896
Deferred Revenue	5,977,658	6,039,558
Notes Payable	-	-
<b>TOTAL CURRENT LIABILITIES</b>	<b>6,759,005</b>	<b>7,011,588</b>
Federal Govt Capital Grants	13,790,310	13,790,310
<b>INVESTED IN CAPITAL ASSETS</b>	<b>13,790,310</b>	<b>13,790,310</b>
<b>NET ASSETS</b>		
Unrestricted	28,115,890	30,378,874
Current Year Surplus(Deficit)	759,938	(2,262,985)
<b>TOTAL NET ASSETS</b>	<b>28,875,828</b>	<b>28,115,889</b>
<b>TOTAL LIABILITIES AND NET ASSETS</b>	<b>49,425,143</b>	<b>48,917,787</b>

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivables	\$67,850 100.0%	\$0 0.0%	\$0 0.0%	\$0 0.0%	\$67,850 100%
Accounts Payable	\$766,201 99.5%	\$3,800 0.5%	\$0 0.0%	\$0 0.0%	\$770,001 100%

# Regional Transportation Authority

## of Middle Tennessee

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

<b>Item Number:</b>	R-D-25-005	<b>Meeting Date:</b>	1/15/2025
<b>Item Title:</b>	RTA Local Funding Issues		

### BACKGROUND:

#### RTA Corridor Funding Partner Status

The attached tables summarize the Regional Transportation Authority of Middle Tennessee (RTA) member dues and partner subsidies required to support the Fiscal Year (FY) 2025 Approved Budget. As of January 2025, all anticipated subsidies have been received. One RTA member, Sumner County, did not pay the required membership dues of \$6,124. Three partners – Sumner County, Hendersonville, and Smyrna – did not provide subsidies to support operations in FY2025 and instead fully used reserves. Eight partners – City of Murfreesboro, MTSU, Lavergne, Rutherford County, City of Dickson, Dickson County, City of Springfield, and Robertson County – provided less subsidies than required to support operations, requiring the partial use of reserves. While some partners have sufficient reserves available to continue this practice in the near term, many others will require additional contributions beginning as early as next year to continue service:

- **WeGo Star** will require increased annual partner subsidies to continue existing services and to support the preferred recommendation in the WeGo Star Future Direction study. This will be discussed further in the next agenda item.
- **Southeast Corridor (84X/86X)** services will require additional partner funding from all corridor partners to continue existing operations as early as the next budget cycle (FY2026). The most urgent partners are MTSU, Smyrna, and Lavergne, with all three reserves projected to be fully depleted in FY2026. Murfreesboro’s reserve would be depleted by FY2027, followed by Rutherford County’s reserve in FY2029.
- **Gallatin partially funds 87X services**, but Sumner County and Hendersonville are estimated to expend their reserves by FY2031 and FY2032, respectively, fully.
- **88X** services are estimated to fully expend available reserves by FY2029. In the near term, the City of Dickson and Dickson County will need to increase contributions to the minimum required levels to maintain the remaining reserve funds and continue service beyond FY2029.
- **89X** partner City of Springfield and Robertson County are estimated to fully expend available reserves by FY2033 and FY2034, respectively. These two partners will need to increase contributions to the minimum required levels to maintain the remaining reserve funds and continue service beyond FY2034.

Alternatively, the 94X, 95X, and Davidson County (bus) reserves will continue to grow each year if partners continue to provide similar contribution levels. Notably, if the Southeast Corridor (84X/86X), 87X, and 89X discontinue service, RTA would no longer be eligible to use the federal Congestion Mitigation and Air Quality (CMAQ) funds to operate those services. This would significantly increase future partner subsidies, making it less likely for partners and the RTA to restart any of those same services in future years.

#### RTA Federal and State Funding Status

Most RTA regional bus services are predominantly funded by federal CMAQ funds using an 80/20 match. The 2012 federal surface transportation reauthorization bill (MAP-21) included an exception that allows these services to use CMAQ funds for operations with no time limit. WeGo STAR and 88X are not eligible for this funding. To-date, a total of \$7,860,696 in CMAQ funds are currently available for eligible RTA regional bus services. This includes \$1,445,550

in remaining CMAQ funds in TN-2019-019-00 and \$6,415,146 awarded in April 2024. In addition to these CMAQ funds, there is also \$251,218 in Bus Seat Guarantee (BSG) leftover funds in X055 that is available for RTA regional bus service costs and \$3,479,406 in Carbon Reduction Program (CRP) funds awarded in January 2024. These funds are estimated to be depleted by early FY2028. WeGo STAR uses Federal 5307 Formula Funds with an 80/20 match for eligible maintenance and capital cost of contracting costs. Through prior RTA Board approval, some Section 5307 bus capital funds have been flexed with a 50/50 match to fund contractor operation-related expenses on the 88X Dickson due to the ineligibility of this service for ongoing CMAQ support. A total of \$577,024 in 5307 formula funds are available for the 88X, including \$116,896 in TN-90-X377 and \$440,128 in TN-2024-020.

**FY25 RTA Membership Dues Status Update:**

Partner	Dues	Deposit Date	Paid
CHEATHAM COUNTY	----- Not a member -----		
Ashland City	\$519	7/19/2024	\$519
DAVIDSON COUNTY/Nashville	\$69,519	7/8/2024	\$69,519
Belle Meade	\$500	7/16/2024	\$500
Goodlettsville	\$1,779	11/26/2024	\$1,779
DICKSON COUNTY	\$3,826	9/24/2024	\$3,826
Dickson	\$1,606	7/8/2024	\$1,606
MAURY COUNTY	----- Not a member -----		
Columbia (Joined in 2018)	\$4,169	3/4/2024	\$4,169
Spring Hill	\$5,001	3/12/2024	\$5,001
MONTGOMERY COUNTY	\$5,335	7/9/2024	\$5,335
Clarksville	\$16,672	9/6/2024	\$16,672
ROBERTSON COUNTY	\$5,402	8/26/2024	\$5,402
Springfield	\$1,878	10/8/2024	\$1,878
RUTHERFORD COUNTY	\$9,693	8/2/2024	\$9,693
Lavergne	\$3,872	7/9/2024	\$3,872
Murfreesboro	\$15,277	8/2/2024	\$15,277
Smyrna	\$5,307	8/23/2024	\$5,307
SUMNER COUNTY	\$6,124		No Payment
Gallatin	\$4,443	8/26/2024	\$4,443
Hendersonville	\$6,175	8/19/2024	\$6,175
Portland	\$1,316	7/12/2024	\$1,316
Westmoreland	\$500	3/4/2024	\$500
White House	\$1,298	7/8/2024	\$1,298
WILLIAMSON COUNTY	\$11,890	7/16/2024	\$11,890
Brentwood	\$4,537	7/8/2024	\$4,537
Franklin	\$8,345	7/8/2024	\$8,345
WILSON COUNTY	\$7,002	9/24/2024	\$7,002
Lebanon	\$3,843	7/30/2024	\$3,843
Mt. Juliet	\$3,929	8/19/2024	\$3,929
<b>TOTAL DUES - ACTIVE</b>	<b>\$209,757</b>		<b>\$203,633</b>

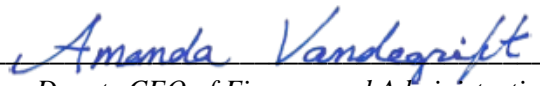
**Estimated RTA Partner Reserve Depletion Dates:**

Service	RTA Partners	FY25 Partner Subsidy Minimum Required	FY25 Partner Contribution	FY25 Partner Reserves Used	Reserve Balance FY25	Estimated FY Reserve Depleted
<b>WeGo Star</b>	Mt. Juliet	\$30,000	\$30,000		\$60,000	<b>FY27</b>
	Lebanon	\$54,408	\$54,408		\$108,816	<b>FY28</b>
	Wilson County	\$50,000	\$50,000		\$100,000	<b>FY28</b>
	Davidson County - Rail	\$1,871,800	\$1,871,800		\$1,365,592	
<b>84X/86X Southeast Corridor</b>	City of Murfreesboro	\$56,375	\$33,610	(\$22,765)	\$51,029	<b>FY27</b>
	MTSU	\$56,375	\$25,000	(\$31,375)	\$17,211	<b>FY26</b>
	Smyrna	\$20,169		(\$20,169)	\$17,416	<b>FY26</b>
	Lavergne	\$20,169	\$9,000	(\$11,169)	\$6,452	<b>FY26</b>
	Rutherford County	\$76,544	\$49,220	(\$27,324)	\$144,667	<b>FY29</b>
<b>87X</b>	Sumner County	\$31,366		(\$31,366)	\$224,616	<b>FY31</b>
	Gallatin	\$31,366	\$55,597		\$302,872	
	Hendersonville	\$31,366		(\$31,366)	\$247,275	<b>FY32</b>
<b>88X</b>	City of Dickson	\$51,868	\$24,000	(\$27,868)	\$133,766	<b>FY29</b>
	Dickson County	\$51,868	\$24,000	(\$27,868)	\$133,766	<b>FY29</b>
<b>89X</b>	City of Springfield	\$23,784	\$15,000	(\$8,784)	\$111,466	<b>FY33</b>
	Robertson County	\$23,784	\$15,000	(\$8,784)	\$149,554	<b>FY34</b>
<b>94X</b>	City of Clarksville	\$39,334	\$51,301		\$246,710	
	Montgomery County	\$39,334	\$51,301		\$246,710	
<b>95X</b>	Franklin	\$31,331	\$56,185		\$257,837	
	Williamson County	\$31,331	\$78,040		\$365,070	
	Spring Hill	\$31,331	\$42,237		\$244,829	
<b>All Bus</b>	Davidson County - Bus	\$254,226	\$320,200		\$1,423,345	

**STATUS:**

Deputy CEO for Finance and Administration Amanda Vandegrift will review the status of partner funding (local, state, and federal) and lead discussion among committee members on any necessary follow-on strategies.

**APPROVED:**

  
 Deputy CEO of Finance and Administration

1/15/2025

Date

# Regional Transportation Authority

of Middle Tennessee

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

Item Number:	R-D-25-006	Meeting Date:	1/15/2025
Item Title:	Monthly Operating Statistics		

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**BACKGROUND:**

Attached are the monthly operating statistics for November 2024.

Although RTA Bus ridership has leveled off, WeGo Star ridership continues to grow, with a more than 20% year-over-year increase in November. RTA Special Event Rail Service was also up significantly, nearly three times the rides compared to November 2023. More riders are utilizing train service to Titans games as parking at Nissan Stadium is limited due to the ongoing construction of the new stadium. There will be far fewer permanent onsite parking spots once the new stadium is completed, so we hope this will be a long-term trend rather than an uptick just during construction.

**CURRENT STATUS:**

Staff is available to answer committee members' questions about the attached report. Please direct any inquiries to Monica Howse.

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**APPROVED:**

Chief Operating Officer

1/15/2025

Date



# RTA Monthly Dashboard Report \*

Metric	November 2024	November 2023	Pct. Change
<b>Ridership</b>			
Total RTA Bus Passengers	11,834	12,374	-4.4%
WeGo Star Passengers	10,114	8,256	22.5%
Total RTA Passengers	21,948	20,630	6.4%
Percentage of Pre-Pandemic Ridership	44.9%	42.2%	2.7%
<b>Safety</b>			
RTA Bus Total Accidents	1	0	N/A
WeGo Star Total Accidents	1	0	N/A
RTA Bus Total Miles btwn Accidents	45,590	N/A	N/A
WGS Total Miles btwn Accidents	6,328	N/A	N/A
<b>Service Quality</b>			
RTA Bus Total Trip Completion %	99.42%	99.88%	-0.46%
WeGo Star Total Trip Completion %	100.00%	100.00%	0.00%
RTA Bus Total Miles btwn Service Interruption	5,151.4	25,299.8	-79.6%
WGS Total Miles btwn Service Interruption	N/A	N/A	N/A
<b>On-Time Performance ^</b>			
RTA Bus	81.5%	83.5%	-2.0%
WeGo Star	99.6%	99.2%	0.4%
<b>Customer Care</b>			
RTA Bus Total Passengers per Complaint	1,372	1,587	-13.6%
WeGo Star Passengers per Complaint	N/A	4,128	N/A

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

^ On Time Performance reporting began September 2017.

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

# RTA Monthly Dashboard Report \*

Metric	FY2025 November	FY2024 November	Pct. Change
<b>Ridership</b>			
Total RTA Bus Passengers	66,180	60,889	8.0%
WeGo Star Passengers	51,639	41,177	20.3%
Total RTA Passengers	117,819	102,066	13.4%
Percentage of Pre-Pandemic Ridership	43.4%	37.6%	5.8%
<b>Safety</b>			
RTA Bus Total Accidents	5	1	300.0%
WeGo Star Total Accidents	4	1	300.0%
RTA Bus Total Miles btwn Accidents	48,889	241,257	-79.7%
WGS Total Miles btwn Accidents	8,463	33,537	-74.8%
<b>Service Quality</b>			
RTA Bus Total Trip Completion %	99.51%	99.71%	-0.20%
WeGo Star Total Trip Completion %	100.00%	100.00%	0.00%
RTA Bus Total Miles btwn Service Interruption	6,134.1	10,403.5	-41.0%
WGS Total Miles btwn Service Interruption	N/A	N/A	N/A
<b>On-Time Performance <sup>^</sup></b>			
RTA Bus	81.3%	81.7%	-0.3%
WeGo Star	95.6%	98.3%	-2.8%
<b>Customer Care</b>			
RTA Bus Total Passengers per Complaint	2,806	1,075	161.2%
WeGo Star Passengers per Complaint	4,694	2,288	105.2%

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

<sup>^</sup> 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 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.

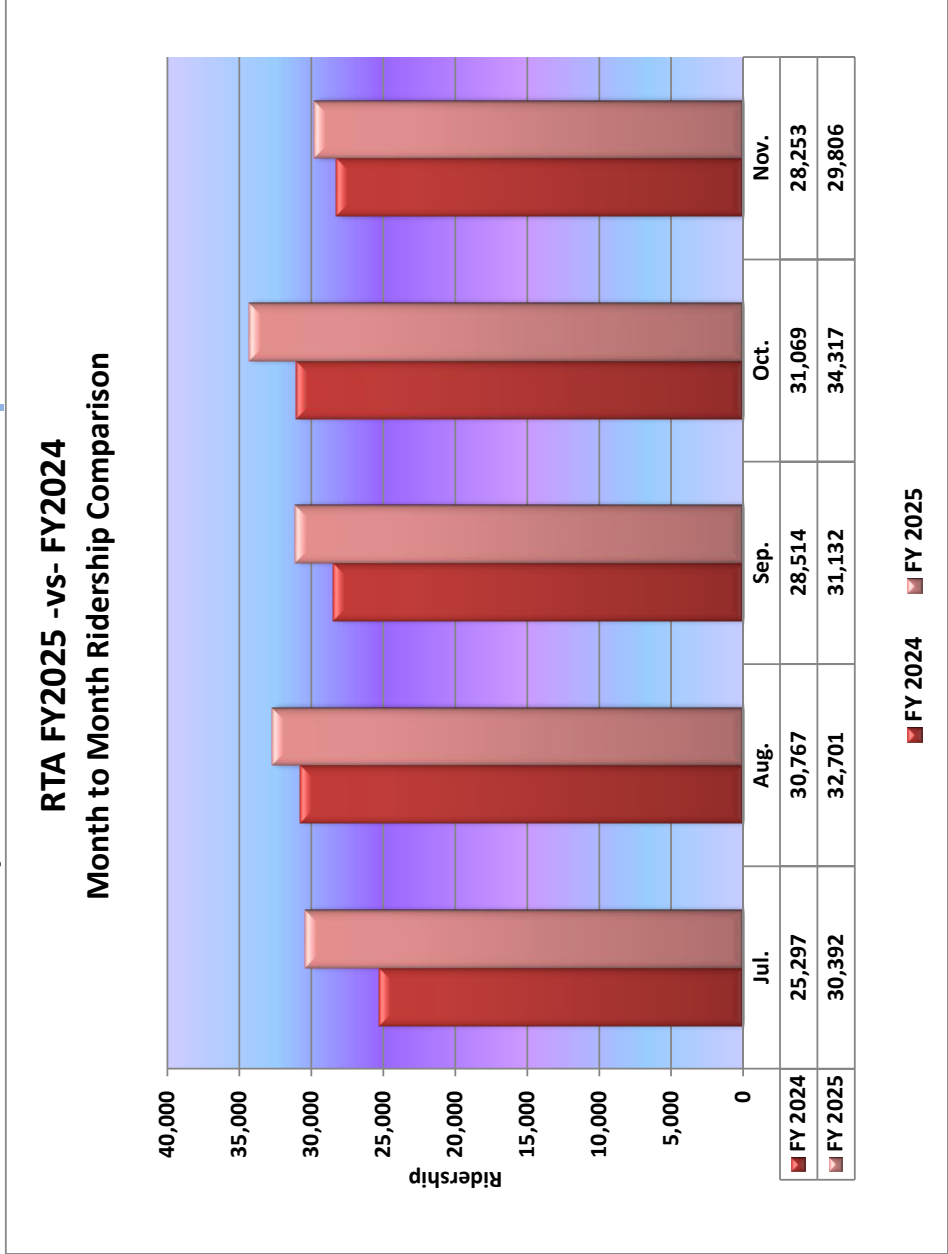
# RTA Operations Dashboard Glossary

Metric	Definitions
<b>On-Time Performance</b>	
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.
<b>Customer Care</b>	
<b>Passengers Carried Per Complaint</b>	
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 & MONTH TO MONTH RIDERSHIP COMPARISON - FY 2025 -vs- 2024**

	Month to Month Comparison			Fiscal Year Comparison		
	Nov-23	Nov-24	Percentage Change	FY 2024	FY 2025	Percentage Change
WeGo Star	8,256	10,114	22.5%	41,177	51,639	25.4%
Express Bus & Shuttle Services	12,385	11,834	-4.4%	60,916	66,180	8.6%
RTA VanStar Vanpool Service	746	670	-10.2%	4,803	4,080	-15.1%
<b>Total RTA Ridership</b>	<b>21,387</b>	<b>22,618</b>	<b>5.8%</b>	<b>106,896</b>	<b>121,899</b>	<b>14.0%</b>





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

	Month to Month Comparison			Fiscal Year		Change
	Nov-23	Nov-24	Change	FY 2024	FY 2025	
<b>MTA Local Bus Service</b>	691,191	722,518	4.5%	3,517,268	3,808,462	8.3%
<b>MTA Local Paratransit Service</b>	31,813	32,754	3.0%	161,877	169,655	4.8%
<b>RTA Regional Bus Service</b>	12,385	11,834	-4.4%	60,916	66,180	8.6%
<b>RTA VanStar Vanpool Service</b>	746	670	-10.2%	4,803	4,080	-15.1%
<b>RTA Regional Rail Service</b>	8,256	10,114	22.5%	41,177	51,639	25.4%
<b>* RTA Special Events Rail Service</b>	754	2,261	199.9%	4,927	8,190	66.2%
<b>Subtotal RTA Rail Service</b>	9,010	12,375	37.3%	46,104	59,829	29.8%
<b>Subtotal MTA &amp; RTA Bus &amp; Rail Service</b>	745,145	780,151	4.7%	3,790,968	4,108,206	8.4%
<b>Williamson County VanStar Vanpool Service</b>	6,112	4,927	-19.4%	32,077	28,259	-11.9%
<b>Murfreesboro ROVER Local Bus Service</b>	7,825	8,815	12.7%	43,683	48,680	11.4%
<b>Franklin Transit Local Bus Service</b>	5,140	6,687	30.1%	37,209	40,305	8.3%
<b>Clarksville Transit Local Bus Service</b>	43,905	40,935	-6.8%	225,597	210,308	-6.8%
<b>Total Area Ridership</b>	808,127	841,515	4.1%	4,129,534	4,435,758	7.4%



REGIONAL TRANSPORTATION AUTHORITY  
ROUTE PERFORMANCE INDICATOR REPORT

For the Month of: November 24

Average Passengers

Rte. No.	Route Name	Monthly Ridership	Ridership Change vs Last Year	Revenue Hours Of Service	Per Trip	Per Hour
<b>CORRIDOR SERVICE COMPARISONS - COMMUTER BUS SERVICE</b>						
	North Corridor (Route 87)	1,866	20.4%	187	12	10.0
	Northwest Corridor (Routes 89 & 94)	2,278	-7.6%	329	8	6.9
	South Corridor (Route 95)	904	-12.5%	226	6	4.0
	Southeast Corridor (Route 84 & 86)	3,106	-24.7%	868	5	3.6
<b>EXPRESS BUS ROUTE SERVICE</b>						
84	Murfreesboro Express	2,429	-15.6%	695	5	3.5
86	Smyrna - LaVergne	677	-45.8%	172	5	3.9
87	Gallatin - Hendersonville	1,866	20.4%	187	12	10.0
88	Dickson	518	11.4%	94	6	5.5
89	Springfield - Joelton	441	-17.7%	111	6	4.0
94	Clarksville	1,837	-4.8%	218	9	8.4
95	Spring Hill - Franklin	904	-12.5%	226	6	4.0
	<b>Express Bus Route Totals</b>	<b>8,672</b>	<b>-10.0%</b>	<b>1,704</b>	<b>7</b>	<b>5.1</b>
<b>OTHER ROUTES</b>						
64	Star Downtown Shuttle	504	754.2%	49	3	10.2
93	Star West End Shuttle	2,658	-0.7%	78	22	33.9
	<b>RTA Bus Route Monthly Totals</b>	<b>11,834</b>	<b>-4.4%</b>	<b>1,831</b>	<b>8</b>	<b>6.5</b>
<b>COMMUTER RAIL SERVICE</b>						
90	WeGo Star Commuter Rail	10,114	22.5%	228	42	44.3
	<b>RTA Commuter Rail and Bus Total</b>	<b>21,948</b>	<b>6.4%</b>	<b>2,060</b>	<b>12</b>	<b>10.7</b>

# Regional Transportation Authority of Middle Tennessee

## Board Action Item

Item Number:	R-A-25-001	Meeting Date:	1/15/2025
Item Title:	2025 RTA Committee & Board Meeting Schedule		

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### BACKGROUND:

Under Article 2, Section 3 of the by-laws of the Regional Transportation Authority of Middle Tennessee (“RTA”), the RTA shall meet at least quarterly at a time and place to be established by the Chair/President of the Board. RTA and may meet more frequently as needed. Additionally, under Article 4, Section 5 of the by-laws, the Executive Committee shall meet monthly except for those months in which the Board shall meet. In order to effectively satisfy the established meeting requirements, a schedule of proposed 2025 meeting dates for both the RTA Board and Executive Committee is herein attached.

### RECOMMENDATION:

Staff recommends that the proposed 2025 meeting dates be adopted and approved by the Board.

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### APPROVED:

\_\_\_\_\_  
*Board Secretary*

\_\_\_\_\_  
1/15/2025

*Date*





# 2025 RTA Board Meetings Schedule

**Board Meeting Time: 9:30 a.m.**

**Quarterly Committee Meetings**

*(Will only meet as necessary)*

Audit Committee 11:00 a.m.		Finance Committee 11:15 a.m.		
Month	Board Meeting (Quarterly)	Executive Committee Meetings	Committee Meetings (Quarterly)	Meeting Location
January	15	15 (If necessary)	* 8	Downtown Library 615 Church Street, Nashville, TN 37219
February		19		TBD
March		19		TBD
April		16		Downtown Library 615 Church Street, Nashville, TN 37219
May		21		TBD
June	18	18 (If necessary)	* 11	Downtown Library 615 Church Street, Nashville, TN 37219
July		16		Downtown Library 615 Church Street, Nashville, TN 37219
August	20	20 (If necessary)	13	Downtown Library 615 Church Street, Nashville, TN 37219
September		17		Downtown Library 615 Church Street, Nashville, TN 37219
October		15		Downtown Library 615 Church Street, Nashville, TN 37219
November	19	19 (If necessary)	12	Downtown Library 615 Church Street, Nashville, TN 37219
December		17		Downtown Library 615 Church Street, Nashville, TN 37219

The EXECUTIVE COMMITTEE DID NOT MEET IN JULY

\* This is the SECOND Wednesday of the month.

# Regional Transportation Authority

*of Middle Tennessee*

## Board Action Item

Item Number:	R-A-25-002	Meeting Date:	1/15/2025
Item Title:	Election of 2025 RTA Board Officers		

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### BACKGROUND:

Pursuant to Article 3, Section 1(a), of the by-laws for the Regional Transportation Authority of Middle Tennessee (RTA), officers of the RTA shall be elected by the full RTA Board at its ***first regular meeting in each calendar year*** or by a majority vote of the Executive Committee, acting in the stead of the Board at its first regularly scheduled meeting in each calendar year, whichever meets first. Nominations may be made from the floor by any member of the Board and/or Executive Committee.

The officers of the RTA shall be the Chair, Vice-Chair, and Secretary and must include at least one appointed member and one elected official member. The following served as 2024 officers:

- Chair – Randall Hutto, Wilson County Mayor
- Vice Chair – Paige Brown, Gallatin Mayor
- Secretary – Ed Cole, Davidson County Governor Appointee

### RECOMMENDATION:

Staff requests that the Board nominate candidates to serve as the RTA's officers through January 2025.

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### APPROVED:

1/15/2025

\_\_\_\_\_  
*Board Secretary*

\_\_\_\_\_  
*Date*