



REGIONAL TRANSPORTATION AUTHORITY
Of Middle Tennessee

BOARD MEETING

Wednesday, June 26, 2024 | 9:30 a.m.

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

1. Call to Order
2. Approval of Minutes - May 23, 2024 meeting minutes
3. Public Comments
4. Finance Committee Report – Mayor Ken Moore, Chair
 - Monthly Financial Report Compared to Budget – Steve Bland, CEO R-D-24-010 Pg. 6
 - Revolving Line of Credit Renewal – Steve Bland, CEO R-A-24-008 Pg. 9
 - RTA/MTA WeGo Ride Program Revenue Sharing Agreement – Steve Bland, CEO R-A-24-009 Pg. 10
 - RTA/MTA Regional Bus & Shuttle Contract FY2025 Renewals – Steve Bland, CEO R-A-24-010 Pg. 11
 - RTA Management Oversight Contract Renewal FY2025 – Steve Bland, CEO R-A-24-011 Pg. 12
 - WeGo Star Liability Insurance Renewal – Steve Bland, CEO R-A-24-012 Pg. 15
 - FY2024 Proposed Operating Budget – Steve Bland, CEO R-A-24-013 Pg. 16
5. Operations Committee Report – Mayor Rick Bell, Chair
 - RTA Monthly Operating Statistics – Andy Burke, COO R-D-24-011 Pg. 21
 - Gray Line Express Bus Service Contract Amendment – Andy Burke, COO R-A-24-014 Pg. 29
6. CEO’s Report – Steve Bland, CEO
 - Resolution of Support for the Choose How You Move Program R-D-24-015 Pg. 30
7. Chair’s Report – Mayor Randall Hutto, Chair
8. Other Business
9. Adjournment

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



REGIONAL TRANSPORTATION AUTHORITY
Of Middle Tennessee

EXECUTIVE COMMITTEE MEETING

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1001 Rep. John Lewis Way N.
Nashville, TN 37219

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MINUTES
EXECUTIVE COMMITTEE MEETING
REGIONAL TRANSPORTATION AUTHORITY

May 15, 2024

- I. **Call to Order:** The regular meeting of the Regional Transportation Authority of Middle Tennessee (RTA) Executive Committee was held at the Tennessee State Library & Archives located at 1001 Rep. John Lewis Way, N., Nashville, TN 37219, on Wednesday, May 15, 2024. A quorum of the RTA Executive Committee was established, and the meeting was called to order at 9:32 a.m. by Mayor Randall Hutto.

Executive Committee Members in Attendance:

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

Others Present:

Matthew White – City of Mt. Juliet (Alt.)
Jim Kerr – City of Murfreesboro (Alt.)
Mayor Mike Callis – City of Portland
Gerald Herman – City of White House (Alt.)

Mayor Randall Hutto started the meeting by recognizing Ms. Nicole Rowan as the Sumner County Governor's Appointee to the RTA Board and introducing her to those present. Ms. Rowan responded by expressing her honor to serve in that capacity.

II. **Approval of Minutes:**

Mayor Ken Moore motioned to approve the March 20, 2024, meeting minutes; Mayor Freddie O'Connell seconded the motion, and the Executive Committee unanimously approved it.

III. **Public Comments:** The following members of the public gave remarks:

- No public comments

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

- a. **Monthly Financial Report Compared to Budget (R-D-24-008):** Mayor Ken Moore presented the Monthly Financials for the month of March 2024, compared to the budget and a balance sheet as of March 31, 2024, with the Executive Committee and was available for questions and there were no questions.

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

- a. **Monthly Operating Statistics (R-D-24-009):** COO Andy Burke reviewed the RTA Monthly Dashboard Report through the month of March 2024 with the Executive Committee and was

available for questions, and there were no questions or further discussions.

Mayor Randall Hutto received an email proposal from Mr. Mike Rose, a resident of Donelson. The proposal suggests that anyone leasing the new football field for events such as concerts should allocate \$6,000 to sponsor the train for each event. Mr. Rose recommends that this requirement be incorporated into future contracts for such events.

b. Choose How You Move Program Update (R-A-24-006): Michael Briggs, Director of Transportation Planning for Mayor O'Connell's Office, presented the following for action:

On February 15, 2024, Metro Mayor Freddie O'Connell announced an intention to pursue a transportation referendum in November of this year. The effort called "Choose How You Move, An All-Access Pass to Sidewalks, Signals, Service, and Safety" takes advantage of the 2017 Tennessee's Improving Manufacturing, Public Roads and Opportunities for a Vibrant Economy (IMPROVE Act) legislation allowing local governments in the state's largest counties and its cities to seek dedicated funding for transportation projects through a local referendum.

During the past few months, Mayor O'Connell's team has been developing a Transportation Improvement Program (TIP) required by the IMPROVE Act, building on more than 70 community and neighborhood plans during the past ten years, including the nMotion Strategic Transit Plan undertaken jointly by the Metropolitan Transit Authority of Nashville and Davidson County (MTA) and the Regional Transportation Authority of Middle Tennessee (RTA). The TIP outlines a program of investments to address Nashville's transportation needs, focusing on four key areas: sidewalks, signals, service, and safety. It provides a wide range of improvements for different users regardless of the mode used for travel and places a significant emphasis on transit service and infrastructure. The program also creates partnership opportunities for improving and expanding regional transit connections with surrounding counties in Middle Tennessee through the following approaches:

1. Developing park-and-ride facilities at the outer fringes of Davidson County that are accessible to regional commuters.
2. Creating robust, all-day service along these corridors with express connections into Downtown Nashville will provide a more accessible and more affordable option for connections into outer counties as any individual neighboring county might want to pursue transit expansion.
3. Funding Davidson County and shared-infrastructure projects supporting the short-term recommendations currently being modeled in the Star Future Vision Study.
4. Services and facilities that will take full advantage of the transit priority provisions contained in Tennessee's Transportation Modernization Act, adopted by the General Assembly last year, as TDOT advances various choice lane projects in key commuting corridors in Middle Tennessee.

The Choose How You Move TIP was officially launched on April 19 by Mayor O'Connell. It is currently undergoing public outreach to educate voters on the plan's specifics, as well as a final review of its underlying financial plan by the Certified Public Accounting Firm as required under the IMPROVE Act.

As regional coordination of local transportation improvement plans is a necessary element of plan development under the IMPROVE Act, the staff is requesting that the Executive Committee of the Regional Transportation Authority of Middle Tennessee adopt an official action recognizing and endorsing the plan being promoted in Davidson County for being responsive to current and future regional travel needs. Ed Cole motioned to approve the Star Cab and Parts Contract Award; Mayor Billy Vogle seconded the motion, and the Executive Committee unanimously approved it.

There was a general discussion.

Mayor Ken Moore motioned to approve the Choose How You Move Program Update and Endorsement; Ed Cole seconded the motion, and the Executive Committee unanimously approved it.

c. Multimodal Mobility Plan Contract Award (R-A-24-007): Director of Planning & Grants Felix Castrodad presented the following report for action:

In August of 2016, during the only joint meeting in their history, the Board of Directors of the Metropolitan Transit Authority of Nashville and Davidson County (MTA) and the Board of Directors of the Regional Transportation Authority of Middle Tennessee (RTA) unanimously approved the nMotion Strategic Transit Plan. Since that time, WeGo Public Transit has used this document as a blueprint for advancing project and service initiatives of both agencies to enhance the role and responsiveness of public transportation in the region.

As with nMotion, the two agencies (MTA and RTA) would like to collaborate again on the upcoming update to the nMotion strategic transit service plan to provide the region with a unified approach to the development of future public transportation services and facilities. Within Davidson County, the level of transportation planning integration will be further expanded through a partnership with the Nashville Department of Transportation and Intermodal Infrastructure (NDOT) and Metro Nashville Planning Department (NDOT) to examine opportunities for better integration of public transportation into the roadway infrastructure and to update Metro Nashville's Major and Collector Street Plan. In this process, each agency (RTA, MTA, NDOT, and Metro Planning) will retain decision control and funding responsibility for its specific deliverables within the plan. RTA will maintain full responsibility for public engagement in counties outside Davidson County and will collaborate with NDOT and Metro Planning for public engagement within Davidson County. RTA will undertake outreach with respective county and city planning entities in our member counties as the planning process evolves.

From an administrative standpoint, the Metropolitan Transit Authority of Nashville and Davidson County (MTA) will administer the consulting agreement, and each partner agency (NDOT, Metro Planning, and RTA) will reimburse the MTA for their respective project shares based on established payment schedules for specific plan milestones. The RTA's estimated share of project costs (excluding more detailed modeling of TDOT Choice Lanes initiatives as described below) will be a not-to-exceed amount of \$300,000.00.

On December 8, 2023, the WeGo Public Transit Procurement Department announced a Request for Qualifications (RFQ) on WeGo's website and Transit Talent and contacted more than 20 firms via email. Our marketing team and NDOT also utilize platforms like LinkedIn, the American Planning Association, and Planetizen. By the closing date of February 13, 2024, we had received submissions from three firms: Kimley-Horn, SSR, and AECOM.

WeGo encouraged Disadvantaged Business Enterprise (DBE) participation as prime contractors or subcontractors, aiming for a 20% overall contract-specific goal for DBE participation.

For contracting Architectural & Engineering (A&E) services, we followed the Brooks Act method, using qualification-based procurement procedures. Evaluation criteria included project approach, work methodology, availability, qualifications, and experience of the firm, project team, and key personnel. An evaluation committee comprised of representatives from the respective partner agencies met on March 6, 2024, to evaluate and score proposals. The evaluation committee found Kimley-Horn's submission to be the most favorable, leading to further discussions/interviews and a request for a cost proposal for all tasks.

On April 30, the committee reviewed and discussed Kimley-Horn's proposed cost of \$1,996,890 with a 12-month schedule, deciding to request a Best and Final Offer (BAFO). The BAFO request included an 18-month schedule, considering elections and holidays, along with negotiations on cost. Staff also asked for additional information on needed analysis for transit service options pertaining to the Tennessee Department of Transportation's (TDOT) Choice Lanes initiative as part of the "Build

With Us" program. Kimley-Horn agreed to the 18-month revised schedule for a cost of \$1,998,990. Kimley-Horn also submitted two options for integrating public transit with TDOT's Choice Lane analysis: Option 1, which does not include transportation modeling, for \$73,500, and Option 2, which includes transportation modeling for \$273,000.

After considering the 18-month schedule BAFO from Kimley-Horn, it was decided to move with the submitted BAFO of \$1,998,990 and include Option 1 for Choice Lane integration of public transit for \$73,500. The total amount for the BAFO and Option 1 is \$2,072,490.

Acknowledging that modeling the transit use of Choice Lanes will provide additional helpful analysis for future implementation, especially for regional services, staff will maintain the possibility of Option 2 should additional resources be identified in conversations with TDOT.

Kimley-Horn has committed to meeting or exceeding this project's 20% DBE goal through their subcontractors, Burch Transportation, Fairpointe Planning, and Foursquare ITP.

Staff requested that the Executive Committee of the RTA provide the Chief Executive Officer the authority to enter into the necessary agreements and contracts to advance an updated Strategic Service Plan in cooperation with the MTA, NDOT, and Metro Planning. The Board of Directors of the Metropolitan Transit Authority is expected to award a professional services contract to Kimley-Horn to conduct the Multimodal Mobility Plan for \$2,250,000. That includes \$1,998,990 for the base proposal, \$73,500 for Option 1 of Choice Lane integration with transit (no transportation modeling), and a contingency of \$177,510. The total contract term is 24 months, with a milestone for final recommendations at 18 months. The RTA share of funding for this project is capped at \$300,000 unless modified by the RTA Board or Executive Committee. Funding for the study includes FTA 5307 funds identified in the Capital Plan, FTA 5303 Metropolitan Planning funds through GNRC, and Local funds from Metro Government through NDOT and Metro Planning Department.

Mayor Moore expressed his concern that the approach described in the item was too focused on Nashville. Mr. Castrodad clarified that there will be targeted outreach to counties under the Regional Transportation Authority (RTA), emphasizing that the RTA will maintain control over all regional tasks. Similar to the nMotion plan, there will be a dedicated component for regional aspects, which will be a significant priority. However, Mr. Castrodad stressed the importance of coordinating with Nashville's initiatives to ensure connectivity.

Mayor O'Connell motioned to approve the Multimodal Mobility Plan Contract Award; Mayor Ken Moore seconded the motion, and the Executive Committee unanimously approved it.

VII. CEO's Report: CFO Ed Oliphant provided the following report on behalf of CEO Bland:

1. WeGo continues to work with the development team of HG Hill and Southeast Venture on the negotiation of a joint development agreement for Donelson Station. This past month, we shared plans for the development and station/transit center upgrades with the Nashville and Eastern Railroad Authority Board of Directors. We continued to work with RJ Corman on transit center operational design elements in proximity to the tracks. With the Federal appropriations process complete, Congressman Rose has notified us that \$3 million is in the Federal Budget to support this project.
2. Following up on a discussion with the RTA Board last month on the Star Future Vision Plan, Hatch Engineering is working with RJ Corman to refine operating models further and cost for the short-range options identified. Once this is complete, we anticipate a final round of public engagement this summer before presenting final recommendations to the RTA Board.
3. As it relates to the Murfreesboro Park-and-Ride Project, the Board of the Bridge Avenue Church of Christ approved the sale of the church property to the RTA at their meeting this past

month. Once this decision is approved by the Tennessee Secretary of State office, we will bring the sales agreement to the RTA Board for approval. The purchase price is \$490,000.

- VIII. Chair's Report:** Mayor Randall Hutto expressed gratitude to everyone for attending the board meeting and then announced that Mr. Oliphant would be retiring at the end of the month, making this his last meeting. Mayor Hutto congratulated Mr. Oliphant and generously yielded the remainder of his time to allow him to share remarks.

In summary, Mr. Oliphant thanked CEO Bland, the WeGo staff, and the RTA Board for the opportunity to serve for 20 years. He said it was a pleasure working with everyone, and he had the utmost confidence in WeGo's future and success. He noted that Shelly McElhaney, Controller for WeGo Public Transit, will act as Interim until his replacement is found.

Mayor O'Connell said that he's worked with Mr. Oliphant for more than 15 years and that he was named "CFO of the Year" back in 2013. He said it was well deserved because Mr. Oliphant is very good at his job. Mayor O'Connell emphasized that every single year, they had a clean audit due to Mr. Oliphant's leadership, which gave them confidence in running a successful transit system. Mayor O'Connell wished Mr. Oliphant a happy retirement and farewell.

- IX. Other Business:**

- X. Adjournment:** With no further business, Mayor Paige Brown motioned to adjourn the meeting; Ken Davis seconded the motion, and the meeting was adjourned at 10:28 a.m.

Respectfully submitted:

Ed Cole, RTA Secretary & Davidson County
Governor Appointee

Regional Transportation Authority of Middle Tennessee

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

| | | | |
|--------------|---|---------------|-----------|
| Item Number: | R-D-24-010 | Meeting Date: | 6/26/2024 |
| Item Title: | Monthly Financial Report Compared to Budget | | |

BACKGROUND:

Attached is a statement of operations through the month of April 2024 compared to the budget and a balance sheet as of April 30, 2024.

We continue to see very nice improvements in bus and train fares compared to budget and last year, albeit not where we would like to see them, as fare revenues continue to trend at approximately 35% to 40% of pre-pandemic levels. The favorable trend compared to the budget in Other Non-Transportation Revenue will continue through the remainder of the fiscal year due to the new interest-bearing account discussed in the February Executive Committee meeting. Interest earned from the middle of October through March was approximately \$173,405, which is used for normal operating expenses. There are no anomalies in the expenses to highlight for the month. Fuel as well as Casualty and Liability Insurance expenses continue to trend favorably compared to the budget, as has been mentioned in previous months.

As of April 30, 2024, RTA owed Nashville MTA approximately \$238,000 for services provided to and from Rutherford County, as well as management fees and shared costs to MTA for the back-office operating expenses related to the new fare collection system due. RTA also had accounts receivable from Nashville MTA of approximately \$53,800 for fares collected, and WeGo Ride revenue sharing was due.

APPROVED:



Controller

6/26/2024

Date

Regional Transportation Authority
Statement of Operations Compared to Budget
For the Period Ending April 30, 2024
UNAUDITED

| | Actual Month | Budget Month | Month End Variance | F / U | Prior Year Y-T-D | Actual Y-T-D | Budget Y-T-D | Y-T-D Variance | F / U | Budget |
|------------------------------------|--------------------|-------------------|-----------------------|----------|----------------------|----------------------|--------------------|----------------------|----------|---------------------|
| Revenue from Operations: | | | | | | | | | | |
| Regional Bus Revenues | \$27,200 | \$14,030 | \$13,170 | F | \$206,171 | \$230,919 | \$140,340 | \$90,579 | F | \$169,079 |
| Commuter Train Revenues | 31,788 | 18,880 | 12,908 | F | 168,749 | 297,107 | 188,794 | 108,313 | F | 227,449 |
| Special Events | 0 | 6,130 | (6,130) | U | 82,330 | 88,194 | 61,810 | 26,384 | F | 78,500 |
| Other Non-Trans Revenue | 51,790 | 6,390 | 45,400 | F | 283,180 | 479,151 | 273,657 | 205,494 | F | 314,467 |
| Total Operating Revenue | 110,778 | 45,430 | 65,348 | F | 740,430 | 1,095,371 | 664,601 | 430,770 | F | 789,495 |
| Federal/State/Local Income: | | | | | | | | | | |
| Local Assistance | 154,109 | 173,000 | (18,891) | U | 31,282 | 1,234,901 | 1,314,795 | (79,894) | U | 1,606,795 |
| Regional Assistance | 0 | 0 | 0 | F | 623,368 | 806,588 | 776,588 | 30,000 | F | 806,588 |
| State Assistance | 0 | 0 | 0 | F | 667,154 | 663,400 | 660,200 | 3,200 | F | 660,200 |
| Federal Assistance - CMAQ | 0 | 153,820 | (153,820) | U | 1,533,310 | 1,040,012 | 1,538,223 | (498,211) | U | 1,853,182 |
| Federal Assistance - CARES Act | 452,385 | 213,250 | 239,135 | F | 2,575,815 | 2,392,661 | 2,038,740 | 353,921 | F | 2,430,515 |
| Total Assistance Income | 606,494 | 540,070 | 66,424 | F | 5,430,929 | 6,137,562 | 6,328,546 | (190,984) | U | 7,357,280 |
| Capital Revenue: | | | | | | | | | | |
| Capital Operating Reimbursement | 6,136 | 195,950 | (189,814) | U | 2,105,755 | 1,579,934 | 1,959,490 | (379,556) | U | 2,360,745 |
| Total Capital Income | 6,136 | 195,950 | (189,814) | U | 2,105,755 | 1,579,934 | 1,959,490 | (379,556) | U | 2,360,745 |
| Total Revenue | \$723,408 | \$781,450 | (\$58,042) | U | \$8,277,114 | \$8,812,867 | \$8,952,637 | (\$139,770) | U | \$10,507,520 |
| Expenses from Operations: | | | | | | | | | | |
| Management Contract - MTA | \$71,746 | \$71,746 | \$0 | F | \$717,448 | \$717,448 | \$717,448 | \$0 | F | \$860,940 |
| Services | 667,873 | 681,779 | 13,906 | F | 6,362,107 | 6,775,157 | 6,834,336 | 59,179 | F | 8,224,590 |
| Fuel | 59,565 | 57,510 | (2,055) | U | 603,850 | 518,279 | 582,899 | 64,620 | F | 699,900 |
| Materials and Supplies | 103 | 1,115 | 1,012 | F | 11,748 | 8,174 | 21,136 | 12,962 | F | 22,975 |
| Utilities | 13,975 | 15,683 | 1,708 | F | 151,555 | 141,517 | 156,809 | 15,292 | F | 188,925 |
| Casualty and Liability | 34,195 | 39,933 | 5,738 | F | 350,051 | 346,172 | 399,304 | 53,132 | F | 480,890 |
| Other | 0 | 1,558 | 1,558 | F | 13,501 | 22,203 | 26,334 | 4,131 | F | 29,300 |
| Total Operating Expenses | 847,456 | 869,324 | 21,868 | F | 8,210,261 | 8,528,951 | 8,738,266 | 209,315 | F | 10,507,520 |
| Surplus / (Deficit) | (\$124,048) | (\$87,874) | (\$36,174) | U | \$66,853 | \$283,916 | \$214,371 | \$69,545 | F | \$0 |
| Capital Grant Revenue | 20,694 | | 20,694 | F | 404,253 | 1,766,970 | | 1,766,970 | F | 0 |
| Gain / (Loss) on Sale | 0 | | 0 | F | 424 | 2,021 | | 2,021 | F | 0 |
| Vanpool Replacement Revenue Fund | 0 | | 0 | F | 0 | 0 | | 0 | F | 0 |
| Depreciation | (344,496) | | (344,496) | U | (3,508,441) | (3,454,344) | | (3,454,344) | U | 0 |
| Surplus / (Deficit) | (\$447,850) | (\$87,874) | (\$359,976) | U | (\$3,036,911) | (\$1,401,437) | \$214,371 | (\$1,615,808) | U | \$0 |

Regional Transportation Authority

Comparative Balance Sheets

| | Month Ended April 30, 2024 | Month Ended June 30, 2023 |
|--|-------------------------------|------------------------------|
| | (unaudited) | (audited) |
| CURRENT ASSETS | | |
| Cash and cash equivalents | \$1,842,957 | \$904,389 |
| Receivables from federal, state and local government | 98,101 | 860,853 |
| Accounts receivable | 67,311 | 114,686 |
| Materials and supplies | 359,000 | 364,480 |
| Prepaid expense and other | 60,392 | 23,994 |
| Total Current Assets | 2,427,761 | 2,268,402 |
| PROPERTY AND EQUIPMENT | | |
| Land | 3,382,052 | 3,382,052 |
| Building, shelter and benches | 19,407,307 | 19,407,307 |
| Guideway Improvements | 8,586,547 | 8,586,547 |
| Revenue equipment and parts | 30,475,508 | 30,991,482 |
| Office equipment | 556,150 | 556,150 |
| Work-in-Progress | 2,387,754 | 601,495 |
| | 64,795,318 | 63,525,033 |
| Less: Accumulated Depreciation | (26,287,950) | (23,395,084) |
| Total Property and equipment, net | 38,507,368 | 40,129,949 |
| OTHER ASSETS | | |
| Cash and investments restricted | 8,550,372 | 7,944,646 |
| TOTAL ASSETS | \$49,485,501 | \$50,342,997 |
| LIABILITIES AND NET ASSETS | | |
| CURRENT LIABILITIES | | |
| Accounts payable | \$655,617 | \$713,987 |
| Accrued expenses | 22,430 | 25,996 |
| Deferred Revenue | 6,039,707 | 5,433,831 |
| Note Payable | 0 | 0 |
| Total Current Liabilities | 6,717,754 | 6,173,814 |
| NET ASSETS | | |
| Invested in capital assets | 38,507,368 | 40,129,949 |
| 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 | 529,473 | 529,473 |
| Restricted - Regional Bus Reserve | 4,376,671 | 3,780,765 |
| Restricted - Regional Train Reserve | 1,634,408 | 1,634,408 |
| Unrestricted | (2,878,736) | (357,752) |
| Current Year Surplus / (deficit) | (1,401,437) | (3,547,660) |
| Total Net Assets | 42,767,747 | 44,169,183 |
| TOTAL LIABILITIES AND NET ASSETS | \$49,485,501 | \$50,342,997 |

| | Current | > 30 days | > 60 Days | > 90 days | Total |
|---------------------|-----------|-----------|-----------|-----------|-----------|
| Accounts Receivable | \$67,311 | \$0 | \$0 | \$0 | \$67,311 |
| | 100.0% | 0.0% | 0.0% | 0.0% | 100.0% |
| Accounts Payable | \$645,469 | \$0 | \$10,148 | \$0 | \$655,617 |
| | 98.5% | 0.0% | 1.5% | 0.0% | 100.0% |

Regional Transportation Authority

of Middle Tennessee

Board Action Item

| | | | |
|--------------|----------------------------------|---------------|-----------|
| Item Number: | R-A-24-008 | Meeting Date: | 6/26/2024 |
| Item Title: | Revolving Line of Credit Renewal | | |

BACKGROUND:

RTA has an operating line of credit through Fifth-Third Bank in the amount of \$5 million for general borrowings to cash flow expenses for RTA. The maturity date for the current line of credit is June 30, 2024.

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

You will recall two years ago, RTA's line of credit moved to Prime interest as a result of the Federal Reserve (Fed) agency, the Alternative Reference Rates Committee (ARRC), phasing out the use of LIBOR for all commercial banks and moving to Prime which is a more regulated index with greater market support.

Consequently, RTA's renewal will have no changes from last year and will continue to be based upon the Prime rate minus 1.8% with the same non-use fee of 7.5 basis points. These expenses have been included in the annual budget.

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

RECOMMENDATION:

The Finance Committee recommends the Board authorize the CEO to enter into the fourth year of a five-year revolving line of credit agreement for up to \$5.0 million with Fifth Third Bank based upon the terms explained above for the period from July 1, 2024, to June 30, 2025.

APPROVED:

6/26/2024

Board Secretary

Date

Regional Transportation Authority

of Middle Tennessee

Board Action Item

| | | | |
|--------------|---|---------------|-----------|
| Item Number: | R-A-24-009 | Meeting Date: | 6/26/2024 |
| Item Title: | RTA/MTA WeGo Ride Program Revenue Sharing Agreement | | |

BACKGROUND:

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

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

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

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

The program continues to grow, with 42 businesses now utilizing it as we enter the fifth year. The revenue split calculation for the program will be done at the end of July once all ridership for the fiscal year for both agencies has occurred. Staff intends to continue and promote this program, which will require a renewal of this agreement since it is due to expire on June 30, 2024.

RECOMMENDATION:

The Finance Committee recommends the Board approve the renewal of the WeGo Ride Program Revenue Sharing Agreement with MTA from July 1, 2024 through June 30, 2025. Nashville MTA will remain the Master Contractor for the program and will share revenues with RTA based on the calculated formula. An annual review of the agreement is also recommended to assess if any changes should be made to the calculation or agreement.

APPROVED:

6/26/2024

Board Secretary

Date

Regional Transportation Authority

of Middle Tennessee

Board Action Item

| | | | |
|--------------|---|---------------|-----------|
| Item Number: | R-A-24-010 | Meeting Date: | 6/26/2024 |
| Item Title: | RTA/MTA Regional Bus and Shuttle Contract FY2025 Renewals | | |

BACKGROUND:

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

Each year, the RTA contracts with the Nashville MTA for regional transit services for Davidson/Rutherford County Relax & Ride services to Murfreesboro, Tennessee, as well as connecting bus services to support the commuter train service for the WeGo Star in Nashville, Tennessee. The RTA desires to renew these contracts with Nashville MTA for the period of July 1, 2024, through June 30, 2025. Since there are different funding sources for the regional bus services and the connecting bus services, two separate contracts are required.

Contract 1 – Under the new contract for the regional bus service between Davidson and Rutherford Counties (Routes 84X and 86X), the RTA will pay the Nashville MTA for up to 56.94 hours of daily service at a rate of \$127.00 per hour, or an amount not to exceed \$1,836,771, covering 254 days of weekday transit service contained in the contract. The \$127.00 represents a 5.4% increase in the contract price compared to the prior year. The increase is higher than the historical 3% increase due to higher-than-normal inflation over the past three years.

Contract 2 – Under the new contract for connecting bus services for Davidson County (Routes 64 and 93), the RTA will pay the Nashville MTA up to 9.73 hours of daily service at a rate of \$127.00 per hour, or \$313,870, covering the 254 days of weekday transit service contained in the contract. The \$127.00 represents a 5.4% increase in the contract price compared to the prior year. The increase is higher than the historical 3% increase due to higher-than-normal inflation over the past three years.

A fuel escalator clause will again be included in all the new contracts to protect the Nashville MTA should the average fuel prices escalate above \$3.00 per gallon. The clause stipulates that for every 25-cent increase in the monthly average per gallon cost of fuel, the hourly rate will increase by \$1.50 per hour for that month and in the future. This will cover the Nashville MTA's increase in operating costs due to increased fuel costs. This escalator is above and beyond the contracted amounts mentioned above. This could be a factor for RTA based on the current volatility we are seeing in fuel costs. Nashville MTA has hedged approximately 80% of projected diesel fuel consumption at \$2.56 per gallon to achieve an average price, including the unhedged consumption of approximately \$2.77 per gallon.

RECOMMENDATION:

The Finance Committee recommends the Board approve the renewal of the following two contracts with Nashville MTA for the operation of regional bus services and connecting bus services supporting commuter rail. Both contracts are for a period of one year, beginning July 1, 2024, through June 30, 2025, for the following base amounts:

- Contract #1 for a not-to-exceed amount of \$1,836,771 for regional bus service, and
- Contract #2 for a not-to-exceed amount of \$313,870 for connecting buses supporting commuter rail.

APPROVED:

6/26/2024

Board Secretary

Date

Regional Transportation Authority

of Middle Tennessee

Board Action Item

| | | | |
|---------------------|--|----------------------|------------------|
| Item Number: | R-A-24-011 | Meeting Date: | 6/26/2024 |
| Item Title: | RTA Management Oversight Contract Renewal | | |

BACKGROUND:

RTA is currently operating under a management contract with MTA in which MTA provides management services overseeing all operations of the RTA. The current contract was approved by the RTA Board in 2021 for five years with an expiration of June 30, 2026. The contract terms include a provision that allows the compensation to be adjusted beginning July 1, 2022, and each year thereafter for the life of the contract by mutual agreement of both parties. The current annual contract value is \$860,940 effective July 1, 2022. MTA has proposed a 5% increase for a total annual contract value of \$904,200 which has been included in the proposed FY2025 budget. The contract states that “MTA Staff will provide executive leadership and administrative support for the RTA to carry out Financial Duties and Administrative Duties as provided herein, which shall include but not be limited to, operations, maintenance, and acquisition of properties, finances, facilities, and equipment, and the employment of personnel, or contracting for services, and the execution and implementation of RTA powers and duties outlined in Tennessee Code Annotated §§64-8-101 et. Seq and 64-8-201, et. Seq. all of which MTA is authorized to undertake and accomplish.”

The contract value has historically been adjusted by 2% to 3% every two years to account for wage and inflationary increases absorbed by MTA since MTA does not charge RTA for any separate overhead expenses such as office space, utilities, materials, supplies, etc. The extraordinarily high inflation we have experienced over the last 3 years resulted in the proposed 5% increase for the fourth year of this 5-year contract.

The following list, while not exhaustive, gives a good representation of what functions and tasks are being performed for RTA.

Customer Relations

- Call center for customer inquiries
- Customer Service counter ticket sales
- Bulk ticket sales on-line and phone orders
- Manage Emergency Ride Home Program
- Management of Community Impact Partners
- Printing and distribution of route schedules
- Management of the WeGo Ride program
- Maintain phone systems for the call center

Facilities and Development/Engineering

- Use of WeGo Central bus bays downtown for regional buses
- Provide office space, office equipment, and computer network support
- Maintenance of train stations
- Maintain Park & Ride lots
- Leasing of stations for special events
- Acquire property for stations and park & ride lots
- Mt Juliet Station parking lot expansion
- Purchase of new buses and train cars

Financial

- Annual Financial Audit Report
- Monthly financial statements compared to the budget
- Develop annual operating budgets
- Management of Regional partner reserves
- Accounts payable
- Cash management
- Negotiations for banking line of credit
- Regular banking relationships
- Maintain accounting general ledgers
- Collect and account for fare collection
- Invoicing and collection of ticket sales
- Required annual reporting to various government agencies

- Manage and complete audit finding action plans to avoid repeat findings, if applicable
- Monitor and spot-check train parts inventory

- Management of the QuickTicket back office
- State Comptroller Audits

Planning, Grants, and Scheduling

- Monitor and manage the Transportation Improvement Plan (TIP)
- Grant Applications
- Grant revisions and amendments
- Grant compliance
- Quarterly grant reporting to FTA
- Quarterly meetings with FTA for rail oversight
- Public Hearings on schedule or fare changes
- Service planning for regional bus service
- Management and monitoring of all routes for schedule adherence
- Route adjustments due to changes in Park & Ride lot locations
- Title VI plan, compliance, and monitoring

- Develop FTA-required Transit Asset Management Plan
- Searching for new park & ride locations
- Represent RTA in MPO Technical Coordinating Committee meetings
- Coordinate and work with MPO and regional partners on annual federal funding allocations
- National Transit Database (NTD) monthly and annual reporting to FTA
- Meet with businesses, municipalities, and stakeholders regarding service requests
- Conduct regional studies – Star Future Vision Plan, Regional Park & Ride, New Regional Multimodal Mobility Plan Study

Operations and Safety

- Manage and monitor Gray Line buses
- Manage and monitor commuter rail services
- Manage third-party quality control contractor
- Maintain fare box and ticket vending machines
- Have supervisors at Riverfront for schedule adherence of train and address customer questions
- Have Supervisors at the downtown intermodal for schedule adherence and answer customer questions
- Provide all radio communications
- Federal Rail audits
- State track inspection audits

- Procure annual insurance policies for liability, property damage, and director and officer's
- Coordinate with third-party administrators for any accidents or injuries
- Reconcile month regional bus invoices to scheduled service and charge liquidated damage for schedule adherence failures
- Manage security at Riverfront Station and our downtown transfer facility
- Inspect 3rd party vehicles and rail equipment and vehicles and review maintenance records
- Manage the QuickTicket Fare Collection System

Marketing

- Website development and management
- Create Route schedules
- Manage and promote special events
- Promote Community Impact Partner initiatives
- Production of brochures and system maps

- Social media
- Public information
- Media relations
- Public records requests
- Marketing promotions

Executive

- Interaction with regional mayors
- Budget presentations to Nashville Mayor and Metro Council
- Public hearings
- Develop and manage capital budgets
- Capital project oversight
- Short-term and long-term planning

- Quarterly Nashville & Eastern Rail Authority Board meetings
- Cheatham County Rail Authority Planning
- Donelson Station Transit Oriented Development joint venture planning
- Murfreesboro Park and Ride project

While this is not a completely exhaustive list of duties and responsibilities, it demonstrates the value RTA receives for the management services provided by MTA staff. If you look at the total budgeted general and administrative costs including the management fee, it totals approximately \$1.5 million, or 13.4%, of total budgeted operating costs.

RECOMMENDATION:

Based upon the information provided above, the Finance Committee is recommending that the Board approve the new contract value of \$904,200 for MTA to manage and oversee all operations of the RTA and to be effective July 1, 2024, and terminate on June 30, 2026.

APPROVED:

6/26/2024

Board Secretary

Date

Regional Transportation Authority

of Middle Tennessee

Board Action Item

| | | | |
|--------------|---------------------------------------|---------------|-----------|
| Item Number: | R-A-24-012 | Meeting Date: | 6/26/2024 |
| Item Title: | WeGo Star Liability Insurance Renewal | | |

BACKGROUND:

We have been working with our insurance broker regarding the renewal of our \$30 million liability insurance coverage for commuter rail, which is due to expire on June 30, 2024. As stipulated within the Tri-Party Agreement between the Regional Transportation Authority of Middle Tennessee (RTA), Nashville & Eastern Railroad, and Nashville and Eastern Rail Authority, the RTA provides the first \$1 million through its supplemental insurance reserve account. The remaining \$29 million per occurrence and \$58 million aggregate excess policy is what we receive pricing for each year. The current policy with Aspen Specialty Insurance and Liberty Surplus International Insurance companies had a total premium of \$297,177. This was a flat premium last year compared to the prior year due to low ridership on the WeGo Star, which is the main driver of liability insurance premiums. All the insurance carriers have a minimum (floor) they will charge for an annual premium and then have trueing up at the end of the fiscal year based upon an audit of how many riders used the train. The floor (in terms of ridership) set by Aspen and Liberty was 180,600 rides. WeGo Star will not achieve that ridership number and thus will end this fiscal year with a floor premium of \$297,177.

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

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

RECOMMENDATION:

We are requesting that the Board approve the insurance policy for \$29 million of train liability insurance coverage (with a \$58 million aggregate) for the policy year from July 1, 2024 through June 30, 2025 to be awarded to Aspen Specialty Insurance and Liberty Surplus Insurance Corporation for a total base annual premium of \$297,177 with the caveat that if the annual ridership exceeds the benchmark of 180,600 rides, RTA will pay additional premium at a rate of \$1.65 per ride given over the benchmark. RTA will continue to maintain the supplemental insurance reserve of \$1 million, making our total liability insurance coverage \$30 million.

APPROVED:

6/26/2024

Board Secretary

15

Date

Regional Transportation Authority

of Middle Tennessee

Board Action Item

| | | | |
|---------------------|---|----------------------|------------------|
| Item Number: | R-A-24-013 | Meeting Date: | 6/26/2024 |
| Item Title: | Proposed Operating Budget for FY2025 | | |

BACKGROUND:

The attached proposed FY2025 operating budget reflects status quo contribution levels from all city/county members. It assumes full availability of Congestion Mitigation and Air Quality Funds ("CMAQ" - federal funding provided through TDOT) for the year. The CMAQ funds are comprised of residual funds left over from our last CMAQ grant award, as well as a new \$6.4 million award received in April 2024. Additionally, we have been awarded \$3.5 million in Carbon Reduction Program ("CRP") funds. The existing CMAQ and new-award CMAQ, as well as the CRP funds, are slated to cover current eligible Regional Bus services through FY2028. Below are issues and assumptions underlying the proposed budget:

Ridership Recovery and Its Impacts on the Operating Budget

As has been mentioned in past conversations with the Board, ridership continues to lag significantly from pre-pandemic numbers. This trend is being experienced across the nation for regional commuter ridership. Our estimation of revenues for FY2024 was thankfully too conservative, and we are experiencing consistently higher fare collections than was budgeted. Because of this, the year-over-year fare revenue assumption from FY2024 to FY2025 appears to be a significant increase but is only a 3% increase over the 12-month trend of actual revenues collected through December 2023. The projections for FY2026 through FY2028 also maintained a conservative 3% growth using the same regional budgeting model.

As a reminder, the RTA Board established the Regional Bus Corridor Reserves in FY2016 to provide a "rainy-day fund" to help bridge any funding gap that may arise, such as the pandemic or a disruption of CMAQ funding. The original goal was for each corridor to build a funding reserve equal to one year of operating expenses to allow sufficient time to adjust to whatever funding reality the RTA might be facing at any given point in time. The table below reflects the estimated ridership recovery and bus reserve levels anticipated in the budget model attached.

| Scenario | Full Service Restored | Estimated End-of-Year Percentage of Pre-Pandemic Ridership | TDOT CMAQ and CRP 3-Year funding Allocation | Annual Local Contributions | Total End-of-Year Bus Corridor Reserves |
|---|---------------------------------------|--|--|-----------------------------------|--|
| Ridership will not recover to pre-pandemic levels | Fall 2022 with two routes during FY23 | FY2025 – 38.5% FY2026 – 39.7% FY2027 – 40.8% FY2028 – 42.0% | \$10,583,815 | Remain the Same | FY2025– \$3,815,729 FY2026– \$3,833,810 FY2027– \$3,863,848 FY2028– \$3,876,863 |

Similar to the Regional Bus Reserve, the Board established a Commuter Train Reserve in June 2022, which is currently at \$1.6 million.

The projections provided above are a snapshot of the total of all bus corridor reserves at the end of each fiscal year. The table provided on the next page breaks it down by corridor and is as of the end of FY2028:

| End-of-Year Corridor Reserve Projections at the end of FY2028 | | | |
|--|-------------------|-------------------------|-------------------|
| | Estimated Reserve | | Estimated Reserve |
| Dickson | \$0 | Montgomery | \$472,196 |
| Robertson | \$182,284 | Rutherford | \$16,656 |
| Sumner | \$950,916 | Davidson (Bus service) | \$1,332,028 |
| Williamson | \$955,103 | Train (Wilson/Davidson) | \$1,634,408 |

With the STAR Study nearing completion, our consultants and RJ Corman are currently working to refine operating models and costing for short-range service options for commuter rail and possible coordination with regional bus services further. Any service adjustments ultimately recommended by the Study are not anticipated in the attached proposed budget and would need to be added after board consideration. This is not likely to occur until late summer or early fall of 2024.

One of the most pressing capital project needs for RTA is the development of well-located, purpose-built park-and-ride lots to maximize ridership opportunities. In conjunction with this, there is a long-term need to develop local funding to be applied in each of the necessary corridors for both bus and rail to match possible State and Federal funds for this purpose (likely a 10% local match requirement). Staff is recommending a status quo approach to regional bus and train contributions until we have had more time to develop the park-and-ride expansion plans and consider any Star Study recommendations. We are currently in the approval process for a Park & Ride in Murfreesboro and are working with the Metro government for a location at the former Global Mall at Hickory Hollow, both of which will come before the Board for consideration in the near future. We are also continuing to seek additional locations in other counties to make regional bus ridership more attractive.

Federal Response: The CARES Act and American Rescue Plan Act

Since March 2020, RTA has been utilizing the Coronavirus Aid, Relief and Economic Security (CARES) Act and American Rescue Plan (ARP) Act funding as the federal government's first response to the impacts of COVID-19. These funds are now all but depleted, with the remaining approximately \$300,000 available for FY2025.

With this significant drop in relief funding, the need for corridor partner contributions, CMAQ, CRP, and federal §5307 funding usage have ramped back up to pre-pandemic levels.

Annual Review of Fares

The current fare structure for regional bus and commuter rail services has been in place since 2016, and the new account-based touchless fare collection system that was developed in partnership with Nashville MTA became fully operational in 2023. There was discussion in the prior year's budget presentation of a reassessment that would take place during the FY2024 fiscal year of the fare structure utilizing the data garnered from the new fare collection system and anticipated recommendations from the Star Study. This review is ongoing, and therefore, the proposed budget for FY2025 assumes a continuation of the current fare structure.

RTA Proposed FY2025 Budget

The Regional Transportation Authority of Middle Tennessee's (RTA) budget proposal for FY2025 has an overall decrease of approximately \$199K, or 1.8%, to \$10.9 million compared to \$11.1 million in FY2024. This decrease is primarily due to the previously mentioned depletion of CARES Act funding. This depletion had a multi-layered impact on both train and bus operations, including a higher need for bus partners' subsidies for operations, resulting in a reduced amount being added to Reserves, an increase in CMAQ and §5307 funding usage as well as a first-ever increase of Metro's annual Train Subsidy of \$371,830. Other factors impacting the year-over-year decrease in the yearly budgeted amount include a decrease in fuel costs as a result of the more favorable hedging contracts that Metro was able to procure, a reduction in Liability Insurance costs as well and a decrease in website management and software maintenance fees.

Increases in some expense categories partially offset these decreases. Among the expenses that increased, the most significant one dollarwise is the overall 7.8% increase in Regional Bus services. As you will recall, Gray Line was struggling to attract and retain bus operators for the RTA service. Consequently, it requested, and the Board approved, a renegotiated hourly billing rate for the services it operates for RTA. This resulted in a year-

over-year budgeted rate increase of 16.7% (\$120.49 in the FY2024 budget to \$140.60 in this proposed budget). Additionally, MTA has proposed a 5.4% increase in its hourly billing rate for bus services (from \$120.49 in FY2024 to \$127.00 in this proposed budget). Both rate increases were somewhat mitigated by Gray Line's billable hours being decreased, resulting in an overall increase in regional bus expenses of approximately \$372K. The change in billable hours for Gray Line's service did not affect service levels; it only affected the number of daily hours billed for the services it provides.

In addition to the increased rate of bus services, MTA has also proposed a 5% increase in inflation in the Management Contract. Other increases include a nominal \$16,000 increase for legal services and \$24,930 for marketing.

The attached proposed budget also includes the following assumptions:

- CARES Act funding is depleted, with only approximately \$300K for the proposed budget.
- Interest income from invested reserves is being utilized to fund both rail and bus operating expenses.
- The state will continue its operating subsidy and support regional bus services.
- The Tennessee Department of Transportation (TDOT) will continue supporting the WeGo Ride program (payment for state employees to ride transit services).
- Full coverage of bus operations using CMAQ and CRP funding with both existing funds as well as new awards for CMAQ and CRP and
- Federal \$5307 capital funding will be converted to operating revenue through the preventive maintenance and capital cost of the contracting process to fund train operations.

As an aside, should there be any interruption to the flow of funding assumed in this budget, the line of credit for up to \$5 million will be available for use throughout the fiscal year. This is for cash flow purposes only, with full repayment being made once funding is received.

Two versions of the proposed FY2025 Budget have been included for your reference. One version is the traditional format of the regional bus and train operations, while the other represents the budget by regional partners, including forecasts through FY2028.

One final item to note is regarding a topic that has been discussed in the past. With the depletion of CARES Act funding, the slow recovery of ridership as well as ever-increasing expenses, the WeGo Star forecast reflects a structural deficit for the East Corridor that is proposed to be covered by additional subsidy from Metro for FY2025 but does not have an identified resource for the future years. While there are now train reserves in place to address these shortfalls in the short term, serious conversations will need to take place with the East Corridor Committee and Board to determine how the corridor will address the inevitable structural deficits reflected in FY2026 and beyond.

Controller Shelly McElhaney reviewed both budget models at the committee meeting.

RECOMMENDATION:

The Finance Committee recommends that the Board adopt the proposed FY2025 budget as presented.

APPROVED:

6/26/2024

Board Secretary

Date

**Regional Transportation Authority
FY2025 Proposed Budget**

| | Proposed RTA REGIONAL BUS FY2025 | Proposed RTA TRAIN FY2025 | TOTAL Proposed Budget for FY2025 | TOTAL Approved Budget for FY2024 | Dollar Variance | Percent Variance |
|---|--|---------------------------------|--|--|--------------------|---------------------|
| Revenues From Operations | | | | | | |
| Fare Revenues | \$308,724 | \$304,392 | \$613,116 | \$396,528 | \$216,588 | 54.6% |
| Rail Operations Advertising Revenue | | 0 | 0 | 0 | 0 | #DIV/0! |
| Ticket Revenue from Special Events | | 78,500 | 78,500 | 78,500 | 0 | 0.0% |
| Membership Dues | 160,650 | 49,107 | 209,757 | 209,757 | 0 | 0.0% |
| Miscellaneous Other Revenues | 189,000 | 231,890 | 420,890 | 104,710 | 316,180 | 302.0% |
| Unidentified Revenue | 0 | 0 | 0 | 0 | 0 | #DIV/0! |
| Total Operating Revenue | 658,374 | 663,889 | 1,322,263 | 789,495 | 532,768 | 67.5% |
| Federal/State/Local Support Income | | | | | | |
| Wilson County, Lebanon, Mt Juliet | | 134,408 | 134,408 | 134,408 | 0 | 0.0% |
| Metro Nashville Government | 320,200 | 1,871,830 | 2,192,030 | 1,820,200 | 371,830 | 20.4% |
| Regional Subsidies | 920,141 | | 920,141 | 1,066,335 | (146,194) | -13.7% |
| JARC/NF | 0 | | 0 | 0 | 0 | 0.0% |
| State Support | 286,901 | 376,499 | 663,400 | 660,200 | 3,200 | 0.5% |
| CMAQ | 3,027,963 | | 3,027,963 | 1,853,182 | 1,174,781 | 63.4% |
| CARES Act Funds | 0 | 300,000 | 300,000 | 2,430,515 | (2,130,515) | -87.7% |
| Federal 5307 (Maint. & Capital Cost of Contracting) | 230,872 | 2,028,238 | 2,259,110 | 2,360,745 | (101,635) | -4.3% |
| Federal RESCUE Plan Funding | 0 | 0 | 0 | 0 | 0 | #DIV/0! |
| Total Support Income | \$4,786,077 | \$4,710,975 | \$9,497,052 | 10,325,585 | (828,533) | -8.0% |
| Total Revenue | \$5,444,451 | \$5,374,864 | \$10,819,315 | \$11,115,080 | (\$295,765) | -2.7% |
| Expenses : | | | | | | |
| Mgmt Contract with MTA | 452,100 | 452,100 | 904,200 | 860,940 | 43,260 | 5.0% |
| Marketing | 85,000 | 85,000 | 170,000 | 145,070 | 24,930 | 17.2% |
| Legal Fees | 25,000 | 15,000 | 40,000 | 24,000 | 16,000 | 66.7% |
| Audit Fee | 15,000 | 18,000 | 33,000 | 33,000 | 0 | 0.0% |
| Software & Web Maintenance | 9,450 | 0 | 9,450 | 31,700 | (22,250) | -70.2% |
| Interest Expense - Line of Credit | 0 | 17,500 | 17,500 | 17,500 | 0 | 0.0% |
| Bank Service Charges | 3,500 | 12,800 | 16,300 | 16,300 | 0 | 0.0% |
| Consultant / Other Labor | 10,000 | 32,375 | 42,375 | 39,875 | 2,500 | 6.3% |
| Contract - Fare Collections | 41,796 | 77,614 | 119,410 | 119,410 | 0 | 0.0% |
| Contract - Station Maint & Security | 0 | 221,700 | 221,700 | 202,225 | 19,475 | 9.6% |
| Contract - Track Usage, Maint & Dispatch | 0 | 784,850 | 784,850 | 782,410 | 2,440 | 0.3% |
| Contract - Transit Services (Bus) | 4,827,690 | 313,870 | 5,141,560 | 4,769,830 | 371,730 | 7.8% |
| Contract - Transit Services (Rail) | 0 | 1,991,800 | 1,991,800 | 1,981,970 | 9,830 | 0.5% |
| Contract - MCS Special Event Trips | 0 | 57,300 | 57,300 | 57,300 | 0 | 0.0% |
| Fuel | 0 | 640,700 | 640,700 | 699,900 | (59,200) | -8.5% |
| Consumable Supplies | 10,000 | 5,075 | 15,075 | 22,975 | (7,900) | -34.4% |
| Printing & Publishing | 2,000 | 5,000 | 7,000 | 17,300 | (10,300) | -59.5% |
| Travel & Training | 1,000 | 0 | 1,000 | 1,000 | 0 | 0.0% |
| Partner Reserves | (61,580) | 0 | (61,580) | 607,560 | (669,140) | -110.1% |
| Dues & Membership Fees | 4,000 | 11,000 | 15,000 | 11,000 | 4,000 | 36.4% |
| Insurance | 4,520 | 452,180 | 456,700 | 480,890 | (24,190) | -5.0% |
| Utilities | 10,975 | 181,000 | 191,975 | 188,925 | 3,050 | 1.6% |
| Contract - Emergency Ride Home | 4,000 | 0 | 4,000 | 4,000 | 0 | 0.0% |
| Total Operating Expenses | \$5,444,451 | \$5,374,864 | \$10,819,315 | \$11,115,080 | (\$295,765) | -2.7% |
| Annual Surplus / (Deficit) | \$0 | \$0 | \$0 | \$0 | \$0 | |

Regional Transportation Authority
Budget for FY2025, Forecasts for FY2026-FY2028

| Budget by Partner | FY2024 Approved Budget | FY2025 PROPOSED | FY2026 PROJECTED | FY2027 PROJECTED | FY2028 PROJECTED |
|--|---------------------------|----------------------|----------------------|----------------------|----------------------|
| Expenses | | | | | |
| <i>Direct Cost of Service Provided</i> | | | | | |
| 87X - Gallatin/Hendersonville Express | \$731,615.00 | \$749,960.00 | \$772,470.00 | \$795,619.00 | \$822,689.00 |
| 89X - Robertson Cty Express | 350,566.00 | 410,693.00 | 423,019.00 | 435,696.00 | 450,520.00 |
| 95X - Franklin/Spring Hill Express | 762,099.00 | 723,176.00 | 744,882.00 | 767,204.00 | 793,307.00 |
| 94X - Clarksville Express | 670,647.00 | 714,248.00 | 735,686.00 | 757,733.00 | 783,513.00 |
| 88X - Dickson Express | 312,461.00 | 392,836.00 | 404,627.00 | 416,753.00 | 430,932.00 |
| 84X - Murfreesboro Express | 1,263,865.00 | 1,359,675.00 | 1,427,658.00 | 1,470,483.00 | 1,520,555.00 |
| 86X - Smyrna Express | 407,876.00 | 477,096.00 | 500,951.00 | 506,135.00 | 533,547.00 |
| Commuter Rail Train Service | 4,287,970.00 | 4,259,700.00 | 4,387,441.00 | 4,531,638.00 | 4,766,555.00 |
| <i>Indirect Costs</i> | 1,720,421.00 | \$1,793,511.00 | 1,832,737.00 | 1,905,637.00 | 1,926,657.00 |
| Total Expenses | 10,507,520.00 | 10,880,895.00 | 11,229,471.00 | 11,586,898.00 | 12,028,275.00 |
| Revenue Sources | | | | | |
| Self-Generated Revenues | | | | | |
| Fares & Other Self-generated Revenues | 579,738.00 | 1,112,506.00 | 1,096,716.00 | 1,083,797.00 | 1,106,532.00 |
| Membership Dues | 209,757.00 | 209,757.00 | 209,757.00 | 209,757.00 | 209,757.00 |
| Unidentified Revenue Source | - | - | - | - | - |
| Total Fares and Other | 789,495.00 | 1,322,263.00 | 1,306,473.00 | 1,293,554.00 | 1,316,289.00 |
| Federal | | | | | |
| Federal \$5307 Contribution - Bus Related Svcs | 139,689.00 | 230,872.00 | 251,251.00 | 262,087.00 | 272,443.00 |
| Federal \$5307 Contribution - Train Related Svcs | 2,221,056.00 | 2,028,238.00 | 2,300,905.00 | 2,371,371.00 | 2,508,623.00 |
| Federal CARES Contribution - Bus Related Svcs | 1,600,000.00 | - | - | - | - |
| Federal CARES Contribution - Train Related Svcs | 830,515.00 | 300,000.00 | - | - | - |
| Federal CMAQ Contribution - Bus Related Svcs | 1,853,182.00 | 3,027,963.00 | 3,145,696.00 | 3,232,801.00 | 3,351,191.00 |
| Federal RESCUE Contribution - Train Related Svcs | - | - | - | - | - |
| Total Federal | 6,644,442.00 | 5,587,073.00 | 5,697,852.00 | 5,866,259.00 | 6,132,257.00 |
| Metro | | | | | |
| Davidson County - Bus Related Services | 320,200.00 | 320,200.00 | 320,200.00 | 320,200.00 | 320,200.00 |
| Davidson County - Train Related Services | 1,500,000.00 | 1,871,830.00 | 1,871,830.00 | 1,871,830.00 | 1,871,830.00 |
| Total Metro | 1,820,200.00 | 2,192,030.00 | 2,192,030.00 | 2,192,030.00 | 2,192,030.00 |
| State | | | | | |
| TDOT | 1,060,200.00 | 1,063,400.00 | 1,073,401.00 | 1,083,500.00 | 1,093,801.00 |
| Total State | 1,060,200.00 | 1,063,400.00 | 1,073,401.00 | 1,083,500.00 | 1,093,801.00 |
| Regional Subsidy Contributions | | | | | |
| SE Corridor (84X, 86X) | | | | | |
| Rutherford County | 49,220.00 | 49,220.00 | 49,220.00 | 49,220.00 | 49,220.00 |
| Murfreesboro | 33,610.00 | 33,610.00 | 33,610.00 | 49,471.00 | 66,143.00 |
| Smyrna | - | - | 4,171.00 | 22,057.00 | 23,652.00 |
| LaVergne | 9,000.00 | 9,000.00 | 15,135.00 | 22,057.00 | 23,652.00 |
| MTSU | 25,000.00 | 25,000.00 | 43,151.00 | 62,956.00 | 66,143.00 |
| NE Corridor (87X) | | | | | |
| Sumner County | 55,597.00 | - | - | - | - |
| Gallatin | 55,597.00 | 55,597.00 | 55,597.00 | 55,597.00 | 55,597.00 |
| Hendersonville | 55,597.00 | - | - | - | - |
| S Corridor (95X) | | | | | |
| Williamson County | 78,040.00 | 78,040.00 | 78,040.00 | 78,040.00 | 78,040.00 |
| Spring Hill | 42,237.00 | 42,237.00 | 42,237.00 | 42,237.00 | 42,237.00 |
| Franklin | 56,185.00 | 56,185.00 | 56,185.00 | 56,185.00 | 56,185.00 |
| N Corridor (89X) | | | | | |
| Robertson County | 15,000.00 | 15,000.00 | 15,000.00 | 15,000.00 | 15,000.00 |
| Springfield | 15,000.00 | 15,000.00 | 15,000.00 | 15,000.00 | 15,000.00 |
| NW Corridor (94X) | | | | | |
| Montgomery County | 51,301.00 | 51,301.00 | 51,301.00 | 51,301.00 | 51,301.00 |
| Clarksville | 51,301.00 | 51,301.00 | 51,301.00 | 51,301.00 | 51,301.00 |
| E Corridor (Train) | | | | | |
| Wilson County | 50,000.00 | 50,000.00 | 50,000.00 | 50,000.00 | 50,000.00 |
| Lebanon | 54,408.00 | 54,408.00 | 54,408.00 | 54,408.00 | 54,408.00 |
| Mt. Juliet | 30,000.00 | 30,000.00 | 30,000.00 | 30,000.00 | 30,000.00 |
| Cheatham County (Pleasant View) | - | - | - | - | - |
| W Corridor (88X) | | | | | |
| Dickson County | 36,825.00 | 19,325.00 | 19,325.00 | 19,325.00 | 19,325.00 |
| City of Dickson | 36,825.00 | 19,325.00 | 19,325.00 | 19,325.00 | 19,325.00 |
| Total Regional Contributions | 800,743.00 | 654,549.00 | 683,006.00 | 743,480.00 | 766,529.00 |
| Total Revenue Sources | 11,115,080.00 | 10,819,315.00 | 10,952,762.00 | 11,178,823.00 | 11,500,906.00 |
| Surplus: | | | | | |
| Membership Dues | - | - | - | - | - |
| BUS Subsidies Reserved for Future Service | 767,634.00 | (61,580.00) | (82,061.00) | (59,436.00) | (86,755.00) |
| TRAIN Subsidies Reserved for Future Service | 1,500,000.00 | - | - | - | - |
| Surplus / (Deficit) | 607,560.00 | (61,580.00) | (276,709.00) | (408,075.00) | (527,369.00) |
| Train Structural Deficit | | 0.00 | (194,648.00) | (348,639.00) | (440,614.00) |

Regional Transportation Authority

of Middle Tennessee

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

| | | | |
|--------------|------------------------------|---------------|-----------|
| Item Number: | R-D-24-011 | Meeting Date: | 6/26/2024 |
| Item Title: | Monthly Operating Statistics | | |

BACKGROUND:

Attached are monthly operating statistics for April 2024.

The RTA has been operating additional WeGo Express Bus service on Route 84 – Murfreesboro with trips directly to Geodis Park for Nashville Soccer Club weekend games. As of the end of April average ridership had grown to about 100 trips (or 50 individuals) per game on Route 84. We look forward to continuing this service as well as examining opportunities for regional services to additional special events. WeGo is currently in discussions with organizations such as Metro Nashville Police, the Nashville Department of Transportation, and the Tennessee Titans on examining ways that our buses can have better access and more reliable travel times during major events, which would help make our services a more viable option for event attendees.

As was the case last April, the WeGo Star operated a special train service for the Rock 'n' Roll Nashville Marathon, with an increase in ridership of nearly 70%. Regularly scheduled regional bus and rail service continues to see strong ridership growth, as well, as approaching 50% of pre-pandemic levels.

CURRENT STATUS:

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

APPROVED:



Chief Operating Officer

6/26/2024

Date

RTA Monthly Dashboard Report *

| Metric | April 2024 | April 2023 | Pct. Change |
|---|------------|------------|-------------|
| Ridership | | | |
| Total RTA Bus Passengers | 14,097 | 10,852 | 29.9% |
| WeGo Star Passengers | 10,307 | 7,463 | 38.1% |
| Total RTA Passengers | 24,404 | 18,315 | 33.2% |
| Percentage of Pre-Pandemic Ridership | 45.9% | 34.5% | 11.5% |
| Safety | | | |
| RTA Bus Total Accidents | 2 | 0 | N/A |
| WeGo Star Total Accidents | 0 | 0 | N/A |
| RTA Bus Total Miles btwn Accidents | 25,270 | N/A | N/A |
| WGS Total Miles btwn Accidents | N/A | N/A | N/A |
| Service Quality | | | |
| RTA Bus Total Trip Completion % | 99.76% | 99.87% | -0.11% |
| WeGo Star Total Trip Completion % | 100.00% | 100.00% | 0.00% |
| RTA Bus Total Miles btwn Service Interruption | 12,635.1 | 22,554.4 | -44.0% |
| WGS Total Miles btwn Service Interruption | N/A | N/A | N/A |
| On-Time Performance ^ | | | |
| RTA Bus | 82.2% | 81.4% | 0.8% |
| WeGo Star | 98.9% | 97.5% | 1.4% |
| Customer Care | | | |
| RTA Bus Total Passengers per Complaint | 1,436 | 1,526 | -5.9% |
| WeGo Star Passengers per Complaint | 1,145 | 7,463 | 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 | FY2024 April | FY2023 April | Pct. Change |
|---|-----------------|-----------------|-------------|
| Ridership | | | |
| Total RTA Bus Passengers | 14,097 | 10,852 | 23.0% |
| WeGo Star Passengers | 10,307 | 7,463 | 27.6% |
| Total RTA Passengers | 24,404 | 18,315 | 25.0% |
| Percentage of Pre-Pandemic Ridership | 45.9% | 34.5% | 11.5% |
| Safety | | | |
| RTA Bus Total Accidents | 2 | 0 | N/A |
| WeGo Star Total Accidents | 0 | 0 | N/A |
| RTA Bus Total Miles btwn Accidents | 25,270 | N/A | N/A |
| WGS Total Miles btwn Accidents | N/A | N/A | #Error |
| Service Quality | | | |
| RTA Bus Total Trip Completion % | 99.76% | 99.87% | -0.11% |
| WeGo Star Total Trip Completion % | 100.00% | 100.00% | 0.00% |
| RTA Bus Total Miles btwn Service Interruption | 12,635.1 | 22,554.4 | -44.0% |
| WGS Total Miles btwn Service Interruption | N/A | N/A | N/A |
| On-Time Performance [^] | | | |
| RTA Bus | 82.2% | 81.4% | 0.8% |
| WeGo Star | 98.9% | 97.5% | 1.4% |
| Customer Care | | | |
| RTA Bus Total Passengers per Complaint | 1,436 | 1,526 | -5.9% |
| WeGo Star Passengers per Complaint | 1,145 | 7,463 | -84.7% |

* 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 |
|--------------------------------------|---|
| Ridership | |
| Total Passengers | |
| RTA Bus | Total fixed route passenger boardings on all MTA operated RTA routes (84, 86, 93, 96) and Gray Line operated RTA routes (87, 88, 89, 91, 92, 94, 95) |
| WeGo Star | Total passenger boardings on WeGo Star Rail Service |
| Safety | |
| RTA Bus Accidents | A motor vehicle collision, either preventable or non-preventable, in which the Operator did not do everything reasonable to avoid a collision, committed an error or failed to react to the errors of others. A motor vehicle collision in which the Operator committed no driving error and reacted reasonably to the errors of others. (Gray Line & MTA operated RTA metrics combined) |
| WeGo Star Accidents | Accident – an unexpected, unforeseen, or unintended event that causes injury, loss, or damage. These events can include any event arising from the operation of the railroad which results in the death of any person; or an injury to any person that requires medical treatment, except suicides or attempted suicides; any collision between railroad on-track equipment and an automobile, bus, truck, motorcycle, occupied bicycle, pedestrian or trespasser at any location on the railroad; any collision, derailment, fire, explosion, failure of equipment or infrastructure, act of nature, or other event involving damage to the railroad’s on-track equipment, signals, track, track structures, and/or roadbed. |
| Service Quality | |
| RTA Bus Missed Trips | The total number of Bus revenue trips not completed or departing more than 30 minutes late -vs- scheduled. (Gray Line & MTA operated RTA metrics combined) |
| WeGo Star Missed Trips | A train that is disabled in transit or cancelled prior to embarking. A missed trip is reported as an annulment and is when the train is cancelled and doesn’t complete the run or make it to its final destination. |
| RTA Bus Trip Completion Percentage | Percentage of one-way fixed route revenue trips completed versus scheduled. |
| WeGo Star Trip Completion Percentage | Percentage of one-way rail trips completed versus scheduled. |

RTA Operations Dashboard Glossary

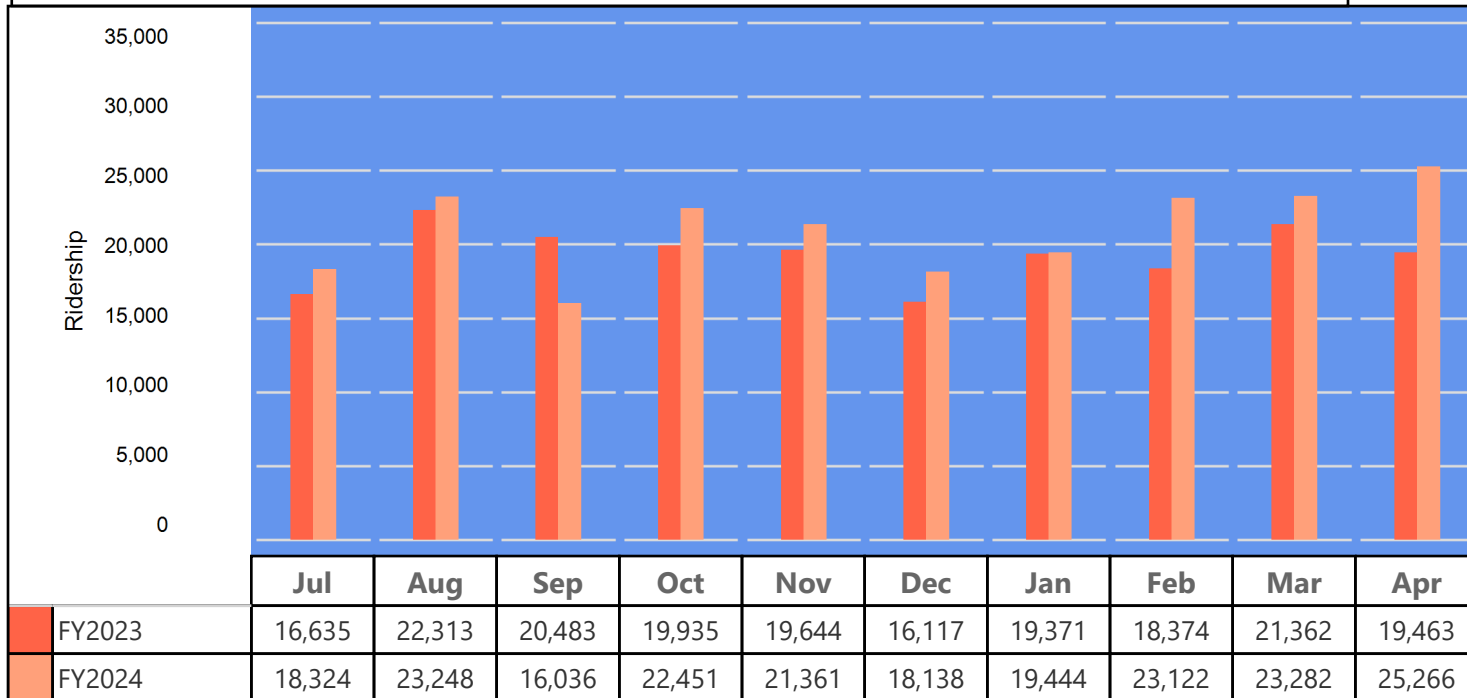
| Metric | Definitions |
|---|---|
| | |
| | |
| On-Time Performance | |
| RTA Bus OTP | MTA operated RTA routes - OTP is the Percentage of total scheduled fixed route timepoint departures occurring between 59 seconds early and 5 minutes 59 seconds late obtained from AVL data. Gray Line operated routes - OTP is the Percentage of total scheduled fixed WeGo Central route arrivals and departures occurring no later than 5 minutes 59 seconds late obtained from data provided by Gray Line personnel. (Gray Line & MTA operated RTA metrics combined based on a weighted average of total trips) |
| WeGo Star OTP | A train is considered on time when the train arrives at the final destination less than 6 minutes from the scheduled time. If a train is held up for 6 minutes or longer it is considered delayed and not on time. Intermediate station times are not included. |
| | |
| Customer Care | |
| Passengers Carried Per Complaint | |
| RTA Bus | Total RTA Bus passengers divided by total RTA Bus customer complaints. (Gray Line & MTA operated RTA metrics combined) |
| WeGo Star | Total WeGo Star passengers divided by total WeGo Star customer complaints. |



REGIONAL TRANSPORTATION AUTHORITY
FISCAL YEAR AND MONTH TO MONTH RIDERSHIP COMPARISON - FY2024 - vs - FY2023

| | Month to Month Comparison | | | Fiscal Year Comparison | | |
|--------------------------------|---------------------------|---------------|-------------------|------------------------|----------------|-------------------|
| | Apr 23 | Apr 24 | Percentage Change | FY2023 | FY2024 | Percentage Change |
| WeGo Star | 7,463 | 10,307 | 38.1% | 75,768 | 83,386 | 10.1% |
| Express Bus & Shuttle Services | 11,088 | 14,083 | 27.0% | 105,485 | 117,055 | 11.0% |
| RTA VanStar Vanpool Service | 912 | 876 | -3.9% | 12,444 | 10,231 | -17.8% |
| Total RTA Ridership | 19,463 | 25,266 | 29.8% | 193,697 | 210,672 | 8.8% |

**RTA FY2024 -vs- FY2023
Month to Month Ridership Comparison**



Prepared By: WeGo Service Quality Department
05/24/24



NASHVILLE AND REGIONAL TRANSPORTATION AUTHORITY
FISCAL YEAR AND MONTH TO MONTH RIDERSHIP COMPARISON - FY 2024 - vs - FY 2023

| | Month to Month Comparison | | | Fiscal Year | | |
|--|---------------------------|---------|--------|-------------|-----------|--------|
| | Apr 23 | Apr 24 | Change | FY 2023 | FY 2024 | Change |
| MTA Local Bus Service | 672,047 | 740,439 | 10.2% | 6,377,625 | 6,991,956 | 9.6% |
| MTA Local Paratransit Service | 29,505 | 34,064 | 15.5% | 297,532 | 316,985 | 6.5% |
| RTA Regional Bus Service | 10,852 | 14,083 | 29.8% | 103,563 | 117,055 | 13.0% |
| RTA VanStar Vanpool Service | 912 | 876 | -3.9% | 12,444 | 10,231 | -17.8% |
| RTA Regional Rail Service | 7,463 | 10,307 | 38.1% | 75,768 | 83,386 | 10.1% |
| * RTA Special Events Rail Service | 103 | 172 | 67.0% | 7,742 | 8,626 | 11.4% |
| Subtotal RTA Rail Service | 7,566 | 10,479 | 38.5% | 83,510 | 92,012 | 10.2% |
| Subtotal MTA & RTA Bus & Rail Service | 720,882 | 799,941 | 11.0% | 6,874,674 | 7,528,239 | 9.5% |
| Williamson County VanStar Vanpool Service | 6,361 | 6,021 | -5.3% | 65,587 | 63,898 | -2.6% |
| Murfreesboro ROVER Local Bus Service | 8,883 | 9,260 | 4.2% | 89,230 | 84,244 | -5.6% |
| Franklin Transit Local Bus Service | 9,323 | 10,781 | 15.6% | 68,527 | 74,613 | 8.9% |
| Clarksville Transit Local Bus Service | 43,527 | 42,773 | -1.7% | 433,655 | 428,330 | -1.2% |
| Total Area Ridership | 788,976 | 868,776 | 10.1% | 7,531,673 | 8,179,324 | 8.6% |



REGIONAL TRANSPORTATION AUTHORITY ROUTE PERFORMANCE INDICATOR REPORT

For the Month of: April 24

| Rte. No. | Route Name | Monthly Ridership | Ridership Change vs Last Year | Revenue Hours Of Service | Average Passengers | |
|--|--|-------------------|-------------------------------|--------------------------|--------------------|-------------|
| | | | | | Per Trip | Per Hour |
| CORRIDOR SERVICE COMPARISONS - COMMUTER BUS SERVICE | | | | | | |
| | North Corridor (Route 87) | 2,025 | 17.0% | 206 | 12 | 9.8 |
| | Northwest Corridor (Routes 89 & 94) | 3,144 | 48.2% | 362 | 10 | 8.7 |
| | South Corridor (Route 95) | 1,189 | 49.7% | 249 | 7 | 4.8 |
| | Southeast Corridor (Route 84 & 86) | 4,154 | 45.6% | 958 | 6 | 4.3 |
| EXPRESS BUS ROUTE SERVICE | | | | | | |
| 84 | Murfreesboro Express | 3,051 | 37.1% | 781 | 6 | 3.9 |
| 86 | Smyrna - LaVergne | 1,103 | 75.6% | 177 | 7 | 6.2 |
| 87 | Gallatin - Hendersonville | 2,025 | 17.0% | 206 | 12 | 9.8 |
| 88 | Dickson | 586 | 56.7% | 103 | 7 | 5.7 |
| 89 | Springfield - Joelton | 584 | 24.5% | 122 | 7 | 4.8 |
| 94 | Clarksville | 2,560 | 54.9% | 240 | 12 | 10.7 |
| 95 | Spring Hill - Franklin | 1,189 | 49.7% | 249 | 7 | 4.8 |
| | Express Bus Route Totals | 11,098 | 40.9% | 1,877 | 8 | 5.9 |
| OTHER ROUTES | | | | | | |
| 64 | Star Downtown Shuttle | 424 | 21.8% | 54 | 2 | 7.8 |
| 93 | Star West End Shuttle | 2,561 | -10.6% | 87 | 19 | 29.3 |
| | RTA Bus Route Monthly Totals | 14,083 | 27.0% | 2,019 | 8 | 7.0 |
| COMMUTER RAIL SERVICE | | | | | | |
| 90 | WeGo Star Commuter Rail | 10,307 | 38.1% | 251 | 39 | 41.0 |
| | RTA Commuter Rail and Bus Total | 24,390 | 33.2% | 2,270 | 12 | 10.7 |

Regional Transportation Authority

of Middle Tennessee

Board Action Item

| | | | |
|--------------|--|---------------|-----------|
| Item Number: | R-A-24-014 | Meeting Date: | 6/26/2024 |
| Item Title: | Gray Line Express Bus Service Contract Amendment | | |

BACKGROUND:

On November 19, 2014, the RTA Board authorized the Chief Executive Officer to enter into a five-year contract (with five additional one-year options) with Gray Line of Tennessee to provide regional bus services for Davidson County and several surrounding counties. This contract has successfully facilitated the provision of essential transit services, contributing significantly to the mobility and connectivity of residents in these regions.

As we approach the fifth and final extension year, the budget projection for this extension is \$2,990,915.00. This projection reflects our ongoing commitment to maintaining high-quality regional bus services while ensuring fiscal responsibility. It is important to note that while the ceiling amount will not be exceeded, service levels can be adjusted up or down without penalty, allowing for reductions in service levels based on actual service requirements. Furthermore, we will be evaluating the potential discontinuation of the 87 service.

Looking ahead, the Agency intends to conduct a formal procurement process with full and open competition starting in October 2024. This process aims to secure the next/new contract for regional bus services for Davidson County and the surrounding areas. The objective is to identify the most qualified service provider to continue and enhance our transit services, ensuring they meet the evolving needs of our communities.

RECOMMENDATION:

RTA Staff requests the Board to provide the Chief Executive Officer the authority to amend the current contract with Gray Line of Tennessee for 12 months, expiring on July 1, 2025. The new contract value will be \$25,355,210.37 for supplying these commuter bus services. This total contract value encompasses the full term of the contract, dating back to 2015. The anticipated ceiling amount for FY2024-25 is \$2,990,915.00.

APPROVED:

Board Secretary

6/26/2024

Date

Regional Transportation Authority

of Middle Tennessee

Board Action Item

| | | | |
|--------------|---|---------------|-----------|
| Item Number: | R-A-24-014 | Meeting Date: | 6/25/2024 |
| Item Title: | Resolution of Support for the Choose How You Move Program | | |

BACKGROUND:

On February 15, 2024, Metro Mayor Freddie O'Connell announced his intention to pursue a transportation referendum to take place in November of this year. The effort called *Choose How You Move, An All-Access Pass to Sidewalks, Signals, Service, and Safety*, takes advantage of the 2017 Tennessee's Improving Manufacturing, Public Roads and Opportunities for a Vibrant Economy (IMPROVE Act) legislation allowing local governments in the state's largest counties and its cities to seek dedicated funding for transportation projects through a local referendum.

The *Choose How You Move's* Transportation Improvement Program (TIP) was built on more than 70 community and neighborhood plans during the past ten years, including the nMotion Strategic Transit Plan recommendations. The TIP outlines a program of investments to address Nashville's transportation needs, focusing on four key areas: sidewalks, signals, service, and safety. It provides a wide range of improvements for different users regardless of the mode used for travel and places a major emphasis on transit service and infrastructure. The program also creates partnership opportunities for improving and expanding regional transit connections through service and infrastructure with surrounding counties in Middle Tennessee.

At the May 15, 2024 RTA Executive Committee Meeting, Michael Briggs, Director of Transportation Planning for Mayor O'Connell's office, provided an update on the program details, discussed current efforts, and answered questions from the RTA members. At the meeting, the RTA Executive Committee agreed to adopt an official action recognizing and endorsing the *Choose How You Move* program to show support for the program's responsiveness toward the current and future regional travel needs.

RECOMMENDATION:

Attached is RTA Resolution R-A-24-014 for the RTA Board's consideration and approval.

APPROVED:

Board Secretary

6/26/2024

Date

RESOLUTION # R-A-24-015

**A RESOLUTION SUPPORTING METRO NASHVILLE’S CHOOSE HOW YOU MOVE
TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the State of Tennessee’s Improving Manufacturing, Public Roads and Opportunities for a Vibrant Economy (IMPROVE Act), signed into law on April 26, 2017, allows local governments an option to generate new revenue specifically for public transit programs after a local referendum; and,

WHEREAS, the Metropolitan Government of Nashville and Davidson County is considering a ballot measure in November 2024 for such purposes; and,

WHEREAS, Mayor Freddie O’Connell’s office released on April 19, 2024 a Transportation Improvement Program called *Choose How You Move: An All-Access Pass to Sidewalks, Signals, Service, and Safety*; and,

WHEREAS, the *Choose How You Move* program is built upon more than 70 community and neighborhood plans during the past 10 years including recommendations from the RTA’s nMotion Strategic Transit Plan; and,

WHEREAS, the Nashville region is experiencing unprecedented growth and expected to grow to almost 3 million people in the next 20 year, intensifying issues like, congestion, cost of living, and growing socioeconomic inequities; and,

WHEREAS, a robust and interconnected regional transit network is key to improve overall mobility, provide travel options, and increase access to opportunities; and,

WHEREAS, the *Choose How You Move* program includes transit investments with regional park-and-ride locations and express routes that will strengthen regional connections providing the building blocks for surrounding counties to tie into future service expansion; and,

WHEREAS, the benefits of the program extend to associated infrastructure extend to residents, visitors, and commuters into Nashville alike by improving safety on Nashville's streets for everyone, upgrading nearly 600 traffic signals, and completing the WalkNBike Nashville priority sidewalk network when combined with annual capital spending; and

WHEREAS, dedicated funding generated from the *Choose How You Move* program would provide the matching funds needed to leverage over \$1.4 billion in future federal dollars to invest in transportation and improve access in the region over the next 15 years; and,

WHEREAS, the *Choose How You Move* program will help advance major goals in transit service improvements, with a focus on safety, equity, and accessibility to better serve the Middle Tennessee region now and in years to come;

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Regional Transportation Authority of Middle Tennessee recognizes and supports the *Choose How You Move* program being promoted by the Metropolitan Government of Nashville and Davidson County.

ADOPTED AND APPROVED THIS __ day of _____, 2024.

ATTEST:

Ed Cole
Board Secretary

Mayor Randall Hutto
Board Chair

Date

Date