

## FY 2022-2026 RTA Proposed Capital Investment Plan

June 16, 2021

The Board of Directors of the Regional Transportation Authority of Middle Tennessee (RTA) recognizes the need to develop a broad funding policy for the annual Capital Budget 1) to maintain assets in a state of good repair; 2) to provide improvements to existing service for current riders; and 3) to reflect and advance the initiatives adopted under the nMotion Strategy to expand the use of mass transit in Middle Tennessee.

This capital plan generally identifies sources and amounts of projected capital funding available to RTA as well as a framework for categorizing and prioritizing projects for funding decisions. It goes on to provide descriptions of proposed capital projects and to project available resources for those projects.

The capital plan provides planned projects for a 5-year horizon – FY2022 through FY2026. Projects listed for FY2022 generally (1) have been thoroughly scoped, and (2) have identified funding sources associated with them. Once approved in the Capital Plan, RTA Board Members can next expect to see them reported out in a “project delivery” phase, such as design or procurement.

Projects listed for FY2023 and beyond are more conceptual in nature, and most will likely require more detailed scoping and the identification of specific funding sources. In the case of “State of Good Repair” projects, these are drawn from our existing fleet plan, as well as recent experience with respect to facility capital maintenance projects and ongoing regulatory requirements. Projects under “Business Improvement” and “nMotion Service Expansion/Service Improvement” are listed to facilitate discussion of RTA priorities among members. Once adopted into the FY2022 Capital Plan, staff will work with funding partners (Federal Transit Administration, Tennessee Department of Transportation, Greater Nashville Regional Council, Metro Nashville, and other local partners) to identify the best matches for outside discretionary funding. Funds described in later sections of this document that might be applied include Congestion Mitigation and Air Quality (CMAQ) funds, Federal Surface Transportation Block Grant Program (STBG) funds and State Improve Act funds, as well as several smaller sources. In particular, the identified projects of “WeGo Star Service Enhancement Program” and “Park and Rides Development” are large enough in scope and expense to mandate the identification of additional funding sources.

This plan is broadly broken down into the following sections:

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

## **A. RTA Capital Funding Sources and Amounts**

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

### **1. Federal 5307 – Urbanized Area Formula Grant**

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

At this time, RTA can reasonably predict that annually it will receive approximately \$2.5M total for Capital needs in 5307 funds including state/local match annually. RTA typically transfers approximately \$2.28M to the operations budget for Rail Capital Costs of Contracting though the specific amount for this transfer is included as part of the annual operating budget process. Through prior agreement of the RTA Board, some Section 5307 bus capital funds are flexed to finance preventive maintenance related expenses on the Dickson County commuter service, due to the ineligibility of this service for ongoing CMAQ support as is available in the other bus corridors.

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

Eligible activities include, but are not limited to:

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

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

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

This issue also impacts other Federal formula funded programs.

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

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

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

At this time, the region can reasonably predict that annually it will receive approximately \$3.6M total for Capital needs in 5337 funds and state/local match annually.

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

### **3. Federal 5339 – Bus and Bus Facilities Grant**

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

At this time, the region can reasonably predict that annually it will receive approximately \$2M total for Capital needs in 5339 funds and state/local match annually. As MTA provides the greatest share of bus service in Middle Tennessee, the portion of these funds that would be fairly shared with RTA and Franklin Transit requires significant paperwork for limited revenue to those agencies. By mutual agreement, MTA receives the full allocation of regional 5339 funding.

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

### **4. Federal Congestion Mitigation and Air Quality (CMAQ)**

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

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

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

Reauthorization Bill, service initiated with Federal Fiscal Year 2012 funds may renew their CMAQ eligibility continually. TDOT renewed the most recent reauthorization in 2018 and RTA intends to apply for funding as part of the 2021 call for projects. WeGo Star service and the Dickson County corridor are not eligible for this funding.

## **5. Federal Surface Transportation Block Grant Program (STBG)**

These are funds that are managed and allocated by the MPO. RTA can apply for these funds for use on capital projects, engineering, planning studies, and similar activities. These funds are also typically 80% federal and require a state and/or local match.

RTA does not have a current strategy for requesting these funds and cannot reasonably include this as an ongoing and stable funding source. Like CMAQ, as the Board approves each subsequent capital plan, staff will work with TDOT and regional leadership at the MPO to evaluate the best candidate projects for STBG funding. Previous examples of RTA projects utilizing these funds in the past include Greensboro North Park and Ride in Gallatin and the WeGo Star Hamilton Springs Station in Lebanon.

## **6. Residual Federal Pandemic Relief Act Funding**

Through the Federal CARES Act and American Rescue Plan Act, the RTA was allocated a total of \$14,786,259. The stated priority for these funds is to sustain operations through the course of the pandemic and its aftermath in a manner that minimizes disruptions in service, or forces reductions in force. However, funds are eligible to be used for other purposes (within the guidelines of the Acts) if the priority need is met. In the case of the RTA (where a much larger allocation of CARES Act dollars was driven by the STAR and its impact on driving Federal Formula funds for Fixed Guideway State of Good Repair), we anticipate sufficient funding to advance several projects in the Capital Plan upon Board concurrence. These funds are noteworthy beyond their magnitude and flexibility insofar as they do not require State or Local matching funds.

## **7. State IMPROVE ACT Program**

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

RTA does not have a current strategy for requesting these funds and cannot reasonably include this as an ongoing and stable funding source. However, RTA does review “shovel ready” projects in its capital budget to submit IMPROVE ACT applications each year. Recent year requests focused on rehabilitation of rail cars for the WeGo Star commuter rail and regional commuter bus replacement. IMPROVE Act funds began to become available following passage of this funding bill in 2017. Since that time, funding has increased incrementally, reaching a peak of \$21 million statewide in FY2020-21 available for competitive capital projects. The budget adopted by the State for FY2021-22 reduces this funding source to \$6 million, severely reducing expectations RTA might have of gaining significant funding through this program.

## **8. State Grant Match**

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

## **9. Local Capital Funding and Grant Match**

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

for local matching funds will be critical for future project development.

## **10. Other**

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

### **B. RTA Capital Funding Strategy**

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

#### **1. Safety / Regulatory Projects**

Completing projects required for safety or by law/regulation is at the top of RTA's priority list. Capital projects for FY22 in this category include security cameras purchase for surveillance at WeGo Star stations and a mandatory rail audit by the Federal Railroad Administration (FRA) to ensure that the rail service provider (TSG) is in compliance with FRA's rules and regulations.

#### **2. Rail Service Capital Cost of Contracting**

RTA transfers Federal 5307 capital dollars for the cost of contracting rail services. The amount transferred annually is reviewed to balance the needs of system maintenance and system capital projects. This has historically been funded at under \$2.2 million. For FY2022, this amount is projected to increase to \$2.6 million to address the current operating budget.

#### **3. State of Good Repair**

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

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

#### **4. Business Improvements**

In order to provide increase staff efficiency and improve business processes, RTA will review and upgrade or implement strategic process improvements to streamline business efforts and increase effective use of existing resources. In prior years, the new automated fare collection system is an example of a project categorized under "Business Improvements".

Funding for an update to the nMotion Strategic Service Plan (adopted in 2016) is programmed for FY2022. This was originally programmed with Section 5307 funding, but RTA was able to secure FTA Section 5303 (Metropolitan & Statewide Planning) funding for the plan update through a TDOT discretionary award.

#### **5. nMotion Service Expansion/Improvements**

In order to provide increasingly meaningful service to Middle Tennessee residents, RTA will improve its existing service making it easier to use, more convenient, more comfortable, and more efficient, and more accessible. nMotion Recommendations for Service Improvements include:

- Improvements to the WeGo Star Rail Infrastructure to support the future expansion of service to

- increase the number of daily trips;
- Development of Purpose-Built Park-and-Ride Facilities;
- Planning and Project Development Support for emerging nMotion initiatives.

### C. RTA Capital Funding Look Ahead

The table below illustrates the reasonably predicted sources and amounts of funds available to the RTA for capital projects for FY2022 through FY2026. In addition to recurring sources, RTA has access to carryover funds from prior project years. These funds generally become available through reprogramming of project funds for projects that could not be completed, projects coming in under budget, etc. RTA will carry approximately \$18 million of total funding into FY2022 capital projects. This is largely due to funds that were accumulated for Positive Train Control before approval of the Limited Service Exception by FRA in 2018. Over the past 3 years, we have expended funds freed up by this determination for key State of Good Repair projects like the recent replacement of passenger cars on the WeGo Star, track and infrastructure upgrades, and the ongoing rehabilitation of our 4 locomotives.

RTA has approximately \$9.4M in identified project capital needs for FY2022 and known funding in the amount of \$23.8M including \$18M of prior year funding. Although this appears to be extremely high, you will note that the annual capital budget has a structural deficit, and that carryover funds decline in each of the 5 years of the proposed program until the overall program is in deficit in year 5 (FY2026). RTA is assuming Metro matching funds against federal and State funding will be awarded. If these matching funds do not materialize, the negative effects on the system will be radical. For instance, if we cannot match our Federal formula funds, RTA will lose access to Section 5307 formula funding. Apart from scheduled capital projects, the operating budget depends on \$2.28M of these funds for capital cost of contracting. Once the Metro Capital Spending plan is approved and adopted, RTA will need to review the capital budget and modify our spend plan based on local funding levels. RTA will also actively seek additional Regional and State funding to support capital needs. Comparing funds available to projects programmed, Metro's Capital Spending plan will need to include approximately a minimum of \$629,796 annually to match reasonably projected State and Federal formula funds, with additional match required for discretionary programs. We will continue to assume that each local jurisdiction will provide any required local match for capital projects located specifically within its boundaries.

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

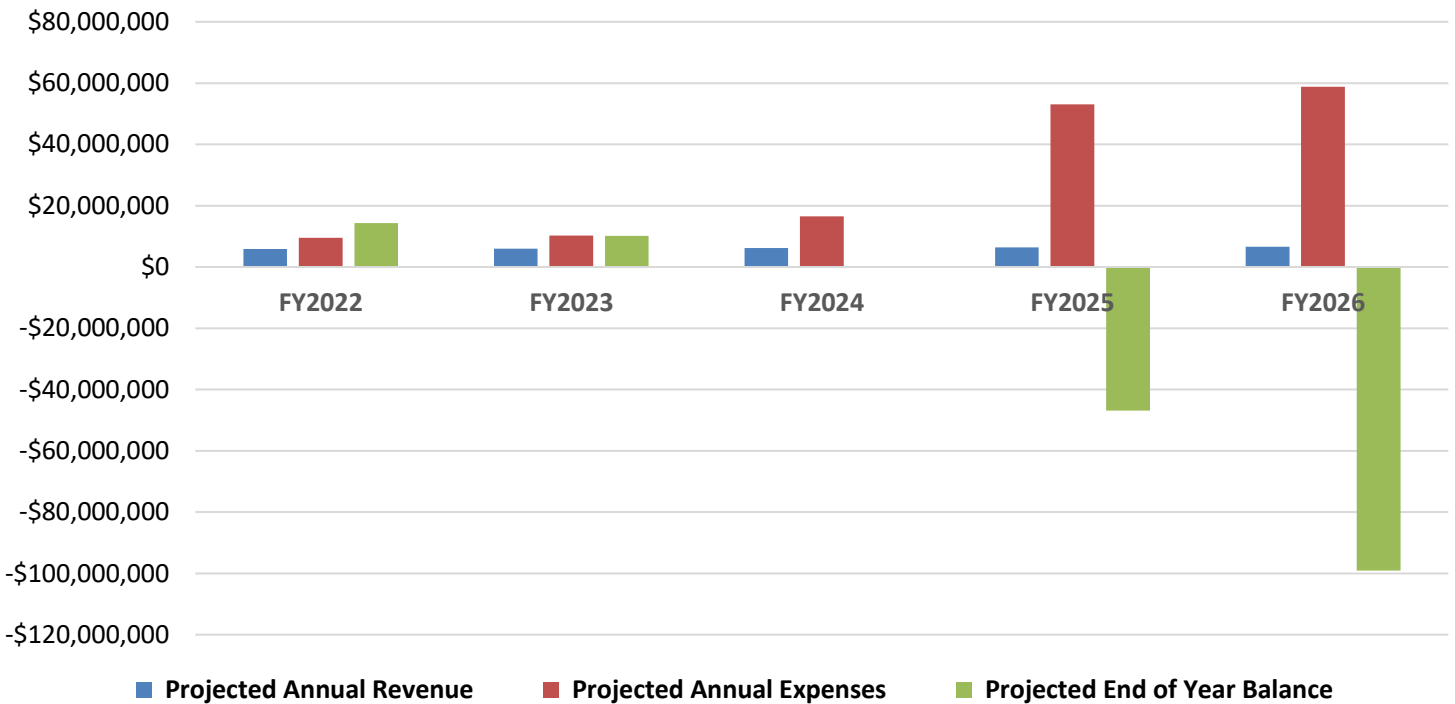
Funding Source	Prior Year						Total
	Balance Remaining	FY2022	FY2023	FY2024	FY2025	FY2026	
Prior Year Carryover	\$ -	\$ 18,003,590	\$ 14,369,741	\$ 10,112,277	\$ (167,396)	\$ (46,878,512)	\$ -
Section 5303 - TDOT Planning Award	\$ 240,000						
Section 5307 - Urbanized Area Formula	\$ 9,040,058	\$ 1,920,200	\$ 1,977,806	\$ 2,037,140	\$ 2,098,254	\$ 2,161,202	\$ 19,234,660
Section 5337 - State of Good Repair for Fixed Guideway	\$ 10,668,029	\$ 2,756,721	\$ 2,839,423	\$ 2,924,605	\$ 3,012,343	\$ 3,102,714	\$ 25,303,835
Congestion Mitigation/Air Quality	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Surface Transportation Block Grant	\$ 262,830	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 262,830
Improve Act	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
Metro Local (100%)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Match	\$ 2,463,511	\$ 584,615	\$ 602,154	\$ 620,218	\$ 638,825	\$ 657,989	\$ 5,567,312
Metro Match	\$ 3,089,218	\$ 584,615	\$ 602,154	\$ 620,218	\$ 638,825	\$ 657,989	\$ 6,193,019
<b>Total</b>	<b>\$ 27,263,645</b>	<b>\$ 23,849,741</b>	<b>\$ 20,391,277</b>	<b>\$ 16,314,458</b>	<b>\$ 6,220,852</b>	<b>\$ (40,298,617)</b>	<b>\$ 58,061,656</b>
<b>Less Funds Committed to Ongoing Projects</b>	<b>\$ 9,260,056</b>	<b>\$ 9,480,000</b>	<b>\$ 10,279,000</b>	<b>\$ 16,481,854</b>	<b>\$ 53,099,364</b>	<b>\$ 58,783,331</b>	<b>\$ 148,123,548</b>
<b>Funds Available for Ensuing Year</b>	<b>\$ 18,003,590</b>	<b>\$ 14,369,741</b>	<b>\$ 10,112,277</b>	<b>\$ (167,396)</b>	<b>\$ (46,878,512)</b>	<b>\$ (99,081,948)</b>	

These projections are relatively conservative, insofar as they assume no funds under the Improve Act, which is a competitive discretionary program, nor do they assume new CMAQ or STBG funds. Historically, the RTA has

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

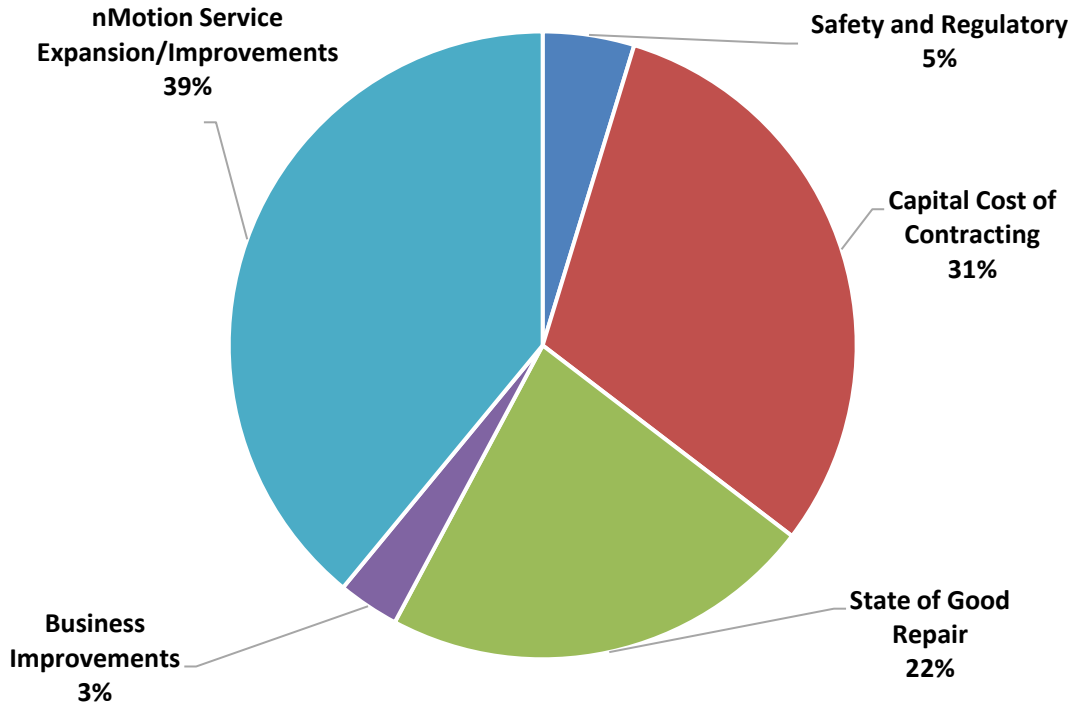
You will note from the chart below that we project the overall 5-year plan to have a funding gap of approximately \$99million, or 67% of the overall recommended program expenditure. As described earlier, several projects (park-and-ride development and the WeGo Star Enhancement Program) will be dependent on the identification of additional funding sources to advance beyond the conceptual/design phase. These projects make up \$117.5M, or 79% of the overall plan. Funding we reasonably expect to receive on an ongoing basis will be sufficient to cover all other projects. Larger risks reside in the impact of the 2020 census on ongoing Federal revenue, and the ability of Metro Nashville to continue to provide matching funds for available State and Federal dollars. In the event program funding does fall short, first-priority will need to go to Safety and Regulatory Projects and State of Good Repair Projects. RTA will need to seek out discretionary funding for future large capital projects and work with regional partners on match needed for those projects.

## FY2022-2026 Annual Capital Funding Projections

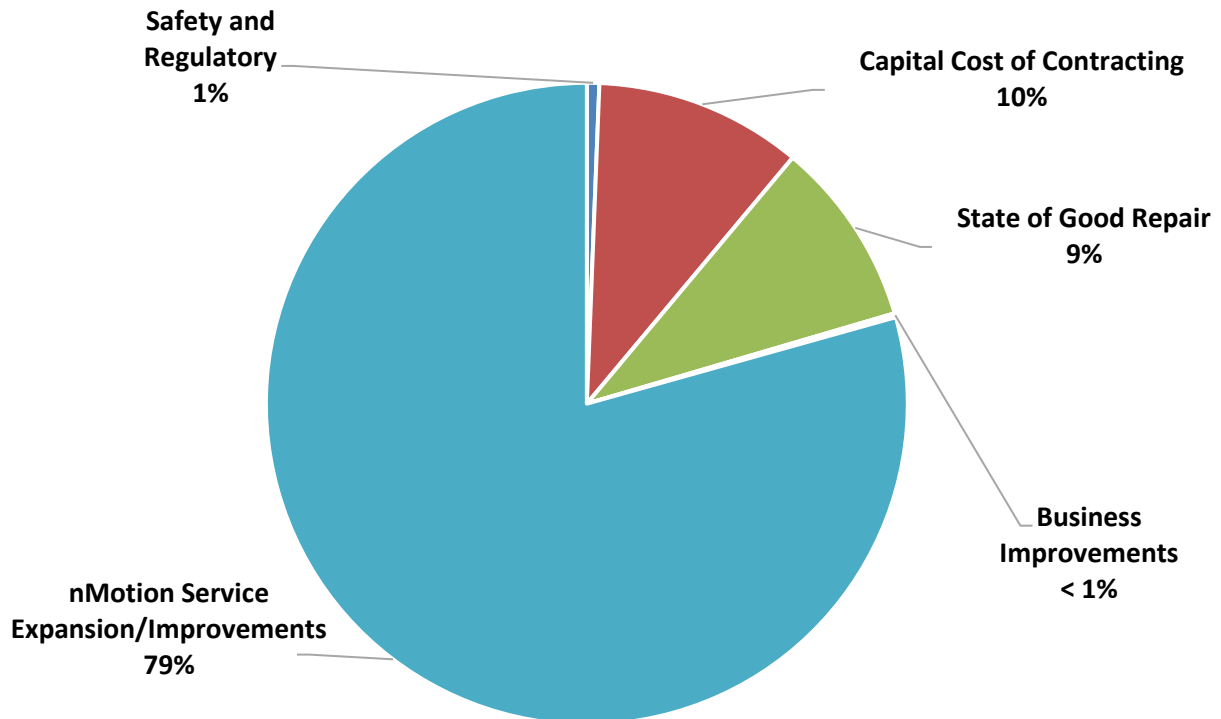


The next two charts provide an overview of recommended project funding. The first chart illustrates the recommended distribution among major project categories in FY2022, and the second illustrates the recommended distribution among major project categories for the 5-year span of the plan – FY2022 through FY2026.

## FY2022 Proposed Project List \$9,480,000



## FY2022-2026 RTA Proposed Project List \$148,123,548





## D. Project Plan Budget

The recommended detailed project plan budget tables are as follows:

<b>Summary Project Amounts</b>							
	Program Year FY2022	Program Year FY2023	Program Year FY2024	Program Year FY2025	Program Year FY2026	5-Year Total	
<b>1 - Safety and Regulatory Projects</b>							
A. Security Camera Purchase and Installation	\$ 187,000	\$ -	\$ -	\$ -	\$ -	\$ 187,000	
B. Transit Asset Management Plan Update	\$ 200,000				\$ 220,000	\$ 420,000	
D. Annual FRA Track Audit	\$ 60,000	\$ 61,800	\$ 63,654	\$ 65,564	\$ 67,531	\$ 318,548	
<b>Total Safety and Regulatory -</b>	<b>\$ 447,000</b>	<b>\$ 61,800</b>	<b>\$ 63,654</b>	<b>\$ 65,564</b>	<b>\$ 287,531</b>	<b>\$ 925,548</b>	
<b>2 - Capital Cost of Contracting</b>							
A. Annual Rail Capital Cost of Contracting	\$ 2,676,000	\$ 2,802,000	\$ 2,894,000	\$ 2,926,000	\$ 2,960,000	\$ 14,258,000	
B. Bus Service Capital Cost of Contracting (Dickson)	\$ 232,000	\$ 240,200	\$ 247,800	\$ 257,800	\$ 265,800	\$ 1,243,600	
<b>Total Capital Cost of Contracting -</b>	<b>\$ 2,908,000</b>	<b>\$ 3,042,200</b>	<b>\$ 3,141,800</b>	<b>\$ 3,183,800</b>	<b>\$ 3,225,800</b>	<b>\$ 15,501,600</b>	
<b>3 - State of Good Repair Projects</b>							
<u>Rolling Stock (Revenue)</u>							
A. 45' Over the Road Clean Diesel Coach Replacement Fixed Route	\$ -	\$ -	\$ -	\$ -	\$ 6,270,000	\$ 6,270,000	
B. Cab Control Car	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ 750,000	
<b>Total Revenue Vehicle Replacement -</b>	<b>\$ 750,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 6,270,000</b>	<b>\$ 7,020,000</b>	
<u>Equipment</u>							
A. IT/Hardware Replacement	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ -	\$ 50,000	
<b>Total Equipment -</b>	<b>\$ 25,000</b>	<b>\$ 25,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 50,000</b>	
<u>Facilities</u>							
B. WeGo Star Rail Track Infrastructure	\$ 850,000	\$ 950,000	\$ 1,050,000	\$ 550,000	\$ 500,000	\$ 3,900,000	
C. WeGo Star Stations Capital Maintenance/Upgrade	\$ 500,000	\$ 500,000	\$ 900,000	\$ 900,000	\$ 100,000	\$ 2,900,000	
<b>Total Facilities -</b>	<b>\$ 1,350,000</b>	<b>\$ 1,450,000</b>	<b>\$ 1,950,000</b>	<b>\$ 1,450,000</b>	<b>\$ 600,000</b>	<b>\$ 6,800,000</b>	
<b>4 - Business Improvements</b>							
E. nMotion Strategic Plan Update	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000	
<b>Total Business Improvements -</b>	<b>\$ 300,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 300,000</b>	
<b>5 - nMotion Service Expansion/ Improvements</b>							
<u>A. WeGo Star Service Enhancement Program</u>							
1. Planning, Engineering and Environmental	\$ 1,500,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ 3,000,000	
2. Track Infrastructure/Crossing Improvements	\$ -	\$ -	\$ 2,500,000	\$ 10,500,000	\$ 10,000,000	\$ 23,000,000	
3. Downtown Storage	\$ -	\$ -	\$ 4,626,400	\$ 9,373,600	\$ -	\$ 14,000,000	
4. Positive Train Control	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 27,000,000	\$ 30,000,000	
5. Station Improvement/Infill Station Development	\$ -	\$ -	\$ -	\$ 21,326,400	\$ -	\$ 21,326,400	
6. Park-and-Ride Development/Expansion	\$ -	\$ -	\$ -	\$ -	\$ 7,200,000	\$ 7,200,000	
B. Park and Ride Development - Regional Bus	\$ 2,200,000	\$ 4,200,000	\$ 4,200,000	\$ 4,200,000	\$ 4,200,000	\$ 19,000,000	
<b>Total nMotion Expansion/Service Improvements</b>	<b>\$ 3,700,000</b>	<b>\$ 5,700,000</b>	<b>\$ 11,326,400</b>	<b>\$ 48,400,000</b>	<b>\$ 48,400,000</b>	<b>\$ 117,526,400</b>	
<b>Grand Total, All Projects -</b>	<b>\$ 9,480,000</b>	<b>\$ 10,279,000</b>	<b>\$ 16,481,854</b>	<b>\$ 53,099,364</b>	<b>\$ 58,783,331</b>	<b>\$ 148,123,548</b>	

## **E. Project Descriptions**

The following are brief descriptions of each project contained in the Project Plan Budget.

### **Safety and Regulatory Projects**

Safety and Regulatory Projects represent those projects viewed as important to protecting the safety and security of WeGo Public Transit customers, employees, and assets. These projects also represent investments that are required to operate within the rules of various regulatory bodies that govern specific operations of WeGo Public Transit.

1. **WeGo Star Stations Security Cameras** – Currently there are no cameras at any of the WeGo Star stations with the exception of Riverfront and Hamilton Springs. We have identified the need to provide surveillance cameras at the stations due to past incidents of theft and vandalism. The \$165,000 will cover the installation of a camera system at each of the non-camera stations (Donelson, Hermitage, Mt. Juliet, Martha, and Lebanon). The Riverfront Station currently has 4 cameras that provide minimal coverage of the building and the passenger access areas. Part of this project will increase surveillance cameras at Riverfront Station to enhance security coverage for those using the facility for events as well as daily riders. It would cover an additional 4 cameras at Riverfront Station including an upgraded camera system.
2. **Transit Asset Management Plan Update** – The Transit Asset Management Plan (TAM) is a federal requirement and provides a strategic and systematic planning tool to manage transit capital assets based on careful planning and improved decision-making. Transit asset conditions are used to manage capital assets and prioritize funding to improve or maintain the overall transit fleet and facilities to a target level of State of Good Repair. The plan needs to be updated by October 2022. This project would cover consulting costs for updating the agency's TAM plan. A copy of the current TAM Plan is available for inspection at [https://www.rtaretaxandride.com/PDF/RTAFullTAMP-FINAL\\_v2Sml.pdf](https://www.rtaretaxandride.com/PDF/RTAFullTAMP-FINAL_v2Sml.pdf).
3. **Annual FRA Track Audit** – Audit services serve as a 3rd party oversight function to ensure the service provider, Transit Solutions Group (TSG), complies with Federal Railroad Administration's (FRA) rules & regulations and RTA's Operations & Maintenance contract. Beyond FRA compliance, this level of oversight is necessary as a condition of our Federal Transit Administration funding to assure continuing control over Federally funded assets.

### **Capital Cost of Contracting**

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

4. **Annual Rail Capital Cost of Contracting** - Annual transfer of capital funds to rail operational budget for Cost of Contracting expenses. This is estimated amount needed as currently calculated by Finance.
5. **Bus Service Capital Cost of Contracting** – Through adoption of this capital plan and the accompanying FY2021-2022 Annual Operating Budget, the RTA Board formalizes the “informal agreement” to allocate 5307 Federal formula funds specifically to Dickson County Corridor bus service. Among all RTA Regional Bus corridors, Dickson County is the only corridor that is not eligible for the special exception to the 3-year limitation on CMAQ funding for operation of commuter bus service. In the interest of preserving a comprehensive regional network, the RTA Board agreed to apply system-wide resources to this purpose, and adoption of this capital plan and the proposed operating budget would extend this practice through (at least) FY2021-22.

## **State of Good Repair Projects**

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

6. **45' Over the Road Clean Diesel Coach – Fixed Route** - Procure a total of 10 new, RTA-owned buses to replace buses leased from Gray Line and those operated by the Metropolitan Transit Authority that will have exceeded their useful lives. The advantage being, (1) a reduction in long-term operating cost due to the elimination of the bus leasing portion of the Gray Line contract and (2) the ability to acquire vehicles in the RTA "brand" paint scheme for enhanced visibility and marketing opportunities. Annual bus replacement to bring fleet into State of Good Repair according to the fleet management plan and in accordance with goals established in the RTA Transit Asset Management Plan for existing service levels. Fleet replacement schedule is as follows:

	FY2022	FY2023	FY2024	FY2025	FY2026
45' Over the Road Clean Diesel Coach	0	0	0	0	10

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

## **Business Improvement**

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

11. **nMotion Strategic Plan Update** – The nMotion Strategic Plan was adopted in August 2016 by the RTA Board. Funds are programmed in FY22 to update baseline data and develop an updated Strategic Plan. As in 2016, the scope of the plan is for both, MTA and RTA services and will be coordinated with a

comprehensive on-board rider survey effort, and complementary market research. The funding programmed with Section 5303 funding will help expand the analysis to the regional level. Apart from updating the agency's strategic service plan for general regional changes, this update will be noteworthy with the anticipated release of 2020 Census Data, and some assessment of the impact of a "post-pandemic" operating environment on our business models.

### **nMotion Service Expansion/Service Improvement**

12. **WeGo Star Service Enhancement Program** – This project is a continuation of a 2020 Capital project request for a phased approach to enhancements as outlined in the HDR report for potential Star enhancements. In 2020, representatives of HDR Engineers presented a phased approach to enhancements of the WeGo Star Commuter Rail Line targeted at:

- a. Generally increasing the number of trips provided on a daily basis.
- b. Extending all trips to the end of line in Lebanon.
- c. Accommodating a proposed extension to serve a new end-of-line station at the Wilson County Expo Center.

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

RTA is currently in the planning phases as part of pursuing these enhancements. A Request for Information (RFI) for consultant teams to respond is currently posted by RTA. Over the next year, the project should conclude the RFI process and conduct an RFP for a selected consultant team to pursue enhancement next steps. Programming in the out years is largely placeholders for resulting alternatives from the planning phase of the project. Beyond early stage engineering (which would be funded from existing formula rail funds), new funding sources would need to be identified to advance these projects.

Beyond the projects contemplated in the "incremental plan" developed by HDR, the programmed investments illustrate larger, longer-term investments to undertake a full-blown expansion of Star capacity, including positive train control, track improvements, etc.

13. **Park-and-Rides Development** – As identified in nMotion, the RTA has a need for the development of purpose-built and conveniently located park-and-ride (PnR) facilities specifically designed to reduce overall travel times for commuters and to serve multiple modes of transportation. Currently, most RTA PnR lots are at local businesses or community organizations, often at no cost to RTA and without any formal long-term agreement. While this has been a low-cost approach to providing PnR facilities, there have been many instances in recent years when property owners have asked RTA to stop using PnR lots with little advance notice. In these situations, RTA had to find alternative PnR sites for riders quickly, and in each case ridership on the route was negatively impacted by the change. In several cases, no alternative could be found. Developing purpose-built PnR lots will give RTA long-term control of the sites, clarify maintenance responsibilities, and allow additional amenities as appropriate. In order to pursue the development of new PnR lots, \$2.2 million is being proposed for FY2022 and \$4.2 million annually after that to help advance different project elements such as any land acquisition needed, planning, development or construction as specific partnerships and opportunities arise. It would be the intent of RTA staff to work closely with the MPO and TDOT to identify additional funding sources – such as CMAQ – when specific projects are identified.