



REGIONAL TRANSPORTATION AUTHORITY
Of Middle Tennessee

EXECUTIVE COMMITTEE

Wednesday, March 19, 2025 | 9:30 a.m.

Greater Nashville Regional Council
44 Vantage Way, Ste. 450 Nashville, TN 37228

1. Call to Order

2. Approval of the January 15, 2025, meeting minutes

3. Public Comments

4. Finance Committee Report – Mayor Ken Moore, Chair

- Monthly Financial Report Compared to Budget – Amanda Vandegriff, Deputy CEO of Finance & Administration **R-D-25-009 Pg. 5**

5. Operations Committee Report – Mayor Rick Bell, Chair

- RTA Monthly Operating Statistics – Andy Burke, COO **R-D-25-010 Pg. 11**
- Agency Safety Plan Amendments – Nick Oldham, Chief Safety & Security Officer **R-A-25-004 Pg. 19**
- Security Services Contract Award - Nick Oldham, Chief Safety & Security Officer **R-A-25-005 Pg. 20**
- Donelson Station Joint Development Update – Deputy Frank, Deputy CEO of Growth & Development **R-D-25-011 Pg. 22**

6. CEO's Report – Stephen G. Bland, CEO

7. Chair's Report – Mayor Randall Hutto, Chair

8. Other Business

9. Adjournment



MINUTES
EXECUTIVE COMMITTEE MEETING
REGIONAL TRANSPORTATION AUTHORITY

January 15, 2025

- I. **Call to Order:** The regular meeting of the Regional Transportation Authority of Middle Tennessee (RTA) Executive Committee took place at the Nashville Downtown Library, located at 615 Church Street, Nashville, TN 37219, on Wednesday, January 15, 2025. a quorum of the Full Board was not reached, so the Executive Committee was convened at 9:35 a.m. by Board Chair, 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
Mayor Ken Moore – City of Franklin
Mayor Rick Bell – Lebanon County
Mayor Billy Vogle – Robertson County
Ed Cole – Davidson County – Davidson County (Gov. Appt.)
Kelly Dannenfelser – Williamson County (Gov. Appt.)
Nicole Rowan – Sumner County (Gov. Appt.)
Ken Davis – Wilson County (Gov. Appt.)

Others Present:

Mayor Mike Callis – City of Portland
Matthew White – City of Mt. Juliet (Alt)
Jim Kerr – City of Murfreesboro (Alt.)
Gerald Herman – City of White House (Alt.)
Thad Jablonski – City of Columbia (Alt).
Ray Render – Office of Congressman John Rose

- II. **Approval of Minutes:** Mayor Ken Moore made a motion to approve the meeting minutes from October 16th and November 20th. Mr. Ken Davis seconded the motion, and the Executive Committee approved it unanimously

- III. **Public Comments:** The following members of the public provided comments:

- Jessica Dauphin

- IV. **Audit Committee Report:** Mayor Ken Moore presented the following for discussion and action:

a. **FY2024 Annual Audit Report (R-A-25-01):** Deputy CEO of Finance & Administration Amanda Vandegrift introduced Ms. Erica Saeger, a partner from Crosslin responsible for the RTA audit. Ms. Saeger presented the Annual Report and the required auditor communications, remaining available to answer any questions, though none were raised. The board members then participated in a general discussion regarding the positive outcome of the clean audit report.

b. **Annual Risk Assessment Budget (R-D-25-002):** Deputy CEO of Finance & Administration Amanda Vandegrift provided an update on the Annual Risk Assessment, emphasizing the key focus areas within Finance and Accounting and outlining mitigation strategies. Ms. Vandegrift was available to answer any questions; however, none were raised.

- c. **Annual Conflict of Interest Discussion (R-D-25-003)**: Deputy CEO of Finance & Administration Amanda Vandegrift provided the following update:

Each year, staff documents potential decisions or recommendations that might appear to present a conflict of interest between the Management Contract MTA holds with the Regional Transportation Authority (RTA) for managing the RTA. A past performance audit of the RTA highlighted the importance of reviewing any areas that could be perceived as a conflict of interest, given that the MTA manages the RTA. Management will continue to conduct an annual review of actions that may appear to raise a conflict of interest and will discuss mitigating factors with the Board.

The report outlined areas where management identified decisions or recommendations that could be seen as potential conflicts of interest between the two agencies and the actions taken to address these conflicts. Ms. Vandegrift was available to answer any questions; however, none were raised.

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

- a. **Monthly Financial Report Compared to Budget (R-D-25-004)**: Deputy CEO of Finance & Administration, Amanda Vandegrift, presented a summary of the statement of operations for the first five months of fiscal year FY2025 (July - November 2024), comparing it to the approved FY2025 budget. Ms. Vandegrift was available to address any questions, but there were none, and no further discussion followed

- b. **RTA Local Funding Issues (R-D-25-005)**: Deputy CEO for Finance and Administration Amanda Vandegrift provided an update on the status of partner funding (local, state, and federal) and facilitated a discussion among committee members on potential follow-up strategies. A general discussion followed.

- VI. **Operations Committee Report**: In the absence of Committee Chair Mayor Rick Bell, Mayor Hutto asked Steve Bland to begin the committee report. Mr. Bland introduced Chief Operating Officer Andy Burke.

- a. **Monthly Operating Statistics (R-D-25-006)**: Chief Operating Officer Andy Burke presented the RTA Monthly Dashboard Report for November 2024 to the Executive Committee and was available to address any questions. No questions were raised, and no further discussion took place.

- VII. **Approval of the 2025 Committee & Board Meeting Schedule (R-A-25-002)**: Chief of Staff and Administration Vince Malone provided the following item for action:

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

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

Mr. Ed Cole motioned to approve the 2025 RTA Committee & Board Meeting Schedule. Mayor Paige Brown seconded the motion, and the Executive Committee unanimously approved it.

- VIII. **Election of 2025 RTA Officers (R-A-25-003)**: Chief of Staff and Administration Vince Malone provided the following item for action:

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

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

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

Staff requested that the Board nominate candidates to serve as the RTA's officers through January 2026.

Mayor Moore proposed keeping the current slate of officers for the 2025 calendar year. Mayor Billy Vogle made a motion to approve the retention of the current officers for the 2025 calendar year. Mayor Freddie O'Connell seconded the motion, and the Executive Committee unanimously approved the Officers for 2025 will be Wilson County Mayor Randall Hutto as Chair; City of Gallatin Mayor Paige Brown as Vice Chair; and Davidson County Governors Appointee Ed Cole as Secretary

IX. CEO's Report: CEO Bland presented the following report:

1. WeGo finished out the Titans Express Season with the final home game this past month. In total, about 3,600 people rode the Star to the eight home games.
2. In that same vein, WeGo had strong ridership on the Star on New Year's Eve, although the train did not sell out. We carried a total of just over 600 riders to and from the event.
3. WeGo has received an additional cab car from Great Lakes Central Railroad to be placed in service and one to utilize for spare parts. We have identified several issues that need to be addressed by Great Lakes before we enter it into service, but we anticipate that it will be available by the Spring.
4. Consultants from Kimley Horn and Nelson Nygaard are currently working on the update to the RTA Strategic Service Plan. They are finalizing the system evaluation report, which includes an analysis of current service, market demand, and performance comparisons with other peers. This will help identify service gaps and opportunities. WeGo plans to engage the public across RTA counties over the next 6-8 months.
5. As part of the strategic service plan, WeGo has been in discussions with TDOT regarding the implementation of choice lanes in the I-24 South corridor. TDOT has engaged CDM Smith to examine opportunities for leveraging the choice lane asset for improved transit system performance.
6. Concerning the Murfreesboro Park and Ride project, in December, WeGo's attorney finalized the necessary documents for the property acquisition to assist the church's attorney in filing with the Tennessee Secretary of State. As of this week, the church's attorney has confirmed that all items are complete and will send them to the Attorney General's office by the end of the week.
7. For the Franklin Park-and-Ride project, WeGo has engaged CDM Smith to develop three preliminary concepts for stakeholders to review in the coming months. Our project team has met with Franklin stakeholders to discuss issues such as zoning, access, and runoff concerns. WeGo will meet with the design consultant and City of Franklin representatives in the first week of December to kick off the project.

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

XI. Other Business: There was no other business to come before this board.

XII. Adjournment: With no further business, Mayor Paige Brown motioned to adjourn the meeting; Mayor Billy Vogle seconded the motion, and the meeting was adjourned at 10:15 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-25-009	Meeting Date:	3/19/2025
Item Title:	Monthly Financial Report Compared to Budget		

BACKGROUND:

Attached is a summary of the statement of operations for January 2025 compared to the approved fiscal year (FY) 2025 budget. Expenditures to date have tracked close to budgeted levels, with one notable variance in the Materials & Supplies category. In addition to a single high-cost part used to repair one of our locomotive engines in August 2024, \$12,430 for a special project on Cab Car #795 was completed in October 2024, and \$9,997 in wreck repairs were completed in January 2025 on two train cars. While this category now exceeds the budget, Utilities and Fuel & Lubricants categories are under budget. Since utilities usually run higher during the winter months, this category has the potential to remain under budget for the fiscal year as we begin to enter warmer spring temperatures. We will continue to monitor any other anticipated Materials & Supplies expenditures and how they relate to total anticipated expenditures as we advance through the remaining months of this fiscal year.

Revenues in the first seven months of the fiscal year were 7% higher than budgeted, with 42% of this revenue variance being related to the timing of federal funds, which will continue to balance out as the fiscal year progresses. An additional \$115,700 in state funds was received than was conservatively budgeted. Passenger fares continue to trend higher than budgeted, with passenger revenue to date being approximately 39% (or \$158,809) higher than budgeted. This is primarily due to higher than anticipated ridership returns than were conservatively budgeted. Finally, investment income under the Other Operating Revenues category continues to trend higher than budgeted due to lower-than-anticipated interest rate reductions. As of January 2025, Sumner County is the only remaining regional partner that has not contributed dues or subsidies.

With respect to specific areas of income and expenditure on the attached profit and loss (P&L) statement, there are several underlying trends worth noting. First, costs for bus operations have been slightly lower than budgeted, which has required less CMAQ funds than budgeted. At the same time, train operations and state-of-good repair activities at stations have increased, which has required the use of more than 5307 funds. And finally, the uncollectible receivable of \$13,500 related to the fraudulent activity that occurred in the fall of 2023 was written off after several conversations with the bank and our attorneys were unsuccessful in recovering the stolen funds.

As of January 31, 2025, RTA owed Nashville MTA approximately \$245,200 for services provided. In turn, MTA owes RTA approximately \$60,110 for fares collected.

STATUS:

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

APPROVED:

Amanda Vandegrift

Deputy CEO of Finance and Administration

3/19/2025

Date

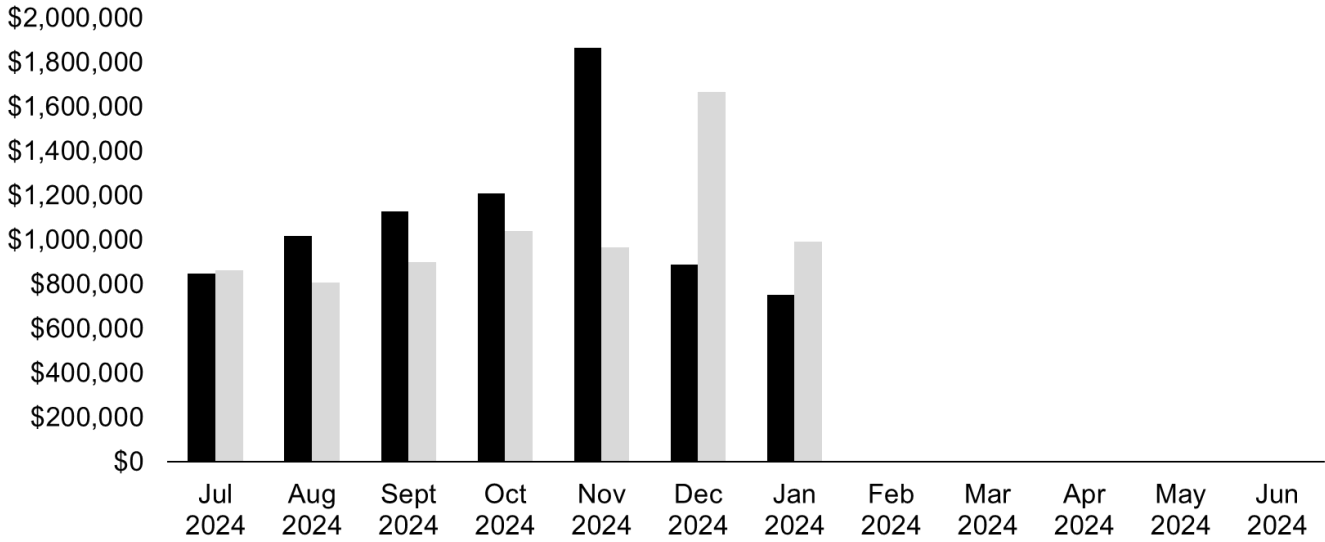
January 2025 Operating Revenue by Category:

	January 2025	Fiscal Year To Date	Approved FY 2025 Budget	% Budget To Date
Passenger Revenues (Budget)	50,690	407,892	691,616	59%
Passenger Revenues (Actuals)	83,930	566,701		82%
Other Operating Revenues (Budget)	31,890	232,230	420,890	55%
Other Operating Revenues (Actuals)	32,858	259,983		62%
Local Funds (Budget)	200,000	1,144,056	2,126,056	54%
Local Funds (Actuals)	239,703	1,122,336		53%
Regional Funds (Budget)	74,588	1,391,860	1,391,860	100%
Regional Funds (Actuals)	-	1,385,646		100%
State Funds (Budget)	-	663,400	663,400	100%
State Funds (Actuals)	-	779,100		117%
Federal Funds (Budget)	437,120	3,101,478	5,287,073	59%
Federal Funds (Actuals)	395,554	3,302,621		62%
Federal COVID-19 Funds (Budget)	200,000	300,000	300,000	100%
Federal COVID-19 Funds (Actuals)	-	300,000		100%
Total Operating Revenues (Budget)	994,288	7,240,916	10,880,895	67%
Total Operating Revenues (Actuals)	752,044	7,716,387		71%

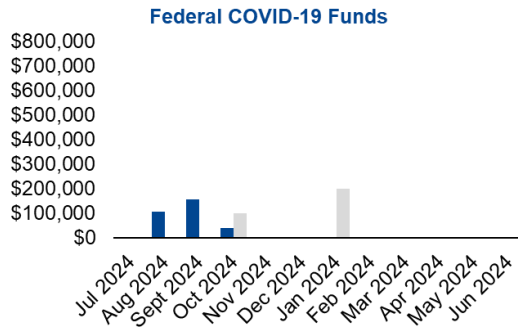
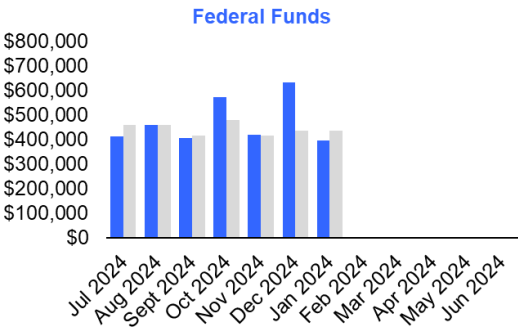
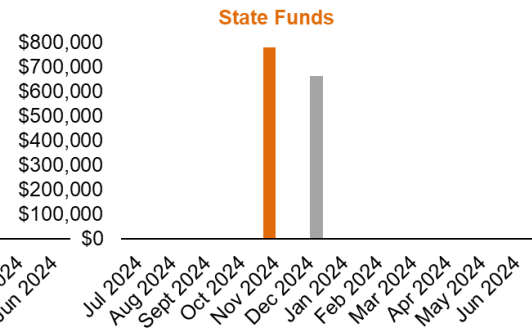
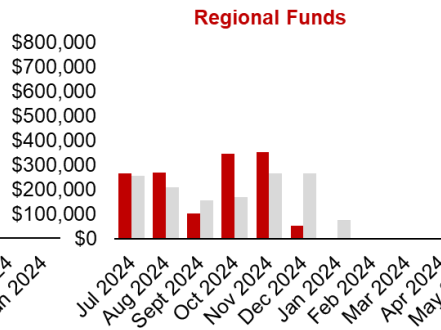
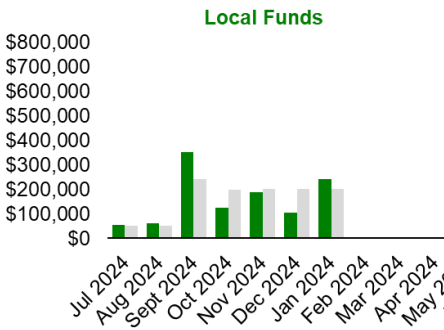
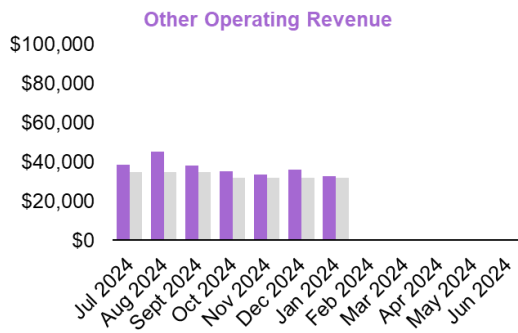
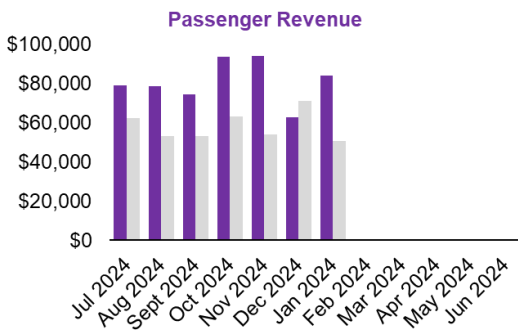
January 2025 Operating Expenses by Category:

	January 2025	Fiscal Year To Date	Approved FY 2025 Budget	% Budget To Date
MTA Management Contract (Budget)	75,350	527,450	904,200	58%
MTA Management Contract (Actuals)	75,350	527,450		58%
Services (Budget)	705,160	5,030,085	8,574,245	59%
Services (Actuals)	717,548	4,937,891		58%
Fuel & Lubricants (Budget)	52,970	378,942	640,700	59%
Fuel & Lubricants (Actuals)	42,526	358,565		56%
Materials & Supplies (Budget)	6,984	51,227	87,675	58%
Materials & Supplies (Actuals)	13,516	92,304		105%
Utilities (Budget)	15,880	112,605	191,975	59%
Utilities (Actuals)	16,756	104,895		55%
Casualty & Liability (Budget)	37,785	267,720	456,700	59%
Casualty & Liability (Actuals)	35,899	258,438		57%
Other (Budget)	1,133	19,890	25,400	78%
Other (Actuals)	14,317	26,371		104%
Total Operating Expenses (Budget)	895,262	6,387,919	10,880,895	59%
Total Operating Expenses (Actuals)	915,911	6,305,915		58%

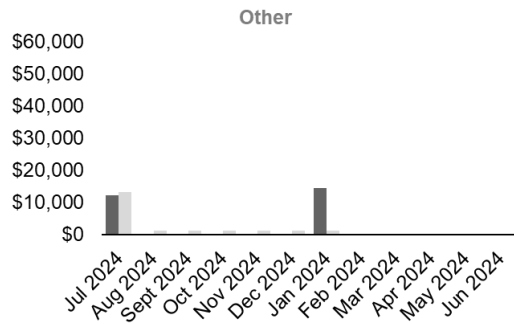
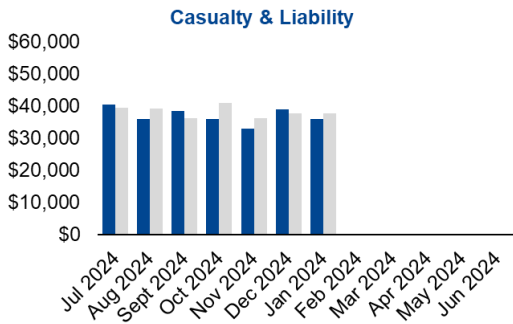
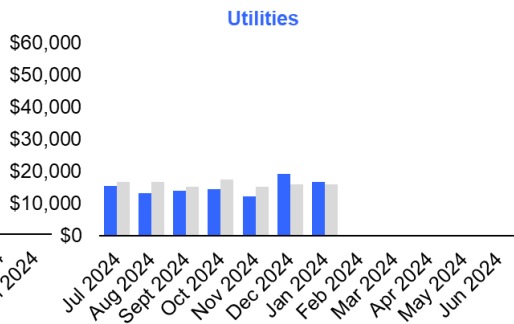
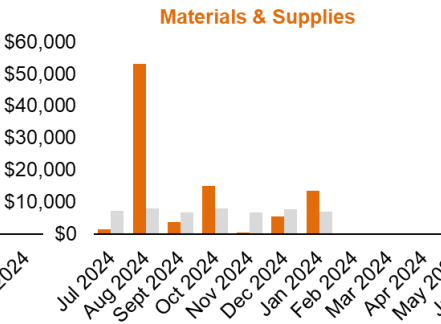
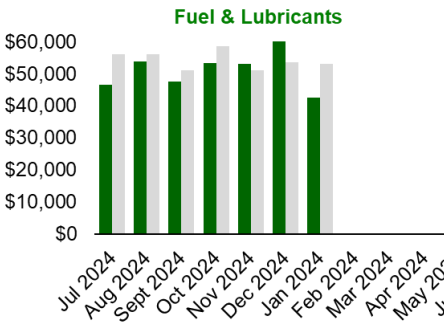
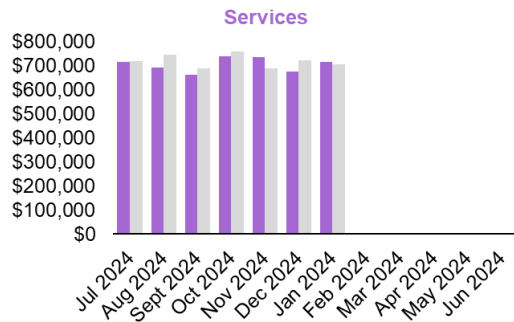
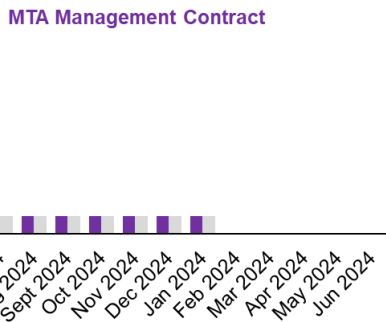
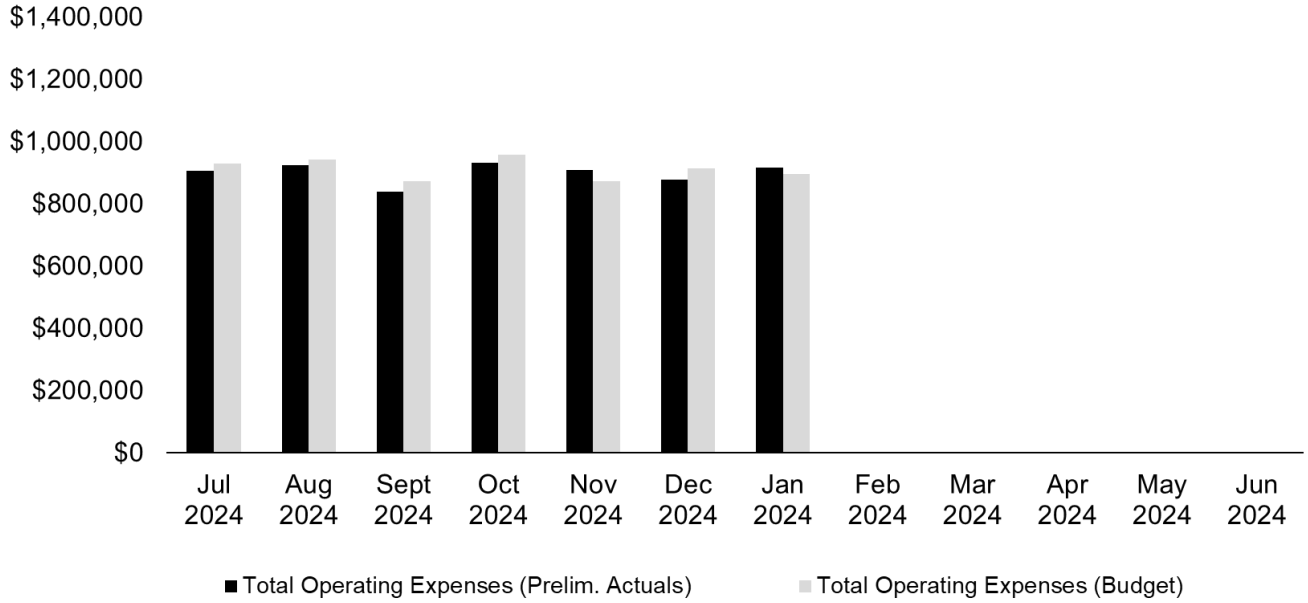
Operating Revenue Monthly Comparisons FY 2025 Actuals vs Budget



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



Operating Expenditures Monthly Comparisons FY 2025 Actuals vs Budget



**Regional Transportation Authority
Statement of Operations Compared to Budget
For the Period Ending January 2025**

UNAUDITED

	Month Actual	Month Budget	Month Var. [F/(U)]	Prior Y-T-D	Current Y-T-D	Budget Y-T-D	Y-T-D Var. [F/(U)]	Annual Budget
REVENUES								
Fare Revenues - Bus	22,413	25,520	(3,107)	157,803	197,423	181,100	16,323	308,724
Fare Revenues - Train	51,843	25,170	26,673	195,794	266,591	178,562	88,029	304,392
Fare Revenues - Special Events	9,673	-	9,673	80,716	102,687	48,230	54,457	78,500
Advertising Revenue	-	-	-	-	-	-	-	-
Other Non-Transportation Revenue	32,858	31,890	968	353,885	463,616	441,987	21,629	630,647
Total Operating Revenue	116,788	82,580	34,208	788,198	1,030,317	849,879	180,438	1,322,263
Local Operating Assistance	239,703	200,000	39,703	892,730	1,122,336	1,144,056	(21,720)	2,126,056
Regional Operating Subsidies	-	74,588	(74,588)	745,403	1,182,013	1,182,103	(90)	1,182,103
State Operating Assistance	-	-	-	663,400	779,100	663,400	115,700	663,400
Total Operating Assistance	239,703	274,588	(34,885)	2,301,533	3,083,449	2,989,559	93,890	3,971,559
CMAQ Operating Revenues	175,033	250,340	(75,307)	1,040,012	1,601,238	1,776,248	(175,010)	3,027,963
Total CMAQ Revenue	175,033	250,340	(75,307)	1,040,012	1,601,238	1,776,248	(175,010)	3,027,963
Capital Operating Reimbursement	220,520	186,780	33,740	1,476,395	1,701,384	1,325,230	376,154	2,259,110
CARES Act Operating Reimbursement	-	100,000	(100,000)	1,209,712	300,000	300,000	-	300,000
☞American Rescue Plan OPS Reimbursement	-	-	-	-	-	-	-	-
TOTAL CAPITAL OPERATING REVENUES	220,520	286,780	(66,260)	2,686,107	2,001,384	1,625,230	376,154	2,559,110
Total Revenue	752,044	894,288	(142,244)	6,815,851	7,716,387	7,240,916	475,471	10,880,895
Labor & Fringes	75,350	75,350	-	502,210	527,450	527,450	-	904,200
Services	731,064	711,360	(19,704)	4,625,678	5,023,370	5,074,065	50,695	8,649,245
Fuel & Lubricants	42,526	52,970	10,444	364,507	358,565	378,942	20,377	640,700
Parts, Materials & Supplies	-	784	784	5,063	6,826	7,247	421	12,675
Utilities	8,356	15,880	7,524	103,772	96,495	112,605	16,110	191,975
Casualty & Liabilities	35,899	37,785	1,886	243,587	258,438	267,720	9,282	456,700
Other Miscellaneous Expenses	14,317	1,133	(13,184)	19,483	26,371	19,890	(6,481)	25,400
Total Expenses	907,511	895,262	(12,249)	5,864,300	6,297,515	6,387,919	90,404	10,880,895
Surplus/(Deficit) before GASB 33	(155,467)	(974)	(154,493)	951,551	1,418,872	852,997	565,875	-
CARES Act Capital Reimbursement	-	-	-	541,496	74,361	-	74,361	-
Capital Asset Purchases	1,079,567	-	1,079,567	103,216	1,672,107	-	1,672,107	-
Depreciation	(350,448)	-	(350,448)	(2,419,563)	(1,768,809)	-	(1,768,809)	-
(Loss)Gain on Sales	-	-	-	-	-	-	-	-
Surplus / (DEFICIT)	573,652	(974)	574,626	(823,300)	1,396,531	852,997	543,534	-

**Regional Transportation Authority
Summary Comparative Balance Sheet
For the Period Ending January 2025
Unaudited**

	This Month January	Fiscal YE 2024 June
ASSETS		
CURRENT ASSETS		
Cash and Equivalents	3,653,763	2,943,748
Investment Accounts	7,200,491	7,061,210
Receivables from Federal, State, and Local Gov't	722,837	576,573
Accounts Receivable	60,110	59,321
Inventory - parts	558,234	379,143
Prepaid Expenses and Other	171,497	68,483
TOTAL CURRENT ASSETS	12,366,932	11,088,478
PROPERTY AND EQUIPMENT		
Land	3,382,052	3,382,052
Buildings, Shelters, and Benches	19,407,308	19,407,308
Revenue Equipment and Parts	30,984,535	30,584,535
Office Furniture and Equipment	709,580	651,158
Guideway Improvements	9,481,818	9,481,818
Work in Progress	2,615,018	1,388,686
	66,580,311	64,895,557
Less Accum Depreciation and Amortization	(28,835,057)	(27,066,248)
TOTAL PROPERTY AND EQUIPMENT, NET	37,745,254	37,829,309
TOTAL ASSETS	50,112,186	48,917,787
LIABILITIES		
CURRENT LIABILITIES		
Accounts Payable	815,950	945,134
Accrued Expenses	15,846	26,896
Deferred Revenue	5,977,658	6,039,558
Notes Payable	-	-
TOTAL CURRENT LIABILITIES	6,809,454	7,011,588
Federal Govt Capital Grants	13,790,310	13,790,310
INVESTED IN CAPITAL ASSETS	13,790,310	13,790,310
NET ASSETS		
Unrestricted	28,115,890	30,378,874
Current Year Surplus(Deficit)	1,396,531	(2,262,985)
TOTAL NET ASSETS	29,512,421	28,115,889
TOTAL LIABILITIES AND NET ASSETS	50,112,185	48,917,787

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivables	\$57,774	\$0	\$0	\$0	\$60,110
	100.0%	0.0%	0.0%	0.0%	100%
Accounts Payable	\$652,727	\$5,300	\$0	\$0	\$815,950
	98.2%	0.0%	0.0%	1.8%	100%

Regional Transportation Authority of Middle Tennessee

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

Item Number:	R-D-25-010	Meeting Date:	3/19/2025
Item Title:	Monthly Operating Statistics		

BACKGROUND:

Attached are monthly operating statistics for January 2025.

This January, some winter weather came to the Nashville region on Friday, January 10th. With an unambiguous forecast for the storm, RTA proactively decided to operate significantly reduced service a day in advance. Only the Route 84 Murfreesboro, the WeGo Star, and the WeGo Star train shuttles (routes 64 and 93) operated. WeGo's local bus service also operates on a reduced schedule, similar to Saturday service levels.

By making this decision in advance, we significantly reduced the number of unplanned trip cancellations, leading to more reliable (albeit reduced) service for customers. This is reflected in the large difference in trip completion percentages between this year and last year (which also saw a significant snow event).

We have placed an asterisk next to the bus on-time performance statistics for January. There is an issue with the bus tracking system used on MTA-operated RTA service (routes 64, 84, 86, and 93) that is causing some buses to appear ahead of schedule when they are not. The net result is that our system-wide on-time performance is likely a bit lower than actual performance. The technology vendor responsible for this software is aware of the issue and is actively working on a fix. However, February on-time performance data for bus service will also be affected to some degree.

CURRENT STATUS:

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

APPROVED:



Chief Operating Officer

3/19/2025

Date

RTA Monthly Dashboard Report *

Metric	January 2025	January 2024	Pct. Change
Ridership			
Total RTA Bus Passengers	12,396	10,921	13.5%
WeGo Star Passengers	10,769	7,026	53.3%
Total RTA Passengers	23,165	17,947	29.1%
Percentage of Pre-Pandemic Ridership	42.1%	32.6%	9.5%
Safety			
RTA Bus Total Accidents	0	0	N/A
WeGo Star Total Accidents	0	1	-100.0%
RTA Bus Total Miles btwn Accidents	N/A	N/A	N/A
WGS Total Miles btwn Accidents	N/A	6,011	N/A
Service Quality			
RTA Bus Total Trip Completion %	99.93%	95.59%	4.35%
WeGo Star Total Trip Completion %	100.00%	100.00%	0.00%
RTA Bus Total Miles btwn Service Interruption	45,590.3	678.7	6617.7%
WGS Total Miles btwn Service Interruption	N/A	N/A	N/A
On-Time Performance ^			
RTA Bus *	78.0%	84.6%	-6.6%
WeGo Star	97.9%	92.1%	5.8%
Customer Care			
RTA Bus Total Passengers per Complaint	2,317	2,243	3.3%
WeGo Star Passengers per Complaint	10,769	2,342	N/A

* Data issue with On-Time Performance. See Board Narrative for details.

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

^ On Time Performance reporting began September 2017.

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

RTA Monthly Dashboard Report *

Metric	FY2025 January	FY2024 January	Pct. Change
Ridership			
Total RTA Bus Passengers	89,882	82,530	8.2%
WeGo Star Passengers	71,074	54,693	23.0%
Total RTA Passengers	160,956	137,223	14.7%
Percentage of Pre-Pandemic Ridership	43.6%	37.2%	6.4%
Safety			
RTA Bus Total Accidents	6	1	400.0%
WeGo Star Total Accidents	4	2	100.0%
RTA Bus Total Miles btwn Accidents	56,109	330,411	-83.0%
WGS Total Miles btwn Accidents	11,627	22,938	-49.3%
Service Quality			
RTA Bus Total Trip Completion %	99.60%	99.19%	0.41%
WeGo Star Total Trip Completion %	100.00%	100.00%	0.00%
RTA Bus Total Miles btwn Service Interruption	7,506.2	3,704.6	102.6%
WGS Total Miles btwn Service Interruption	N/A	N/A	N/A
On-Time Performance ^			
RTA Bus	80.7%	82.5%	-1.8%
WeGo Star	96.3%	97.6%	-1.4%
Customer Care			
RTA Bus Total Passengers per Complaint	2,805	1,074	161.1%
WeGo Star Passengers per Complaint	5,077	2,378	113.5%

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

^ On Time Performance reporting began September 2017.

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

RTA Operations Dashboard Glossary

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

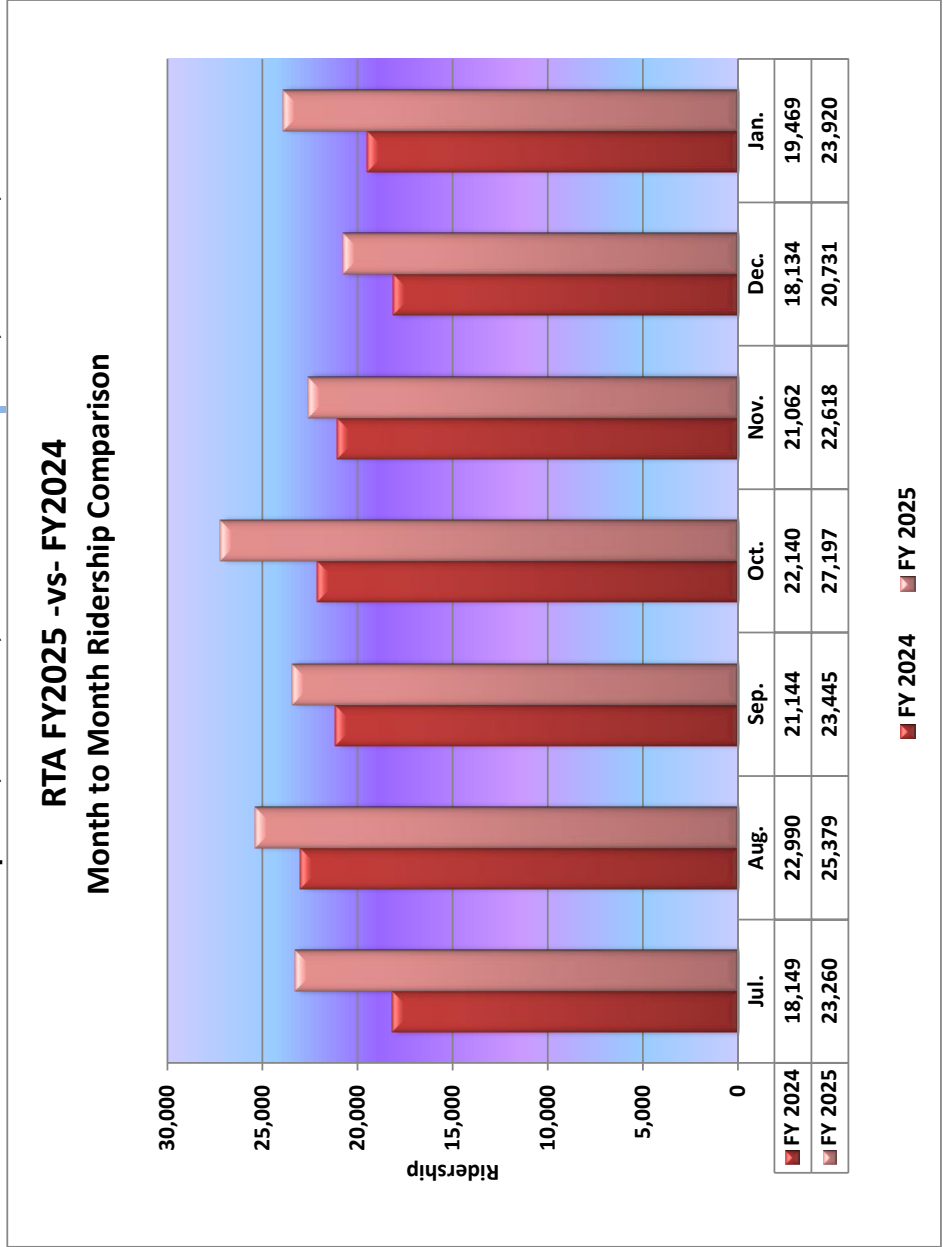
RTA Operations Dashboard Glossary

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 & MONTH TO MONTH RIDERSHIP COMPARISON: FY2025 -vs- FY2024**

	Month to Month Comparison			Fiscal Year Comparison		
	Jan-24	Jan-25	Percentage Change	FY 2024	FY 2025	Percentage Change
WeGo Star	7,026	10,769	53.3%	54,693	71,074	30.0%
Express Bus & Shuttle Services	10,929	12,396	13.4%	81,156	89,949	10.8%
RTA VanStar Vanpool Service	1,514	755	-50.1%	7,239	5,527	-23.6%
Total RTA Ridership	19,469	23,920	22.9%	143,088	166,550	16.4%





**NASHVILLE AND REGIONAL TRANSPORTATION AUTHORITY
FISCAL YEAR & MONTH TO MONTH RIDERSHIP COMPARISON: FY2025 -vs- FY2024**

	Month to Month Comparison			Fiscal Year		Change
	Jan-24	Jan-25	Change	FY 2024	FY 2025	
MTA Local Bus Service	634,660	659,105	3.9%	4,811,343	5,138,465	6.8%
MTA Local Paratransit Service	26,741	32,874	22.9%	218,361	234,840	7.5%
RTA Regional Bus Service	10,929	12,396	13.4%	81,156	89,949	10.8%
RTA VanStar Vanpool Service	1,514	755	-50.1%	7,239	5,527	-23.6%
RTA Regional Rail Service	7,026	10,769	53.3%	54,693	71,074	30.0%
* RTA Special Events Rail Service	587	287	-51.1%	8,454	10,584	25.2%
Subtotal RTA Rail Service	7,613	11,056	45.2%	63,147	81,658	29.3%
Subtotal MTA & RTA Bus & Rail Service	681,457	716,186	5.1%	5,181,246	5,550,439	7.1%
Williamson County VanStar Vanpool Service	5,601	5,073	-9.4%	42,902	38,189	-11.0%
Murfreesboro ROVER Local Bus Service	6,904	7,464	8.1%	58,282	64,222	10.2%
Franklin Transit Local Bus Service	4,124	4,718	14.4%	51,506	58,473	13.5%
Clarksville Transit Local Bus Service	35,741	38,313	7.2%	300,823	286,010	-4.9%
Total Area Ridership	733,827	771,754	5.2%	5,634,759	5,997,333	6.4%



REGIONAL TRANSPORTATION AUTHORITY
ROUTE PERFORMANCE INDICATOR REPORT

For the Month of: January 25

Average Passengers

Rte. No.	Route Name	Monthly Ridership	Ridership Change vs Last Year	Revenue Hours Of Service	Per Trip	Per Hour
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CORRIDOR SERVICE COMPARISONS - COMMUTER BUS SERVICE

	North Corridor (Route 87)	1,917	33.1%	187	12	10.2
	Northwest Corridor (Routes 89 & 94)	2,461	15.9%	329	9	7.5
	South Corridor (Route 95)	1,003	16.0%	226	6	4.4
	Southeast Corridor (Route 84 & 86)	2,665	-7.4%	868	4	3.1

EXPRESS BUS ROUTE SERVICE

84	Murfreesboro Express	2,061	1.6%	695	4	3.0
86	Smyrna - LaVergne	604	-28.9%	172	4	3.5
87	Gallatin - Hendersonville	1,917	33.1%	187	12	10.2
88	Dickson	522	30.8%	94	7	5.6
89	Springfield - Joelton	550	17.5%	111	7	5.0
94	Clarksville	1,911	15.4%	218	10	8.8
95	Spring Hill - Franklin	1,003	16.0%	226	6	4.4
	Express Bus Route Totals	8,568	11.2%	1,703	7	5.0

OTHER ROUTES

64	Star Downtown Shuttle	894	5.3%	49	6	18.1
93	Star West End Shuttle	2,934	24.1%	78	24	37.5
	RTA Bus Route Monthly Totals	12,396	13.5%	1,831	8	6.8

COMMUTER RAIL SERVICE

90	WeGo Star Commuter Rail	10,769	53.3%	228	45	47.1
	RTA Commuter Rail and Bus Total	23,165	29.1%	2,060	13	11.2

Regional Transportation Authority

of Middle Tennessee

Board Action Item

Item Number:	R-A-25-004	Meeting Date:	3/19/2025
Item Title:	Agency Safety Plan Amendments		

BACKGROUND:

Under the Federal Transit Administration’s (FTA) Public Transportation Agency Safety Plan (PTASP) Final Rule, this agency is required to update its Agency Safety Plan, which implements our Safety Management System yearly. The plan must include safety performance targets that will be voluntarily shared with the Metropolitan Planning Organization (MPO) and the local Department of Transportation. This year’s projected performance targets are:

Safety Performance Targets as Reported to the National Transit Database (NTD)							
The targets listed below are based on reviews of RTA’s safety performance data from the previous five years.							
Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injuries (total)	Injuries (per 100 thousand VRM)	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM / failures)
Commuter Bus – Contracted – Gray Line	0	0	0	0	1	.24	24,000
Vanpool – Contracted – The TMA Group	0	0	0	0	1	.19	N/A

These targets were formulated and agreed upon by Grayline and management members of the joint labor-management Safety Committee after viewing last year’s data, normalizing it, and making data-driven projections as to how the agency will perform against the previous year’s actual performance.

The joint labor-management Safety Committee has approved this updated safety plan, which includes the updated Bipartisan Infrastructure Law requirements. The Agency Safety Plan sets a framework to support and complement the existing approach to public transportation safety, identifies deficiencies and promotes improvements in transit safety performance. The plan sets a proactive approach to safety risk management that is outcome-focused and emphasizes an overall improved safety culture, and copies can be made available upon request. Once Board approval is given, the entire plan will be posted on the Agency website for public inspection.

RECOMMENDATION:

Staff requests the Board give the Chief Executive Officer the authority to execute the Agency Safety Plan to comply with FTA’s Public Transportation Agency Safety Plan Final Rule and the updated Bipartisan Infrastructure Law requirements.

APPROVED:

Board Secretary

3/19/2025
Date

Regional Transportation Authority

of Middle Tennessee

Board Action Item

Item Number:	R-A-25-005	Meeting Date:	3/19/2025
Item Title:	Security Services Contract Award		

BACKGROUND:

Marine Tiger Technologies recently completed an assessment of WeGo Public Transit's Security Systems. Among other assessments they performed, they analyzed our existing contracted security coverage against current and emerging best practices in the public transportation industry. As reported by Marine Tiger, while WeGo Public Transit's historic security coverage has been adequate for our past operations, it will not be adequate to support the growth and changing nature of our city and our transit system. With respect to our major facilities and bus operations, Marine Tiger benchmarked us against similar operations based on ridership activity, size of facilities, and other relevant metrics. This information was included in a solicitation for a new Security Services contract to take the place of our existing contract with Allied Universal Security Services. The contract with Allied had been extended to allow Marine Tiger Technologies time to complete their assessment.

A Request for Proposal was published on August 14, 2024. Eight (8) responsive proposals were received, and evaluation took place through the Fall of 2024. In addition to WeGo Public Transit staff, representatives from the Metro Nashville Police Department participated in the evaluation process. From the original eight (8) proposals, three (3) were short listed and invited to participate in a detailed interview process. These included Archangel Protective Services Inc., Walden, Inc., and Inter-Con, Inc. Based on the set evaluation criteria (as outlined in the solicitation), Archangel was ultimately determined to have the highest-rated proposal.

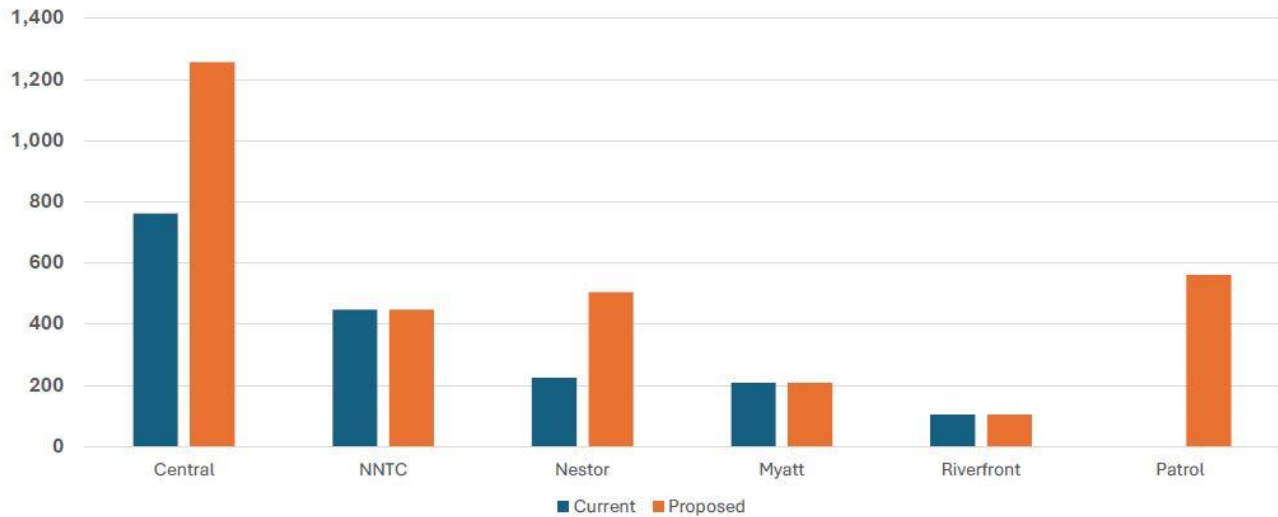
Cost proposals submitted by Archangel provided the following structural options: (1) baseline coverage – current coverage levels with similar staffing to the incumbent provider; (2) expanded coverage – expanded coverage in line with increased coverage as recommended by Marine Tiger Technologies; and (3) a change in the type of coverage under the first two options from unarmed security officers to armed (licensed) security officers. Currently, neither staff nor Marine Tiger Technologies recommend deployment of armed officers. WeGo Public Transit's pending operating budget request with the Metropolitan Government of Nashville and Davidson County is seeking additional funding to engage the contracted security firm with the expanded coverage as recommended by Marine Tiger Technologies.

The cost proposals submitted by Archangel Protective Services were for 3 years with an optional 2-year extension. If approved, Archangel would assume security responsibilities at the Riverfront Station on April 1, 2025. Based on current staffing levels, the annual amount of this contract in year 1 would be \$149,400. This baseline contract would increase to \$151,900 in year 2 and \$154,700 in year 3.

Beyond the baseline amount, Marine Tiger Technologies is recommending approximately a 2/3 increase in overall coverage. This would include significant increases in coverage at The Elizabeth Duff Transit Center at WeGo Central, the Nestor Bus Operations Facility, and the creation of a mobile security unit that would combine an on-board security presence on our buses, as well as mobile security units. Comparison of current and proposed coverages is as follows:

Contracted Security Coverage Comparison

Weekly Hours of Security Coverage – Current Contract v. Proposed Contract



Per their proposal, Archangel Protective Services shall furnish WeGo Public Transit with a security service consisting of properly trained Tennessee-licensed security officers. These officers are required to maintain a level of training on a yearly basis to adapt and maintain current security measures and techniques, including training in behavioral conduct associated with the type of work they are performing, as well as de-escalation training and self-defense techniques. These officers will enforce the WeGo Public Transit’s Code of Conduct and any other policies and procedures that the WeGo Public Transit’s Security Manager deems necessary to maintain a safe and secure environment.

Based on an analysis of the local business market for these types of services, no Disadvantage Business Enterprise goal was established for this project. The contract term will be for an initial three (3) year period; plus, two (2) optional one (1) year terms to be exercised at the Board’s discretion.

RECOMMENDATION:

Staff recommends that the Board authorize the Chief Executive Officer to sign an agreement with Archangel Protective Services to provide security services at the Riverfront Station at a cost not to exceed \$456,000. The contract period will be from April 1, 2025, through March 31, 2028. Two (2) additional one (1) year options are available to be presented to the Board prior to the initial contract expiration date in 2028.

APPROVED:

Board Secretary

3/19/2025

Date

Regional Transportation Authority of Middle Tennessee

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

Item Number:	R-D-25-011	Meeting Date:	3/19/2025
Item Title:	Donelson Station Joint Development Update		

BACKGROUND:

On June 13, 2022, RTA received an unsolicited proposal from H.G. Hill and Southeast Venture (HGH/SV) to lease a portion of the existing RTA property adjacent to the Donelson Station to facilitate the development of a mixed-use complex of housing, commercial and retail space to complement the rail station and to generate long-term revenue for the Authority. As part of the overall project, parking for rail patrons would be sustained, and the overall functionality of the station would be improved. The proposal also includes an area for a transit center that would facilitate bus service to the airport and connections to other routes.

On October 19, 2022, RTA and HGH/SV entered into a twenty-four (24)-month period of exclusive negotiation to develop a formal joint development agreement that encompasses a design plan for the transit-related improvements, a long-term ground lease, and other long-term financial arrangements as the developer refines the plans for the rest of the project to present a final project plan for FTA and RTA Board approval.


While substantial work (studies, programming/design, property negotiations, appraisals, etc.) critical to a formal joint development agreement has been completed since 2022, it was determined that additional time was needed to finalize the design plan, financial arrangements, and ground lease agreement. On September 18, 2024, the RTA Board approved an extension of the period of exclusive negotiation with HGH/SV for one (1) year to October 19, 2025.

Substantial progress has been made since September 2024 to advance the joint development agreement between RTA and HGH/SV. If terms cannot be reached that are acceptable to the RTA Board and FTA, the project will not proceed as a joint development. However, RTA would advance the transit center, station improvement, and various supporting infrastructure, such as quiet zone implementation and intersection upgrades. To date, RTA has secured local, state, and federal funding of just over \$29 million to advance the public infrastructure improvements.

CURRENT STATUS:

Debbie Frank, Deputy CEO for Growth and Development will provide a project update to the RTA Board.

APPROVED:



Debbie Frank
 Deputy CEO of Growth & Development

 3/19/2025
 Date