



AGENDA

REGIONAL TRANSPORTATION AUTHORITY OF MIDDLE TENNESSEE

BOARD MEETING

10:00 a.m. Wednesday, May 17, 2017

**Music City Central Meeting Room
400 Charlotte Avenue, Nashville, Tennessee 37219**

Chair – City of Clarksville Mayor Kim McMillan
Vice Chair – Wilson County Mayor Randall Hutto

1. Call to Order – Establish Quorum
2. Approval of April 19, 2017 Minutes
3. Public Comments
4. Finance & Audit Report – Sumner County Executive Anthony Holt, Chair
 - a. Monthly Financial Report Compared to Budget I-17-012
5. Monthly Operating Statistics – India Birdsong, COO I-17-013
6. Northwest Corridor Discussion I-17-014
 - Felix Castrodad, Director of Planning & Grants
7. CEO's Report – Stephen G. Bland
8. Chair's Report – Kim McMillan, City of Clarksville Mayor
9. Other Business
10. Adjournment



MINUTES
REGIONAL TRANSPORTATION AUTHORITY
APRIL 19, 2017

- I. **CALL TO ORDER:** The regular meeting of the Regional Transportation Authority of Middle Tennessee (RTA) Board of Directors was held in the meeting room at Music City Central, 400 Charlotte Avenue, Nashville, Tennessee on Wednesday, April 19, 2017. A quorum was established, and the meeting was called to order at 10:15 a.m. by Vice Chair Randall Hutto, Wilson County Mayor.

- II. **MOMENT OF SILENCE:** Vice Chair Hutto called for a moment of silence in remembrance for Cheatham County Mayor David McCullough and his family. Mayor McCullough died on April 18 after a battle with cancer. He asked that Portland City Mayor Ken Wilber close this time with a word of prayer.

- III. **APPROVAL OF MINUTES:** Vice Chair Hutto entertained a motion to approve the minutes of the March 22, 2017 meeting. Proper motion was made and seconded, and the minutes were adopted unanimously.

- IV. **PUBLIC COMMENTS:** Chair Hutto opened the floor for public comment and recognized the following member of the public:

Cheryl Lewis, a frequent rider of the Music City Star, was recognized and stated her support of Transit Solutions Group's (TSG) management of the Music City Star and encouraged the Board to renew their management contract with TSG just as soon as possible.

There were no other public comments at this time.

- V. **FINANCE AND AUDIT REPORT:** Committee member Ed Cole, Davidson County Governor's Appointee, reported on the following items that were presented at this committee meeting on April 11, 2017.
 - a. **Monthly Financial Report Compared to Budget (I-17-008):** Chief Financial Officer Ed Oliphant reviewed this report with the Finance and Audit Committee, and the report is in the Board's agenda packet today for their review and questions. There were no questions for Mr. Oliphant at this time.
 - b. **FY 2018 Proposed Budget (I-17-009):** The Finance and Audit Committee heard and went through a very full and valuable discussion of fiscal year 2018. Mr. Cole asked Mr. Oliphant if he had any comments he would like to add concerning the budget. Mr. Oliphant noted to the Board that this is an information item and that the intent is to come back to the Board in June with

the final budget. He reported that what garnered the most discussion were the projections to let the partners know in the bus corridors what is going to be expected, not only in fiscal year 2018, but for fiscal years 2019 and 2020. These reflect the impact of the Congestion Mitigation and Air Quality (CMAQ) funds running out that were received two years ago. Mr. Cole noted that this will be on the agenda for Board action at the June RTA Board meeting.

- c. **Debt Obligation Notification (I-17-010):** Chief Financial Officer Oliphant was asked to brief the Board on this information item. Mr. Oliphant stated that the Board authorized RTA to renew its \$1.5 million line of credit with Fifth Third Bank effective April 1, 2017. The loan is needed for cash flow purposes due to delays in receiving the FY 2017 Section 5307 formula capital grant funding. RTA uses a portion of this grant funding to pay preventive maintenance operating costs.

The State of Tennessee Comptroller's Office also requires any public entity to submit a report of debt obligations to be filed within 45 days of entering into any debt agreement. It must also be presented to the Governing Body of the public entity and be included in a public meeting. A copy of the submission is included in this Board packet for reference.

- d. **Program Management Consultant Team (A-17-007):** To move the nMotion plan forward into project implementation, the RTA requires specialized program management expertise to assist with Corridor Development and Analysis, Infrastructure Design and Construction Management, Major Capital Project Funding/Financing, Major Investment Grant Management, and Program Implementation and Oversight.

It is recommended that on-call, task-based Program Management Consultant (PMC) contracts be awarded to both the HDR and CDM Smith teams. Tasks will be negotiated and awarded based on review of negotiated costs and specific team qualifications and experience on the scope for each task. Funding for each task will be identified through local, state, and federal funding sources and grants during development of the five-year Capital Plan.

Based upon the results of the comprehensive solicitation and evaluation process, the Finance and Audit Committee seeks approval from the RTA Board to provide the Chief Executive Officer authority to enter into on-call, task-based PMC contracts with both the HDR and CDM Smith, each with an annual not-to-exceed value of \$4.5 million combined from all sources (RTA, Nashville Metropolitan Transit Authority, and Metro Public Works). The contract would be set for a three-year base term with two optional one-year extensions. Individual tasks greater than \$300,000 awarded under each contract would require RTA Board approval prior to authorization unless given prior approval through adoption of the annual Capital Budget.

Total project award to each PMC team would not exceed \$22.5 million from all sources (RTA, Nashville MTA, and PW combined) over a five-year period.

Proper motion was made and seconded. There was no other discussion, and the vote of approval was unanimous.

- e. **Donelson Station Transit (A-17-008):** The RTA solicited for qualified development teams to propose a conceptual vision for Transit-Oriented Development (TOD) on RTA property at the Donelson Train Station. RTA was specifically seeking an experienced TOD team to collaborate on the definition, financing, and management of a mixed-use project compatible with the stakeholder vision for development of the Donelson area. The intent of the solicitation was to award an agreement to a qualified firm for the exclusive right to negotiate for no longer than a two-year period with RTA for the development, financing, construction, and management of the Donelson Station and Park & Ride.

Three firms submitted qualifications and TOD concepts. The Evaluation Committee, comprised of members of RTA, Metro Planning, and the Nashville Area Metropolitan Planning Organization (MPO), met to review and evaluate the submittals. Based on the initial review, the Evaluation Committee requested all three firms to present their qualifications at interviews on March 31, 2017. At the conclusion of the interviews, the Evaluation Committee scored the PENNROSE Properties team as the most responsive and qualified team to collaborate on a TOD for the Donelson Station property.

Based upon the results of the comprehensive solicitation and evaluation processes, the Finance and Audit Committee seeks approval from the Board to provide the CEO authority to enter into a period of exclusive negotiation with PENNROSE Properties for the TOD of the Donelson Train Station and Park & Ride Property for a term not to exceed 24 months.

RTA Board approval would be required prior to execution of proposed development terms negotiated under this agreement.

There was no other discussion and the vote of approval was unanimous.

- VI. **MONTHLY OPERATING STATISTICS (I-17-011):** Chief Operating Officer India Birdsong briefly reviewed the monthly operating statistics report for the Board. There were no questions or comments.

- VII. **CEO'S REPORT:** CEO Steve Bland reported the following:

- **Hamilton Springs Project** – Pre-construction activities are taking place for Hamilton Springs with the groundbreaking ceremony scheduled for May 10. All funding is in place and construction is expected to conclude in a little more than a year. We are scheduling for a late June/early July 2018 opening for that station.
- **Northwest Corridor Study** – With (Clarksville) Mayor (Kim) McMillan's absence today, we are postponing the presentation on the Northwest Corridor study until next month.

We are also going to be providing information on which the attorneys have been working in terms of the ownership characteristics of that right-of-way and what options and exposures the RTA might have in that setting. Between now and then, we are getting together a meeting of the corridor mayors to review some of that information preliminarily prior to it coming to the full Board.

- Federal Transit Administration's (FTA) Quarterly Meeting – We conducted our quarterly meeting with the FTA staff in Atlanta to review RTA project status. The meeting was positive, and the FTA is pleased with the progress being made, particularly with respect to the Hamilton Springs Station.
- South Corridor Study – We've been collaborating with the MPO to advance an Alternatives Analysis Study for the South Corridor. The effort will be led by the MPO, with extensive involvement of the RTA, and we expect a solicitation to be released by July of this year.

In closing, CEO Bland noted his appreciation for the forbearance of the Finance and Audit Committee and Chairman Holt, as he had to miss the meeting due to a conflicting obligation with the National Transit Institute.

VIII. CHAIR'S REPORT: Vice Chair Hutto thanked the RTA staff for helping with the extra train rides. The Nashville Rock 'n' Roll Marathon is sponsored by Famous Footwear, and the proceeds of every \$12 ticket bought online will be donated to St Jude's Hospital. Additionally, the Mt. Juliet Chamber is sponsoring a train that same day so that people in Nashville who want to attend the Toast to Tennessee Wine Festival in Lebanon can ride up and enjoy the Wine Festival. The proceeds of their ticket sales will go to St. Jude's Hospital as well. These are both good events that benefit a great cause.

IX. OTHER BUSINESS: There was no other business to come before the Board.

X. ADJOURNMENT: Motion was made to adjourn, and the meeting was adjourned at 10:32 a.m.

Respectfully,

Paula Mansfield

Governor's Appointee
RTA Secretary

REGIONAL TRANSPORTATION AUTHORITY
OF MIDDLE TENNESSEE
BOARD INFORMATION ITEM

Item Number: I-17-012

Meeting Date: 05/17/17

Item Title: MONTHLY FINANCIAL REPORT COMPARED TO BUDGET

BACKGROUND

A statement of operations for the month of March 2017 compared to the FY17 budget and a balance sheet as of March 31, 2017 are included for review.

CURRENT STATUS

Chief Financial Officer Ed Oliphant will review the statements at the meeting.

Approved:

Edward W. Oliphant
Chief Financial Officer

May 12, 2017
Date

Regional Transportation Authority

Statement of Operations Compared to Budget

For the Period Ending March 31, 2017

UNAUDITED

	Actual Month	Month Budget	Month End Variance	F/ U	Prior Year Y-T-D	Actual Y-T-D	Budget Y-T-D	Y-T-D Variance	F/ U	Annual Budget
Revenue form Operations:										
R&R Revenues	\$63,779	\$77,898	(\$14,119)	U	\$677,501	\$692,846	\$670,736	\$22,110	F	\$903,430
Train Revenues	78,928	72,004	6,924	F	588,888	633,065	624,038	9,027	F	840,050
Special Events	0	0	0	F	65,040	62,846	61,920	926	F	61,920
Advertising	0	500	(500)	U	3,664	47,966	1,500	46,466	F	2,000
Other Non-Trans Revenue	5,150	4,800	350	F	48,905	46,789	41,400	5,389	F	55,900
Total Operating Revenue	147,857	155,202	(7,345)	U	1,383,998	1,483,512	1,399,594	83,918	F	1,863,300
Federal/State/Local Income:										
Local Assistance	57,979	160,031	(102,052)	U	1,222,020	922,991	1,188,531	(265,540)	U	1,683,531
Regional Assistance	23,655	23,225	430	F	995,600	983,269	1,362,984	(379,715)	U	1,450,109
State Assistance	0	45,520	(45,520)	U	637,063	659,714	1,076,750	(417,036)	U	1,283,950
Federal Assistance	0	169,429	(169,429)	U	1,355,962	818,503	1,524,866	(706,363)	U	2,033,153
Total Assistance Income	81,634	398,205	(316,571)	U	4,210,645	3,384,477	5,153,131	(1,768,654)	U	6,450,743
Capital Revenue:										
Capital Operating Reimbursement	159,063	113,983	45,080	F	1,755,009	1,149,759	1,025,848	123,911	F	1,367,798
Total Capital Income	159,063	113,983	45,080	F	1,755,009	1,149,759	1,025,848	123,911	F	1,367,798
Total Revenue	\$388,554	\$667,390	(\$278,836)	U	\$7,349,652	\$6,017,748	\$7,578,573	(\$1,560,825)	U	\$9,681,841
Expenses from Operations:										
Management Contract - MTA	\$66,950	\$66,950	\$0	F	\$585,000	\$602,550	\$602,550	\$0	F	\$803,400
Services	637,261	627,668	(9,593)	U	5,105,838	5,418,925	5,630,497	211,572	F	7,512,503
Fuel	33,446	29,500	(3,946)	U	335,306	270,852	265,500	(5,352)	U	354,000
Materials and Supplies	7,904	4,035	(3,869)	U	24,216	23,412	50,160	26,748	F	78,850
Utilities	301	515	214	F	1,767	5,145	4,652	(493)	U	6,200
Casualty and Liability	44,764	49,036	4,272	F	432,120	422,997	441,316	18,319	F	588,420
Other	1,597	1,190	(407)	U	40,825	30,975	35,700	4,725	F	338,468
Total Operating Expenses	792,223	778,894	(13,329)	U	6,525,072	6,774,856	7,030,375	255,519	F	9,681,841
Surplus / (Deficit) before GASB 33	(\$403,669)	(\$111,504)	(\$292,165)	U	\$824,580	(\$757,108)	\$548,198	(\$1,305,306)	U	\$0
Capital Grant Revenue										
NW Corridor and n-Motion Projects	0	0	0	F	786,753	271,955	0	271,955	F	0
Annual RTA Membership Dues (SIR)	(10,406)	(10,406)	(10,406)	U	(654,503)	(138,147)	0	(138,147)	U	0
Gain / (Loss) on Sale	0	0	0	F	158,860	162,119	0	162,119	F	0
Vanpool Replacement Revenue Fund	1,188	0	1,188	F	92,900	0	0	0	F	0
Depreciation	(107,188)	(107,188)	(107,188)	U	32,563	84,863	0	84,863	F	0
Surplus / (Deficit)	(\$520,055)	(\$111,504)	(\$408,551)	U	\$625,371	(\$1,340,833)	\$548,198	(\$1,889,031)	U	\$0

Regional Transportation Authority

Comparative Balance Sheets

	<u>Month Ended</u> <u>March 31, 2017</u>	<u>Month Ended</u> <u>June 30, 2016</u>
	(unaudited)	(audited)
CURRENT ASSETS		
Cash and cash equivalents	\$124,983	\$347,766
Receivables from federal, state and local government	500,688	2,144,607
Accounts receivable	768,604	179,248
Materials and supplies	404,735	425,775
Prepaid expense and other	138,066	51,305
Total Current Assets	1,937,076	3,148,701
PROPERTY AND EQUIPMENT		
Land	2,968,343	2,968,343
Building, shelter and benches	12,277,440	12,277,440
Guideway Improvements	3,305,762	3,305,762
Revenue equipment and parts	6,857,836	6,837,301
Office equipment	32,428	32,428
Work-in-Progress	319,010	254,258
	25,760,819	25,675,532
Less: Accumulated Depreciation	(8,906,155)	(8,171,598)
Total Property and equipment, net	16,854,664	17,503,934
OTHER ASSETS		
Cash and investments restricted	2,650,276	2,237,848
TOTAL ASSETS	\$21,442,016	\$22,890,483
LIABILITIES AND NET ASSETS		
CURRENT LIABILITIES		
Accounts payable	\$1,190,883	\$1,321,474
Accrued expenses	18,973	24,500
Deferred Revenue	625,540	0
Note Payable	200,000	350,000
Total Current Liabilities	2,035,396	1,695,974
NET ASSETS		
Invested in capital assets	16,854,664	17,503,934
Restricted - Self Insurance Reserve	1,693,499	1,587,094
Restricted - Reserve for van pool replacement	323,158	253,694
Restricted - Regional Bus Reserve	589,031	397,060
Unrestricted	1,287,101	1,231,584
Current Year Surplus / (deficit)	(1,340,833)	221,143
Total Net Assets	19,406,620	21,194,509
TOTAL LIABILITIES AND NET ASSETS	\$21,442,016	\$22,890,483
Current Ratio	0.95	1.86
Quick Ratio	0.69	1.58
Working Capital / (deficit)	(\$98,320)	\$1,452,727

REGIONAL TRANSPORTATION AUTHORITY

OF MIDDLE TENNESSEE

BOARD INFORMATION ITEM

Item Number: I-17-013

Meeting Date: 05/17/17

Item Title: MONTHLY OPERATING STATISTICS

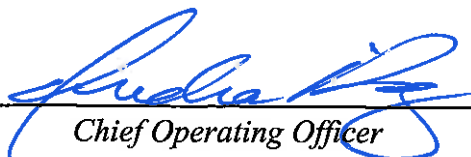
BACKGROUND

Attached are the monthly operating statistics through March 31, 2017.

CURRENT STATUS

Chief Operating Officer India Birdsong will review the monthly operating statistics.

Approved:

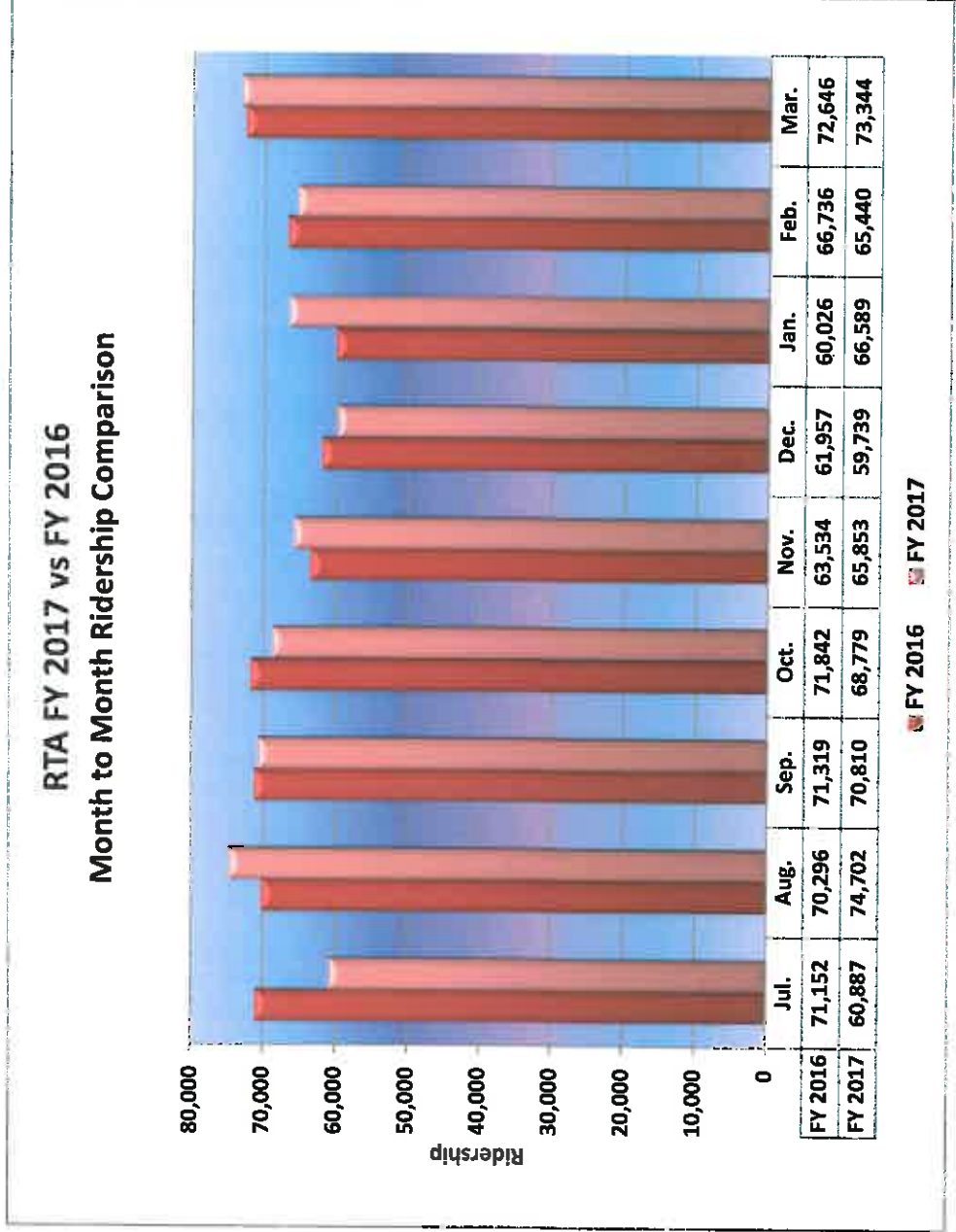

Chief Operating Officer

May 12, 2017
Date



**REGIONAL TRANSPORTATION AUTHORITY
FISCAL YEAR AND MONTH TO MONTH RIDERSHIP COMPARISON - FY 2017-vs-2016**

	Month to Month Comparison			Fiscal Year Comparison		
	Mar-16	Mar-17	Percentage Change	FY 2016	FY 2017	Percentage Change
Music City Star	24,157	26,151	8.3%	200,697	211,216	5.2%
Express Bus and Shuttle Services	35,626	35,207	-1.2%	298,318	293,687	-1.6%
Vanpool	12,863	11,986	-6.8%	110,493	101,240	-8.4%
Total RTA Ridership	72,646	73,344	1.0%	609,508	606,143	-0.6%





**NASHVILLE AND REGIONAL TRANSPORTATION AUTHORITY
FISCAL YEAR AND MONTH TO MONTH RIDERSHIP COMPARISON - FY 2017-vs-2016**

	Month to Month Comparison			Fiscal Year		
	Mar-16	Mar-17	Change	FY 2016	FY 2017	Change
MTA Local Bus Service	775,664	732,949	-5.5%	7,025,707	6,843,774	-2.6%
MTA Local Paratransit Service	39,778	40,437	1.7%	328,849	341,271	3.8%
* MTA/RTA Miscellaneous Service *	0	0	N/A	8,528	8,588	0.7%
RTA Regional Vanpool Service	12,863	11,986	-6.8%	110,493	101,240	-8.4%
RTA Regional Rail Service	24,157	26,151	8.3%	200,697	211,216	5.2%
RTA Regional Bus Service	35,626	35,207	-1.2%	298,318	293,687	-1.6%
Murfreesboro ROVER Local Bus Service	24,303	21,251	-12.6%	206,138	190,905	-7.4%
Franklin Transit Local Bus Service	5,844	6,145	5.2%	52,132	61,986	18.9%
Clarksville Transit Local Bus Service	61,354	62,879	2.5%	520,651	540,900	3.9%
Total Area Ridership	979,589	937,005	-4.3%	8,751,513	8,593,567	-1.8%



**REGIONAL TRANSPORTATION AUTHORITY
ROUTE PERFORMANCE INDICATOR REPORT**

Rte. No.	Route Name	For the Month of: March-17			
		Monthly Ridership	Ridership Change vs Last Year	Revenue Hours Of Service	Average Passengers Per Trip Hour
CORRIDOR SERVICE COMPARISONS - COMMUTER BUS SERVICE					
	North Corridor (Routes 87 & 92)	4,098	-5.2%	281	18 14.6
	Northwest Corridor (Routes 89 & 94)	7,771	4.2%	317	28 24.5
	South Corridor (Routes 91 & 95)	3,808	-4.0%	257	17 14.8
	Southeast Corridor (Routes 84, 86 & 96)	9,457	-8.0%	1,046	14 9.0

EXPRESS BUS ROUTE SERVICE					
84	Murfreesboro Express	3,490	-8.3%	213	25 16.4
86	Smyrna - LaVergne Express	2,450	-11.1%	163	18 15.0
87	Gallatin Express	2,088	-0.1%	144	18 14.5
88	Dickson Express	1,876	10.1%	84	20 22.2
89	Springfield - Joelton Express	1,379	-14.0%	134	15 10.3
91	Franklin Express	2,107	-1.4%	148	15 14.2
92	Hendersonville Express	2,010	-10.0%	138	17 14.6
94	Clarksville Express	6,392	9.2%	182	35 35.0
95	Spring Hill Express	1,701	-7.0%	109	18 15.7
96	Murfreesboro - Relax and Ride	3,517	-5.4%	669	9 5.3
	Express Bus Route Totals	27,010	-2.6%	1,985	18 13.6

OTHER ROUTES					
93	Music City Star West End Shuttle	8,197	3.8%	133	45 61.8
	RTA Bus Route Monthly Totals	35,207	-1.2%	2,118	21 16.6

COMMUTER RAIL SERVICE					
90	Music City Star Commuter Rail	26,151	8.3%	215	91 121.9
	RTA Commuter Rail and Bus Totals	61,358	2.6%	2,333	31 26

REGIONAL TRANSPORTATION AUTHORITY

OF MIDDLE TENNESSEE

BOARD INFORMATION ITEM

Item Number: I-17-014

Meeting Date: 05/17/17

Item Title: NORTHWEST CORRIDOR DISCUSSION

BACKGROUND

The Regional Transportation Authority of Middle Tennessee (RTA) commissioned the Northwest Corridor Transit Study (NWCTS) to explore alternatives for improving transit service between Nashville and Clarksville. The study examined the need for and feasibility of, higher-capacity, higher-speed transit services in Middle Tennessee, specifically on various routes or corridors from Nashville to Clarksville. The routes studied were a mixture of new and/or existing rights-of-way, including the use/reuse of highway and railway infrastructure.

The NWCTS was closely coordinated with the nMotion strategic plan process including public outreach and engagement opportunities. The recommendations from the NWCTS are directly included in nMotion as the high-capacity transit recommendations for the northwest corridor of the region.

CURRENT STATUS

The NWCTS is coming to an end, and consultants are finalizing the report for publication on the RTA website. We will review the study results with the Board, provide the study recommendations, and discuss next steps including the adoption of the Locally Preferred Alternative this summer.

Approved:



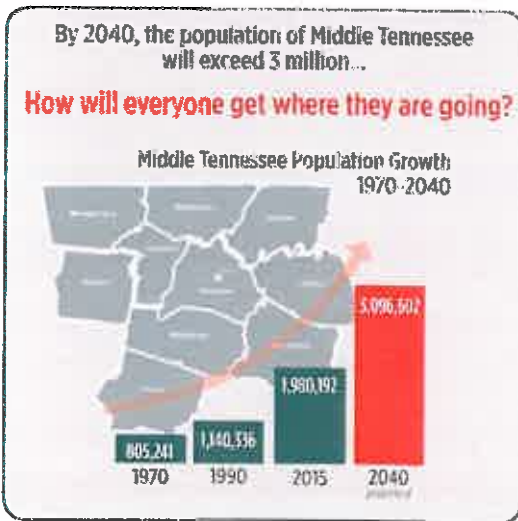
Chief Development Officer

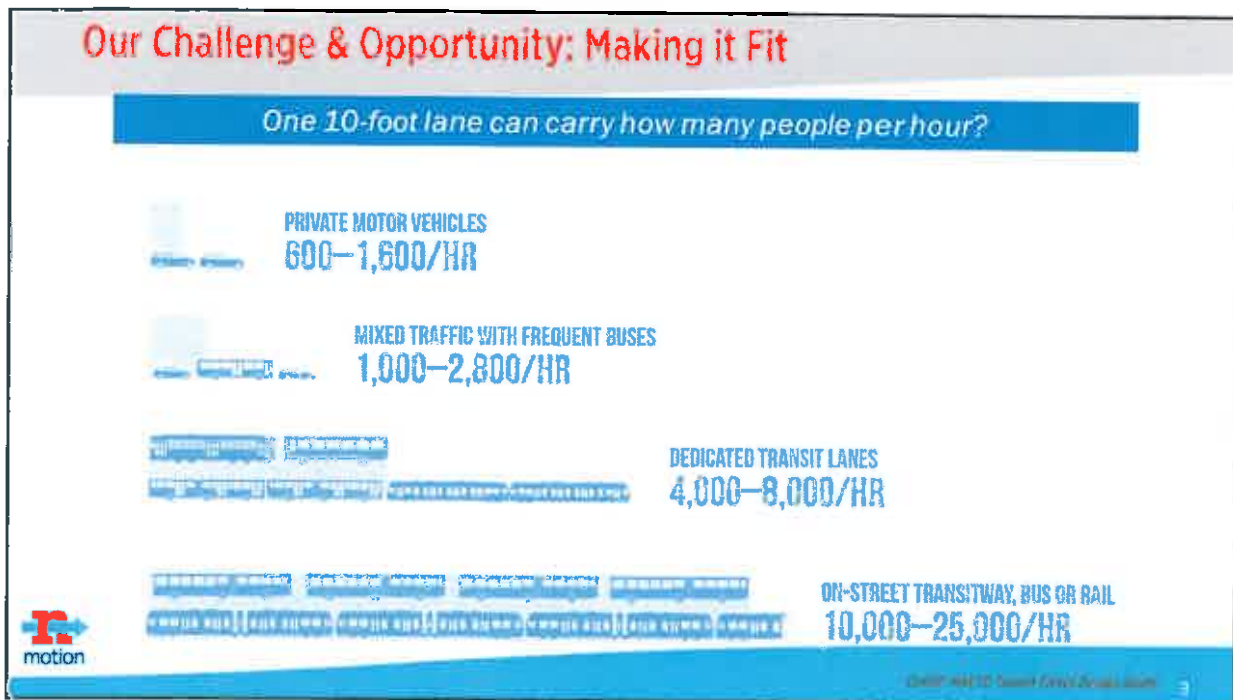
May 12, 2017

Date



Our Challenge & Opportunity: Growth & Congestion





Previous Work

- **Commuter Rail Feasibility Study**
 - Nashville to Clarksville, 2008
- **2035 Regional Transportation Plan**
 - Nashville Area MPO, 2010
- **2040 Metropolitan Transportation Plan**
 - Clarksville Urbanized Area MPO, 2014
- **Interstate 24 Multimodal Corridor Study**
 - Tennessee Department of Transportation, 2014
- **Middle Tennessee Connected RTP**
 - Nashville Area MPO, 2016
- **nMotion Strategic Plan**
 - MTA/RTA, 2016

nMotion 4

What People Said on nMotion Strategy

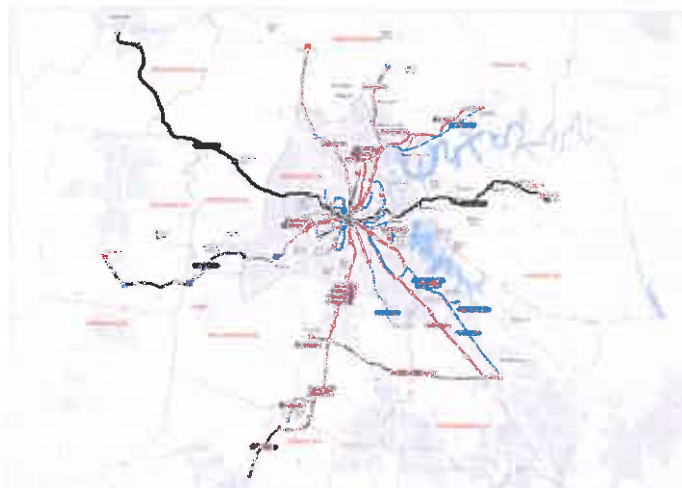
- **Increase transit opportunities and do it sooner rather than later**
 - Improve mobility for people without cars
 - Create commuter routes that don't get stuck in traffic
 - Make it easier to use all transportation options interchangeably
 - Prioritize big mobility infrastructure investments in high growth corridors
- **Overwhelming support for dedicated transit lanes for Commuter Rail, Light Rail, Bus Rapid Transit, and Rapid Bus**



Middle Tennessee High Capacity Corridor Network

Corridors were identified through local and regional studies including Nashville Next, MPO studies and nMotion that took into account areas with current and projected high growth

- Rapid Bus
- Regional Rapid Bus
- Express Bus on Shoulder
- Other Express Bus
- Freeway BRT
- Bus Rapid Transit
- Light Rail
- Commuter Rail



Northwest Corridor Transit Study

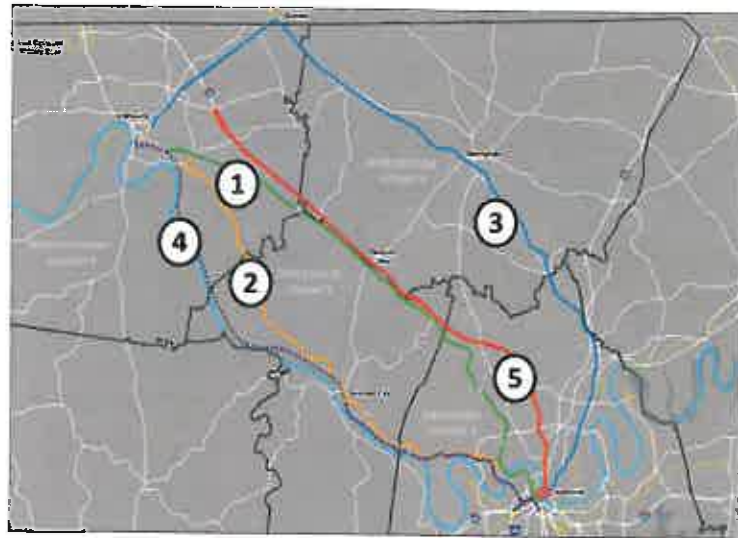
The purpose of the Northwest Corridor Transit Study was to:

<i>Build Consensus...</i>	<i>On...</i>	<i>In Order To...</i>
with the public, local community partners, elected officials, regional transit and planning agencies, and TDOT	phased, enhanced, cost effective, and reliable transit improvements in the northwest corridor	connect travelers to destinations (work, school, shopping, entertainment, etc.), reduce travel times, promote economic development, and provide modal options in the corridor



Study Corridors

1. Interstate 24
2. SR-12 – Ashland City Highway
3. CSX/RJ Corman Railroad
4. Nashville and Western Railroad
5. SR-112/US-41A



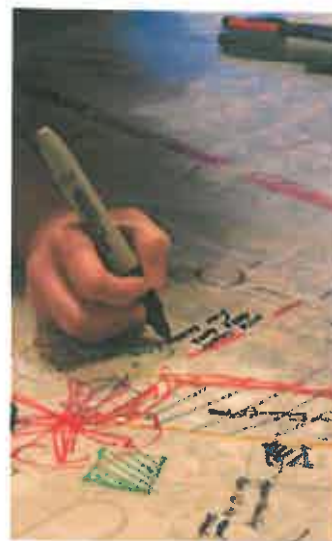
Study Modes

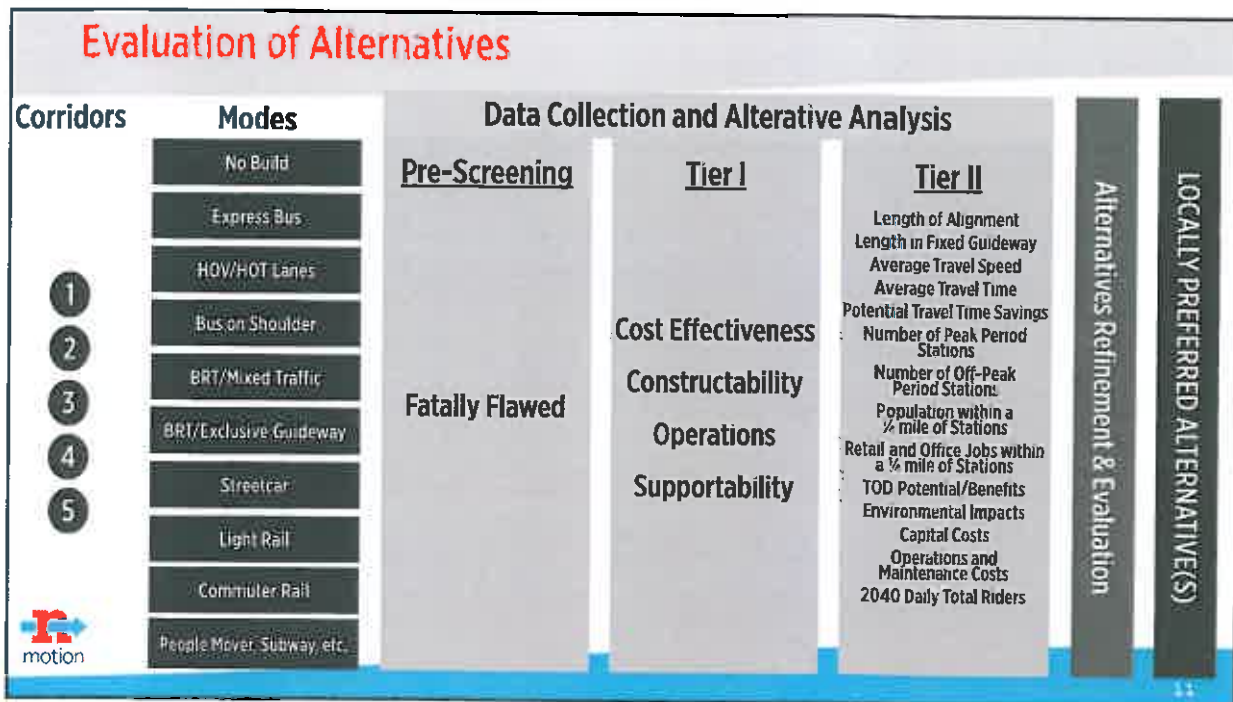
- Express Bus
- Bus Rapid Transit
- Streetcar
- Light Rail
- Commuter Rail
- Other
 - Monorail
 - People Mover
 - Heavy Rail/Subway



Study Outreach and Engagement

- Coordinating Committee
- Advisory Committee
- Public Meetings
 - Round 1: Issues/Opportunities
 - Round 2: Topic Areas /Transit Oriented Development
 - Round 3: Recommendations
- eNewsletters
- Website/Facebook/Twitter



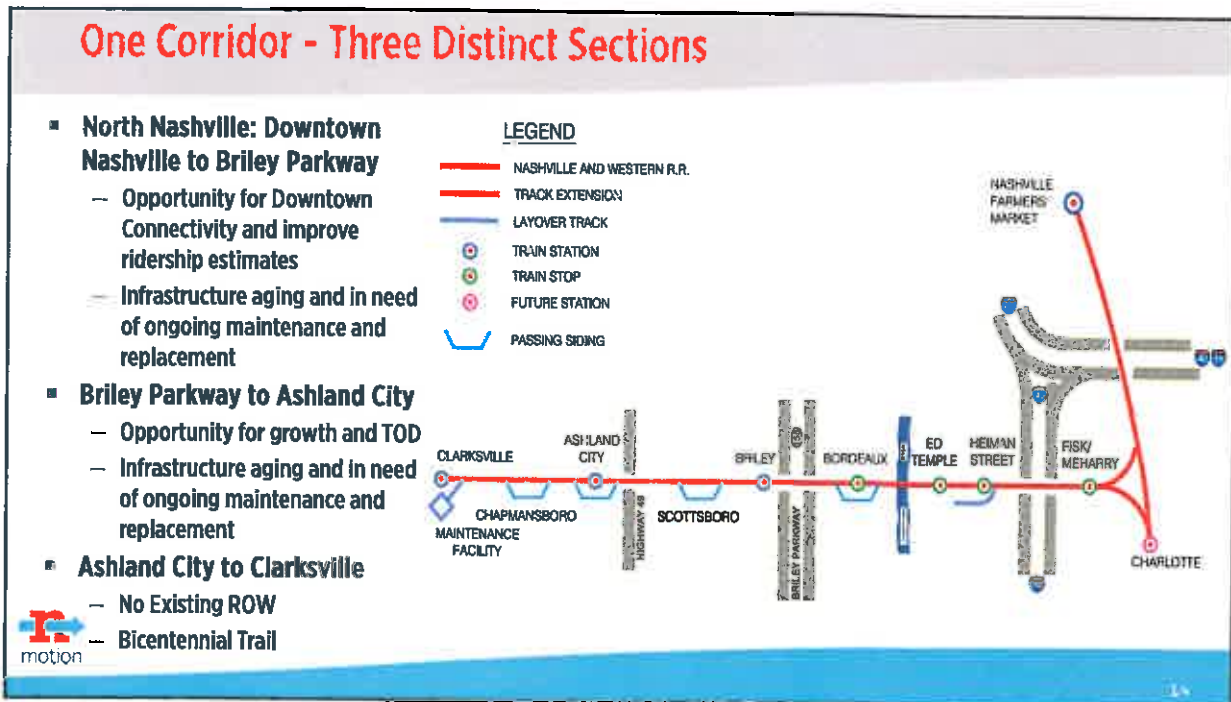
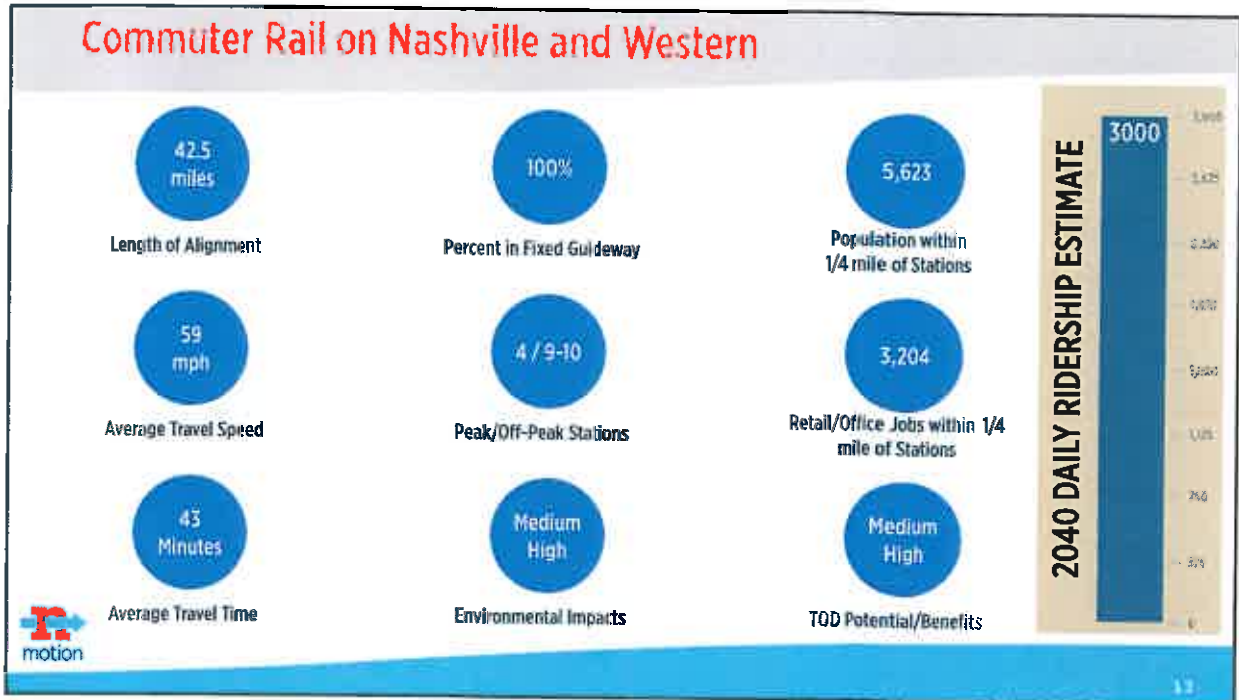


Locally Preferred Alternative

Commuter Rail on Nashville and Western Corridor

- Strong public and stakeholder support
- Connects Clarksville to Nashville on dedicated rail right-of-way
- Provides both Express and Local Service
- Operates with Competitive Commuter Travel Time and Frequency



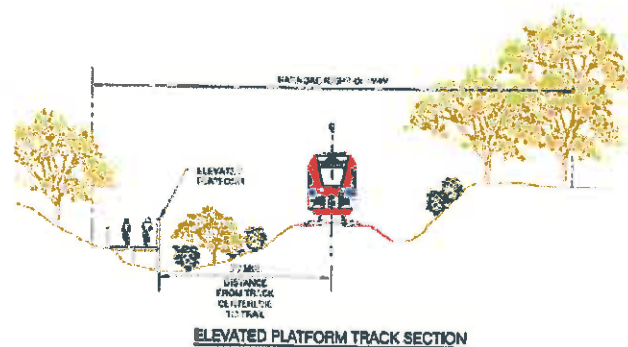
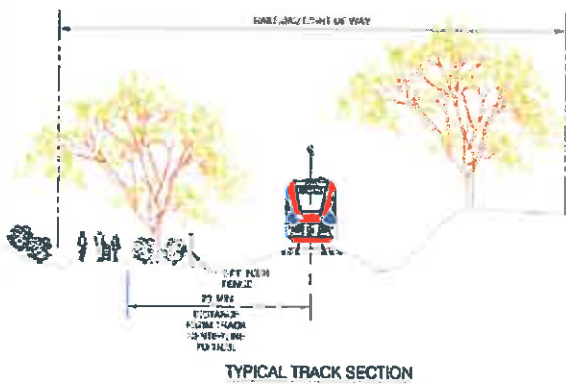


Benefits and Opportunities

- Address Growing Commuter Congestion
- Transit Oriented Development and Economic Growth
 - North Nashville
 - Ashland City
 - Clarksville
- Co-development with Greenway/Trail



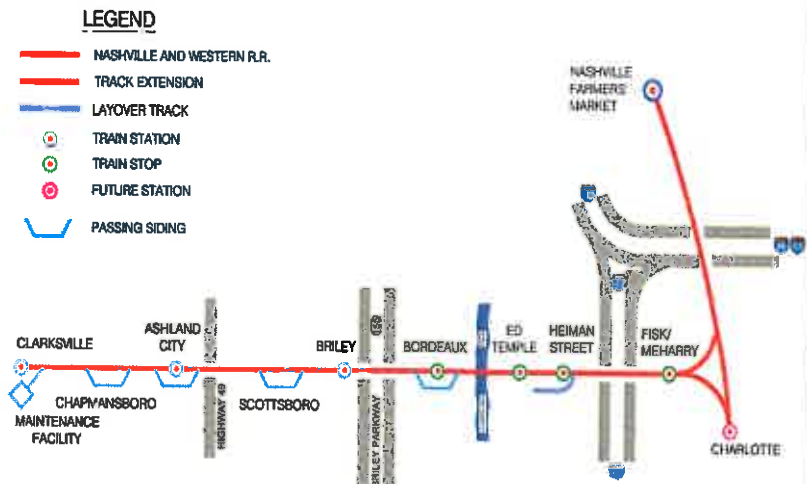
Rails with Trails





Challenges

- **Long-Term Phasing**
 - Possibly 15-25 years for full buildout
 - Needs market development to increase ridership potential
- **Significant Cost**
 - Missing ROW between Clarksville and Ashland City
 - ROW preservation and maintenance
 - Replacement of aging infrastructure
 - Bridge over Cumberland River
- **Downtown Connectivity**
 - Current concept to Farmers' Market limits ridership
 - Need to review alignment and mode shift into Downtown Nashville



Initial Opinion of Probable Cost – Conceptual Level

Nashville and Western Railroad Corridor Preservation

- \$300+ Thousand Annual Maintenance Cost

Proposed LPA Project Implementation

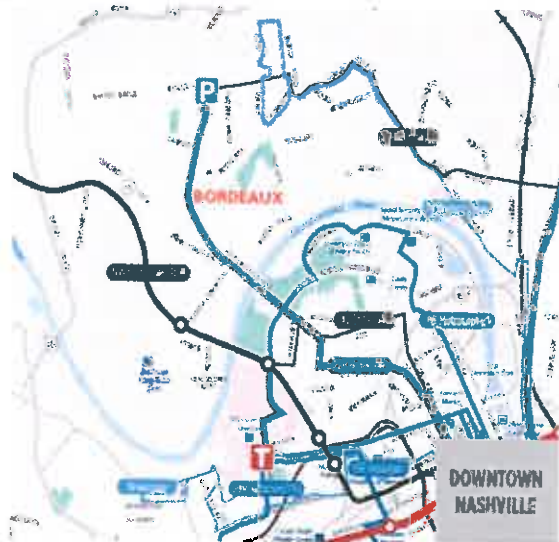
- \$500+ Million Capital Cost
 - Railroad Track, Systems, and Vehicles
 - Rail Stations and Support Facilities
 - Right of Way and Site Conditions
- \$9+ Million Annual Operating and Maintenance Cost



19

Next Steps

- Continue to improve 94X Clarksville Express bus service to support growing ridership
- Preserve existing N&W Rail corridor
 - RTA and CCRA currently reviewing options for potential transfer of property ownership to RTA
- Revisit options for corridor connection to Downtown Nashville
- Incorporate North Nashville connections
- Begin dialogue on acquisition of ROW in Cheatham and Montgomery Counties for rail and greenway shared-use corridor



20