



AGENDA

NASHVILLE METROPOLITAN TRANSIT AUTHORITY

BOARD MEETING

1:30 p.m. Thursday, May 27, 2010

400 Charlotte Avenue, Nashville, Tennessee 37219

1. Call to Order
2. Approval of Minutes of April 22, 2010 Board Meeting
3. Approval of Minutes of May 6, 2010 Special Called Emergency Board Meeting
4. Public Comments
5. Purchase of 40' Low Floor Gillig Buses
– Ed Oliphant & Paul Ballard A-10-008
6. Nominating Committee Selection – Lewis Lavine
7. Update on the 2035 Regional Plan
– Michael Skipper, MPO Executive Director
8. Chief Executive Officer's Report – Paul J. Ballard
9. Adjournment



Minutes

NASHVILLE METROPOLITAN TRANSIT AUTHORITY

BOARD OF DIRECTORS MEETING

April 22, 2010

- I. **Call to Order:** The regular meeting of the Nashville Metropolitan Transit Authority Board of Directors was held in the MTA Board Room, 130 Nestor Street, on April 22, 2010. Present were: Gail Williams, Chair; Thomas F. O'Connell, Vice-Chair; Lewis Lavine, member; Marian Ott, member; Jeffrey Yarbrow, member; Secretary Margaret Behm and CEO Paul J. Ballard. A quorum was established and the meeting was called to order at 1:37 p.m.
- II. The meeting was opened by Chair Gail Carr Williams.
- III. **Approval of Minutes:** A motion was made to approve the minutes of the March 25, 2010 Board of Directors meeting. The vote of approval was unanimous and the minutes were adopted. ** Note: When this vote was taken, Vice-Chair O'Connell was not present. He noted this one correction: the Madison Bus Link is not yet a fixed route, but may become one. This correction was properly presented and accepted.
- IV. **Public Comments:** Toni Hall addressed the board concerning passenger fares relative to the price of gas and also recommendations for change to the current bus schedules.
- V. **Transportation Committee Report:** Committee Chair O'Connell reported that there was a slight improvement in ridership numbers year to year. There was an increase in AccessRide passengers and there were no ADA denials. The goal for miles between road calls was not met but it was a great month for miles between preventable accident and also on time performance. Customer service experienced an increased number of calls on the first day of the Music City Circuit and an increased number of complaints about the modified route for previous riders of the 94 shuttle. However, there were very few complaints overall for the month. A position was created at Music City Central for trash removal on the buses. In the passenger survey there were a couple of requests for review of the placement of benches and shelters along the routes.
- VI. **Planning and Marketing Report:** Committee Member Thomas O'Connell reported that there were several positive trends in ridership and stated that we are now in accordance with the master plan goal for service level on the Gallatin express. The initial figures from the Music City Circuit look good as do figures from the new 100 Oaks route. The Bus Link service to the Madison area has performed so well that it is likely to become a fixed route with a possible relocation of bus link service elsewhere in the county. New shelters are also being installed on the bus rapid transit

route on the Gallatin corridor. Considerable progress has been made in all five priority areas for transit investment as presented in the strategic master plan priorities and projects. Patricia reviewed the comprehensive media role in the Music City Circuit which was a tremendous success and noted that the next round of maps will include its stop locations.

VII. Finance Report: Chair Marian Ott reported that so far we are pretty well on target with the reduction of the passenger revenue line. This was discussed and seems to track with the variance of school ticket purchases. Ms. Ott then presented the following for the Board's consideration:

a. **AccessRide Minivan Purchase (A-10-005):** This is a TDOT grant specific to this type of vehicle. There is an FTA grant that TDOT will match and that we have match money for that is already in our local capital program. Additionally, she noted that there is a required resolution attached to this item that is necessary to this particular grant process. Motion was made to approve that MTA accept the six (6) requested vehicles and provide the ten percent (10%) match requirement of \$21,900. The match dollars are available through local Metro grant funds awarded for FY 2010. Motion was made and the vote of approval was unanimous.

VIII. Chair's Report: Ms. Williams presented the following action item with comments to the Board. She stated that this was an opportunity for the Board to say 'job well done' to Paul Ballard and to show their trust in the work that he does and has done with a high standard of excellence. Chair Williams asked the Board's legal counsel, Margaret Behm, if she had had the opportunity to review this contract extension.

Ms. Behm reported that Mr. Ballard was two and one half years into his five year term and there is section of the contract that states that the agreement may be extended at any time during the term by mutual agreement of the transit system and Mr. Ballard's approval. She noted that nothing will be changed except for the extended term of the contract.

a. **Extension of CEO's Employment Contract (A-10-006):** The Chair requests the authorization from the Board to extend Mr. Ballard's contract for an additional two years so that the term is extended through December 31, 2014. Motion was made and the Board's vote of approval was unanimous.

IX. Chief Executive Officer's Report: Paul Ballard thanked the Board for their continuing confidence and support. He acknowledged the team efforts of the board, the secretary, the staff, and the mechanics and operators throughout. It is a really good team and he is honored to be a part of the team.

Mr. Ballard reported that the Music City Circuit is doing extremely well. After just three weeks of service, the Circuit is already at one thousand passengers a day. He acknowledged the good work done by Patricia with the media coverage for this event.

He further reported that the RTA ridership is increasing even faster than MTA ridership. Service into Williamson County, which has been operating four months, has been increasing monthly by 15-20% and the train continues to do well. Gallatin and West End and two or three others have been showing increases as well.

Work on the RTA budget continues and there are some challenges. RTA was able to get through this year by converting 10% of the total stimulus to operating and that took care of the train's needs. Negotiations have gone well with SunTrust Bank and a new line of credit. There are some operating holes in their budget for next year and they are working very closely with all the participatory governments. He remains optimistic that they will be successful in taking care of that.

The operating short fall in the RTA budget stems from the fact that there is no transportation bill from congress. If the bill had been passed in a timely fashion, the formula funds would be flowing and everything would be okay. The Music City Star (MCS) is in a unique situation where it became eligible for the formula funds the day the transportation bill expired. Each time a temporary authorization is passed, the MCS gets a certain percentage of last year's money. No matter what the percentage is, for the Music City Star that percentage is still zero. There is some hope that there may be a bill passed in this calendar year, so we are hopeful.

- X. **Adjournment:** The meeting was adjourned at 2:18 p.m.



Minutes

NASHVILLE METROPOLITAN TRANSIT AUTHORITY

SPECIAL CALLED EMERGENCY

BOARD OF DIRECTORS MEETING

May 6, 2010

- I. **Call to Order:** The special called emergency meeting of the Nashville Metropolitan Transit Authority Board of Directors was held in the Music City Central meeting room, 400 Charlotte Avenue, on May 6, 2010. Present were: Gail Williams, Chair; Thomas F. O'Connell, Vice-Chair; Lewis Lavine, member; Marian Ott, member; Jeffrey Yarbrow, member; Secretary Margaret Behm and CEO Paul J. Ballard. A quorum was established and the meeting was called to order at 1:35 p.m.
- II. The meeting was opened by Chair Gail Carr Williams.
- III. **Public Comments:** There were no public comments.
- IV. **CEO's Report:** Paul Ballard stated that he and key staff members would review the history of how we got here today, where we are and where we are going – all in reference to the 2010 Flood that happened on Saturday/Sunday, May 1st and 2nd.

On Saturday, MTA helped with some evacuation efforts in the city as the water came up around Nashville. On Sunday, MTA began regular Sunday service; and as the water began to rise on the Nestor Street property, all operable buses were moved out. The AccessRide vehicles were in the process of being moved but had to be stopped as the water began to quickly rise. Emergency rescue of the over fifty-five remaining employees had to be implemented.

The MTA staff has been working every day, some extremely long hours to help us get through this crisis. The Mayor and all departments have been very supportive. Regular Sunday service began today on 22 routes with the exception of the McFerrin which is still not accessible.

On Monday the plan is to begin Saturday service on all regular routes. The train will also be back in service on Monday as will be the MTA operated RTA bus route to Murfreesboro.

- V. **COO's Report:** Bob Baulsir reported that Dawn Distler began working with the Mayor's Office of Emergency Management (OEM) at 5:00 p.m. on Saturday, May 1st and Paul Ballard relieved her at OEM on Sunday, May 2nd. On Saturday MTA moved several hundreds of people in rescue efforts with the police until we were impaired. At 8:15 a.m. Sunday service stopped. At 10:41 a.m. Sunday morning staff

began removing buses from the lot. Some computer equipment was moved to the second floor and buses were put on the lifts available. There were seventy-nine (79) flooded privately owned cars on the property. (Twenty-nine were reported at the meeting. These minutes have been adjusted to show the correct number after a complete count was made.) Approximately four feet of water got into the building.

Our Human Resources department has been making calls to our employees and we know that eighteen (18) had minor home damage, three (3) had major home damage and three (3) lost their cars at their homes.

We have one hundred and five (105) buses ready to go and thirty (30) vans. Monday morning (May 3rd) key staff reported and we began assessing the status quo and where to go from here.

The AccessRide call center and reservations is at Allied Cab, our overflow provider. The AccessRide call center is taking all calls and are dispatching via Blackberry. We are operating with thirty (30) out of fifty-five (55) AccessRide vans.

Bus dispatch, buses and drivers are currently at the Fairgrounds. Buses are being dispatched by paper. Bus operations are at MNPS, 333 Woody Crest Avenue where they have fuel lanes.

Maintenance is being managed at Middle Tennessee Ford, 1319 Foster Avenue where they are allowing MTA to use a couple of their bays with our mechanics and buying parts from them.

Our goal is to have Saturday service start on Monday and non-medical AccessRide reservations will start tomorrow (Friday, May 7th).

There will be a salvage group at the Nestor Street location. Currently the power on Nestor shuts off underground and that is still under some water. There is mud on the floors and no water is available to clean at this time due to the request from Metro to conserve water.

Some questions were presented by the Board members at this time:

1. What is hardest to overcome for Saturday service to run?
 - a. We are fleshing out those issues today. The bigger issues for weekday service will be refueling, parts, tires and uniforms.
2. Is someone journaling?
 - a. We are documenting through photos and the supervisor's daily reports.
3. Is Music City Center functional at 100%?
 - a. All but phones
4. What about fare recovery?
 - a. The system is automated and we hope to have it fully functional soon.