



## Minutes

### NASHVILLE METROPOLITAN TRANSIT AUTHORITY

#### BOARD OF DIRECTORS MEETING

May 27, 2010

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- I. **Call to Order:** The regular meeting of the Nashville Metropolitan Transit Authority Board of Directors was held in the MCC Meeting Room, 400 Charlotte Avenue, on May 27, 2010. Present were: Thomas F. O'Connell, Vice-Chair; Lewis Lavine, member; Marian Ott, member; Jeffrey Yarbrow, member; Secretary Harlan Dodson and CEO Paul J. Ballard. A quorum was established and the meeting was called to order at 1:34 p.m.
- II. The meeting was opened by Vice-Chair Thomas F. O'Connell.
- III. **Approval of Minutes:** A motion was made to approve the minutes of the April 22, 2010 Board of Directors meeting. The vote of approval was unanimous and the minutes were adopted.

When the minutes for May 6<sup>th</sup> were presented, Marian Ott stated that she did not think that the Board's response under item II when the meeting was called to order by Chair Williams was appropriately noted. Therefore, she drafted the following to be adopted into the minutes of May 6<sup>th</sup> for historical record:

- II. The meeting was opened by Chair Gail Carr Williams. "Chairman Williams commended Paul Ballard and the entire MTA team for their outstanding work during the flood crisis. She particularly noted the quick thinking that saved much of the fleet while avoiding physical harm to employees as well as the initiative and innovation to get service restored so quickly. The board members responded with a standing ovation for the staff."

Motion was made to adopt these minutes as amended and the vote of approval was unanimous.

- IV. **Public Comments:** There were no public comments.
- V. **Purchase of 40' Low Floor Gillig Buses (A-10-008):** Ed Oliphant noted that this order was for the purchase of twenty-five Gillig buses. As a result of the flood, thirty-two buses had been damaged. Of these were nine already scheduled for replacement within the next twelve months and the other twenty-three were three to seven years old. Presently MTA is operating with twenty-five buses on loan from Cincinnati through May 2011 and five buses from Memphis. It is the staff's recommendation that the Board authorize MTA to issue a purchase order under the existing contract with Gillig, Inc. for twenty-five additional 40' buses at a total cost of \$8,927,450. The first twelve buses will be received in February 2011 and the remainder in March 2011. Funding sources will come from 5307 Urbanized Formula Funds, Metro FY 2009-1010 Capital Assistance, and new Stimulus funding from the MPO.

Mr. Ballard made note to the Board that these are not hybrid buses. While MTA is committed to hybrid technology, in this emergency circumstance hybrid buses are not possible due to the additional cost of approximately two hundred thousand dollars per bus. Next year MTA will return to buying hybrids as has been done in the past with the scheduled replacement program. Proper motion was made and seconded and the vote of approval was unanimous.

- VI. **Nominating Committee Selection:** Lewis Lavine stated that traditionally the MTA Board Chair serves three one year terms. Gail Carr Williams is nearing the end of her third one year term and she asked Lewis Lavine to chair the Nominating Committee and Marian Ott to sit on that committee. Both have agreed to do so and will report back to the Board next month (June) with their recommendation.
- VII. **Update on the 2035 Regional Plan:** MPO Executive Director Michael Skipper presented an update on the 2035 Regional Plan that is currently in development (and available for review on the MPO website).
- VIII. **Chief Executive Officer's Report:** Paul Ballard reported that employees have gone above and beyond to make things work during this time of recovery. He and Bob Baulsir visited the various locations where MTA is temporarily housed – the school bus garage, the Fairgrounds lot, and Mid-TN Ford and uniformly everyone is committed to getting things done. On Monday (May 24) MTA achieved full service once again. Letters and emails have been received from customers with gratefulness for getting service restored so quickly. The primary issue has been getting back to being able to maintain equipment and that has been done. Six bays at Nestor Street are in use with MTA mechanics working there with their tools that have been cleaned. Buses are being fueled and we will look at the bus washer next week. A double wide has been delivered to Nestor Street for operating offices. There is still no electricity so everything is being powered by a generator that has to be restarted every couple of hours.

Vans are ordered and today the bus order has been approved. The vans will be in this summer and the buses will begin to arrive next February and delivery completed in March. Ed Oliphant has spent a lot of time working with FEMA and TEMA. We turned in an estimate at \$30 million dollars for our losses: \$20 million in vehicles and \$10 million in property. That is probably significantly more than will be considered as a base upon which to give MTA 75% because replacement value was used.

Mr. Ballard stated that other locations are continuing to be considered for the base of operations. The situation at Nestor Street is that the first floor has been completely gutted and there is nothing in there. The second floor offices are fine but can't be used and won't be able to be used because there is no power. He noted that they are looking for alternative locations around the county should the decision be made to shift operations. The Peterbilt location on Myatt Drive continues to be under consideration and a scheduled visit there for the Board will soon be arranged. All options on the table are actively being considered and he is not prepared to make a recommendation at this time. Buses are being maintained at Nestor Street and as is dispatching and all the administration is temporarily housed at Metro Southeast, the old Genesco site. Discussion on various possible options and scenarios for operations then ensued.

In closing, Mr. Ballard asked for the Board's approval to have the Board only meet in June with the Board Committees resuming their regular schedule in August following the month of July when Board meetings are not scheduled to meet. The Board was in agreement with this plan. This concluded his report.

**IX. Adjournment:** The meeting was adjourned at 2:23 p.m.