



Minutes

NASHVILLE METROPOLITAN TRANSIT AUTHORITY BOARD OF DIRECTORS MEETING

March 22, 2018

- I. CALL TO ORDER:** The regular meeting of the Nashville Metropolitan Transit Authority (Nashville MTA) Board of Directors was held in the Music City Central (MCC) Meeting Room, 400 Charlotte Avenue, Nashville, Tennessee on March 22, 2018. Present were: Gail Carr Williams, Chair; Janet Miller, Vice Chair; Walter Searcy, Member; Secretary Margaret Behm; and Chief Executive Officer Stephen G. Bland. A quorum was established, and Chair Williams called the public comments part of the meeting to order at 2:25 p.m. and stated that she would call the business meeting to order at 2:30 p.m. Chair Williams noted that should anyone come in during this public comment time of the meeting they would be given the opportunity to address the Board should they so desire.
- II. PUBLIC COMMENTS:** Chair Williams opened the floor for public comments. The public was reminded that comments were limited to three minutes. The following members of the public addressed the Board with these comments:

John Bull, a frequent rider, Nashville, TN:

- Mr. Bull noted his disappointment in the need of a revolving line of credit to accommodate the federal government who cannot come up with their promised funds in a timely manner. He encouraged the public to contact the Senior Senator from Tennessee who is on the Federal Transportation Committee about this.
- Mr. Bull stated that if the Route #52A had another half-mile or so added to the run so it could go to the rear of the Walmart at 5824 Nolensville Pike that it would be helpful to many of the riders.
- He noted that at 2nd Avenue and Union Street there used to be a bus shelter and it is now gone. That location is a transfer point for the #52 route-inbound for points headed east on Routes #4, #26, #30, and #20. For the riders who use this transfer point, it would be nice to have the shelter back.

Shelia Hansen, Nashville MTA rider since 1984:

- Ms. Hansen thanked the Board for the seats that were put next to the charging outlets at MCC that allows riders to have a place to sit and use their phone while it charges.
- Ms. Hansen stated that she has a friend who has been using AccessRide and is no longer going to use it because use of that service has continually caused her to be late for work.

- She stated that the new on-demand transit premium pilot program is a great idea, but the on-demand vehicles do not accommodate some of the larger equipment that some riders need to use, like scooters or walkers that are not average size.

Darius Knight, Madison, TN:

- Mr. Knight reported that the bus display signs are still not all working. He asked that the bus routes please be identified. He also reported that some drivers are rude about letting the passengers know which route they are driving when asked.
- Mr. Knight believes there needs to be focus on maintenance as transit moves forward.
- He wants safety to be a precaution to drivers. He stated that they need to be reminded to leave phones alone while driving.

James Thomas, a frequent rider, Nashville, TN:

- Mr. Thomas reported on a number of routes having issues with on-time-performance.
- Mr. Thomas complained of a bus driver hitting the breaks so hard that he felt like he was being thrown forward.
- Mr. Thomas reported being on board a bus when a driver did not stop when a passenger pulled the chord to stop.
- He noted that there was a lady on one of the buses he was riding that was pan-handling money from other riders.
- He reported, in good humor, that once this week he arrived on time at his stop.

Peter O'Connor, a frequent rider, Nashville, TN:

- Mr. O'Connor stated that customer care hours need to be extended from the time the first bus leaves MCC until the last bus completes its run. He added that there are still people out there who are going to need assistance and they need to be able to communicate with customer care.
- Mr. O'Connor stated that operational hours really do need to be extended, especially on the weekends for those who are working and those who are dependent upon public transportation to get around the city.
- He reported that on March 2nd the last bus was out at 11:15 p.m. and bus #859, route #52B approached the Walmart stop with the #72 bus parked in that spot. The driver could not see if there was anyone at that stop waiting to catch the #52B and he made no effort to slow down to look and see if there was someone there who needed to catch that bus.

There were no other public comments at this time.

III. APPROVAL OF MINUTES: Proper motion was made and seconded to approve the minutes of the February 22, 2018 Board of Directors meeting. There were no additions or corrections, and the vote of approval was unanimous.

IV. OPERATIONS & FINANCE COMMITTEE REPORT: Committee Chair Walter Searcy reported on the following:

- a. **FIFTH THIRD REVOLVING LINE OF CREDIT RENEWAL (A-18-003):** The Operations and Finance Committee recommend the Board renew and increase the existing credit facility through Fifth Third Bank to allow the Nashville MTA to borrow up to \$12.4 million. The term of the facility will be for one year with an interest rate of LIBOR plus 1.75% and a non-use fee of 20 basis points to be paid quarterly. The intent is to borrow up to \$12.4 million until the new Metro Council resolution has passed in June 2018 and then increase the line of credit up to an amount not to exceed \$13 million if necessary. The loan is to be received as needed and to be repaid in full once federal funding is available. This will allow the Nashville MTA to continue operating and allow time for the grant monies to be received. The vote to approve was unanimous and the motion carried.

V. **NEW INITIATIVES AND COMMUNITY ENGAGEMENT COMMITTEE REPORT:**

Committee Chair Janet Miller presented the following item:

- a. **Murfreesboro Pike Transit Signal Priority (TSP) Software Integration (A-18-004):** Nashville MTA has been working on a signal priority project for Murfreesboro Road which is expected to significantly help with the bus on-time performance for that route. The Board approved a \$10 million dollar grant for that. Today's item is about the software and technology for this. It will implement an integrated TSP system that includes the software development and also integrates with the city's communication system.

Due to the specialized technical nature of this Request for Proposals (RFP), the Nashville MTA convened a comprehensive technical evaluation team to review the proposals received from Econolite Systems, Inc. and Global Traffic Technologies, LLC. Both teams were invited to interviews with the evaluation team to present clarifying information and to answer technical questions on their proposals, qualifications, and experience.

Through the evaluation process, the team assessed that while the base costs for Econolite were slightly higher than Global Traffic Technologies, additional costs for annual maintenance, vehicle software and maintenance, and additional intersection software and maintenance increased the costs of the Global Traffic Technologies proposal significantly above Econolite. The evaluation team also scored the Econolite System proposal higher based on relevant experience with deployment of similar centralized systems including Charlotte and Miami; better and proven ability to integrate with and bridge between existing systems; better reporting capabilities included in the cost that allow for performance metrics; and no additional requirements or costs for additional hardware or maintenance.

The Committee recommends the Board provide the Chief Executive Officer the authority to enter into a contract with Econolite Systems, Inc. as follows:

- A base contract for the Murfreesboro TSP project in the amount of \$694,656 to include a project contingency of up to 10% for a not-to-exceed value of \$764,122 including a 10-year term for warranty and maintenance; and,
- A five-year task order based contract with an option for an additional five-year extension to support expansion of the TSP system throughout Davidson

County and not to exceed \$1.5 million for the first five-year term and another \$1.5 million for the five-year optional term for a total cumulative not to exceed \$3 million over 10 years.

Funding Sources for the base contract include the TIGER V Grant, Congestion, Mitigation and Air Quality (CMAQ) funding, and local matching funds. Funding sources for expanded intersection needs would need to be identified as intersection projects are designed. The vote to approve was unanimous and the motion carried.

Member Walter Searcy asked if this software would apply if light rail is integrated into the Murfreesboro corridor. CEO Steve Bland answered that this software ties the signals in that network into the centrally controlled system as opposed to a box-by-box system. The system would generally have to be reprogrammed.

It was further clarified that this software system is eventually going to marry Metro's traffic control software to Nashville MTA's. The city's software controls the signals and Nashville MTA's software talks to buses. It would be a significant undertaking to reprogram so that would be part of the bigger project.

There was no further discussion and the vote of approval was unanimous and the motioned carried.

VI. CHAIR'S REPORT: Chair Williams noted that their prayers are with those who were involved in the accident earlier today and noted her appreciation to staff for their professionalism in taking care of that. Chair Williams reported that today Nashville MTA had their budget hearing with Mayor Briley and Chair Williams commended CEO Steve Bland for telling Nashville MTA's story so well of what they have been doing over the past year and what is coming up next and what could come up next. She believes it spoke to the hardy system that Nashville MTA has now and how it can be enhanced going forward. Chair Williams appreciated the clarity in which he shared the Nashville MTA story and commended him for a job well done. She also thanked the staff for their continued good work; and, she thanked the public for sharing with the Board in a constructive way how they can improve.

VII. CEO'S REPORT: CEO Bland reported the following:

- Nashville MTA had a serious accident earlier today at the intersection of 8th and Union. At about 8:30 a.m. another vehicle ran a red light and crashed into the front of our bus knocking it out of control and into an adjacent building. The bus operator was pinned in the vehicle until first responders could extract her. She has been admitted to Vanderbilt, but her injuries are not life threatening. Eight other individuals were also transported to the hospital, including the operator of the other vehicle and seven passengers on board the bus. Our thoughts and prayers are with all the victims, and it's a serious reminder of how difficult the operator's job is every day.

- A number of staff continue to participate in broad outreach efforts for the *Let's Move Nashville* initiative, participating in neighborhood meetings, university events and community panels.
- Staff continues to work with Bohan Advertising on a potential rebranding initiative for Nashville MTA. The Board will have some interesting things to see, to react to, and discuss in the coming months.
- Earlier this morning, Chair Gail Carr Williams, Vice Chair Janet Miller, Chief Administrative Officer Rita Roberts-Turner, Chief Financial Officer Ed Oliphant and Chief Executive Officer Steve Bland attended Mayor Briley's Operating Budget hearing. The focus was on Nashville MTA's status-quo budget, not on the activities encompassed in the *Let's Move Nashville* plan. Even at that, the list of service initiatives, capital projects, fare improvements, and other activities was lengthy and impressive. The Mayor made clear that he is a semi-regular rider.
- We continue to try to work with our taxi contractor, Taxi USA, on a myriad of problems with their dispatch system changeover. In the meantime, we have launched the Access-on-Demand Pilot to all interested AccessRide customers. Participation in this program is strictly voluntary on the part of the user, and we will be evaluating the results of the program and reporting back to the Board in the coming months. We will be specifically looking at user acceptance, operational reliability, and cost.
- CEO Bland originally had been scheduled to attend the Nashville Chamber of Commerce Mission trip to Seattle this past month, but the transition in Mayoral leadership led him to cancel this trip. He looks forward to conversations with Board member Hannah Paramore Breen and Board member Walter Searcy who were able to participate in this trip.
- We met with representatives of Metropolitan Nashville Public Schools and Vice Mayor Sherri Weiner to discuss potential transit implications of the new Hillwood High School that will be constructed in Bellevue.
- CEO Bland was asked to attend a CEO summit on mobility-on-demand in Washington, D.C. hosted by the Federal Transit Administration and American Public Transit Association. There was great discussion about what's happening in a number of cities, and based on those in attendance Nashville MTA is toward the front of the line in terms of innovations happening in this space.
- CEO Bland was pleased to join Mayor Briley about a week ago to recognize graduates of Metro's Metro Management Institute Program. This leadership development is designed to train emerging leaders of various Metro-related departments and related entities. He was pleased to report that Customer Care Director Zeda Riggs, Customer Care Supervisor Bryan Williams, and Capital Grants Administrator Billy Higgins were in this year's class.
- RTA Items:
 - The City of Columbia was formally accepted as a member of the RTA.
 - Progress continues on construction of the Hamilton Springs train station.
 - We continue to work with the Federal Railroad Administration to advance a limited service exception that would allow us relief from implementing Positive Train Control requirements on the Music City Star.

- We attended a meeting of the Senate Government Operations Committee to consider an extension of the RTA's enabling legislation. This has been passed on to the full Senate for consideration.

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

IX. ADJOURNMENT: The meeting was adjourned at 2:58 p.m.