



Board Meeting Agenda

Nashville MTA Board Meeting
Music City Central Meeting Room
400 Charlotte Ave., Nashville, TN 37219

2:30 p.m., Thursday, April 26, 2018

Gail Carr Williams, Chair
Janet Miller, Vice Chair

1. Call to Order
 2. Approval of March 22, 2018 Minutes
 3. Public Comments*
 4. Operations & Finance Committee – Walter Searcy, Chair
 - a. Debt Obligation Notification – Ed Oliphant, Chief Financial Officer D-18-001
 - b. Cisco Systems, Inc. – Presidio Networked Solutions A-18-005
 5. New Initiatives & Community Engagement Committee – Janet Miller, Chair
 - a. Gresham Smith & Partners A&E Contract Extension A-18-006
 - b. Approval of Approach to Rebranding Concept A-18-007
 - c. Bus Procurement Contract Adjustment A-18-008
 - d. Van Procurement Contract Adjustment A-18-009
 - e. Nashville MTA Surface Park & Ride Lot Development & Management A-18-010
 7. Chair's Report
 8. Chief Executive Officer's Report
 9. Other Business
 10. Adjourn
-

**Please keep all public comments to the Board within three minutes. Thank you*



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.

NASHVILLE METROPOLITAN TRANSIT AUTHORITY

OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE

BOARD DISCUSSION ITEM

Item Number: D-18-001

Meeting Date: 04/26/18

Item Title: DEBT OBLIGATION NOTIFICATION

BACKGROUND

In March 2018, the Nashville Metropolitan Transit Authority (Nashville MTA) Board authorized the Nashville MTA to enter into a temporary loan for \$12.4 million with Fifth Third Bank with the possibility of increasing the loan up to \$13 million once Metro Council increases the Nashville MTA's borrowing limit through the FY2019 budget resolution process, which will become effective July 1, 2018. The loan was needed due to delays in receiving the FY2018 Section 5307 formula capital grant funding. The Nashville MTA uses a portion of this grant funding to pay preventive maintenance and paratransit operating costs. The State of Tennessee Comptroller's Office 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, which is included for your reference, was filed with the Comptroller's Office on April 5, 2018.

CURRENT STATUS

We signed a renewal of our Revolving Credit Promissory Note with Fifth Third Bank effective April 1, 2018, increasing our borrowing capacity from \$11.2 million to \$12.4 million with an expiration of the note on April 1, 2019. This loan is needed to cover our cash flow needs through the remainder of the fiscal year ending June 30, 2018. The terms of the loan are as follows:

Term	1 year
Maturity Date	April 1, 2019
Interest Rate	Variable – LIBOR Rate plus 1.75%
Legal Fee	\$729 paid to Butler Snow Law Firm representing Fifth Third Bank
Non-Use Fee	20 basis points on the daily unused principal amount of the note, charged quarterly. Maximum fee will not exceed \$24,800 on \$12.4 million and \$25,700 if the loan is increased to \$13 million.

We are in the process of submitting our grant application to the Federal Transit Administration (FTA) in order to gain access to this funding as it relates to our preventive maintenance and Americans with Disabilities Act (ADA) paratransit services. The grant application process typically takes anywhere from 60 to 90 days. As soon as we receive these grant funds, the loan will be paid down to minimize our interest expense.

Approved:



Chief Financial Officer

April 20, 2018

Date

NASHVILLE METROPOLITAN TRANSIT AUTHORITY

OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE

BOARD ACTION ITEM

Item Number: A-18-005

Meeting Date: 04/26/18

Item Title: CISCO SYSTEMS, INC. – PRESIDIO NETWORKED SOLUTIONS

BACKGROUND

Nashville MTA has previously used Presidio Networked Solutions, LLC for our network communications products and services and Presidio has a demonstrated long standing successful relationship with both Nashville MTA and Metro Nashville ITS. Current Nashville MTA projects that require network engineering and hardware include: Next Generation Fare Collection Systems, Tiger 5 Murfreesboro Road Transportation Signal Priority, Trapeze Multi Mode Vehicle Communications (4G and Data Radio), and back office network improvements.

Presidio currently has a contract with the State of Tennessee which may be utilized by Nashville MTA for engineering, software, hardware, and related services. Funding will be based on project scope at the time of procurement.

COMMITTEE RECOMMENDATION

The committee recommends to the Board they provide the Chief Executive Officer the authority to utilize the State contract to purchase network communications products and services with an amount not-to-exceed \$1.5 million dollars through May 31, 2019. Metro Capital funds and 5307 funds will be assigned by task order.

Approved:

Secretary

April 26, 2018

Date

NASHVILLE METROPOLITAN TRANSIT AUTHORITY

OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE

BOARD ACTION ITEM

Item Number: A-18-006

Meeting Date: 04/26/18

Item Title: GRESHAM SMITH AND PARTNERS A&E CONTRACT EXTENSION

BACKGROUND

In December of 2015, the Nashville MTA awarded Gresham Smith and Partners (GS&P) an Indefinite Delivery, Indefinite Quantity Contract for three years for a not-to-exceed amount of \$2 million with two additional one-year options. This contract allows Nashville MTA to retain a qualified professional architectural and engineering (A&E) firm to perform services associated with any projects or lease holding improvements necessary to maintain and improve the Nashville MTA operations on a task order basis. The agreement contains reasonable and competitive hourly rates that were negotiated prior to contract execution.

CURRENT STATUS

The original three year term will expire on December 17, 2018. Current allocation is at \$1,550,000 and is projected to surpass the not-to-exceed limit of \$2 million as additional projects are advanced in support of our growth and capital project plan. The Nashville MTA is currently engaged in multiple projects utilizing these services and expects to continue these projects through completion. Key task orders that require supplemental funding and Board Authorization include Murfreesboro Pike Transit Signal Priority (TSP) project, MCC Renovation, and Nestor Phase 1 Renovation.

- Project Management support for the Murfreesboro Pike TSP project has been overseen by GS&P for several years. The project schedule has been extended until December 2019. The Nashville MTA utilizes GS&P to provide a consistent level of professional project management and coordination of the project and the Federal Transit Administration along with maintaining a collaborative team environment with all stakeholders under the oversight of Nashville MTA. The initial task order for this work was in the amount of \$160,210. Additional support is required through 2018 and 2019 in the amount of \$325,000 for a not-to-exceed value of \$500,000 to run concurrent with construction through project close-out. Funding for this project has been identified and is included as part of the total project funding need through Tiger V federal grant, 5307 funding, and local funding.
- The Engineering and Design Task Order for MCC renovation is proposed to be expanded to include oversight of Wayfinding, Digital Display Design, and design of MCC Outdoor Pavilions. The design and wayfinding were originally tasked separately for a total value of \$282,073. The additional support for the MCC renovation project would require supplemental funding of up to \$275,000 for a not-to-exceed value over two or more task orders of \$560,000. The funding source for facilities rehab was previously identified with 5307 funds and Clement Landport funds.
- The Engineering and Design for the Nestor renovation project was originally tasked at \$198,878.90. Additional design, construction administration, and construction design for removal of storage tanks, ancillary building demolition, and sewer abandonment projects were

being identified as individual projects. Together, these needs are expected to require an additional \$300,000 for completion for a not-to-exceed value over one or more task orders \$500,000. The funding source for facilities rehab was previously identified with 5307 funds and Clement Landport funds.

Other small task orders are likely to be recommended for award by staff through 2019 to support shelter surveys, studies at Myatt, and similar support needs.

COMMITTEE RECOMMENDATION

The committee recommends to the Board they provide the Chief Executive Officer the authority to execute a one year contract extension through December 31, 2019 with Gresham, Smith and Partners and increase the not-to-exceed value of the entire contract from \$2 million to \$3 million. Metro Capital and Federal 5307 funding will be utilized to cover this increase.

Additionally, the committee recommends to the Board they provide the Chief Executive Officer the authority to execute task orders under this contract for the continued support of Murfreesboro Pike TSP, MCC Renovation, and Nestor Renovation in the not-to-exceed limits of \$500,000, \$560,000, and \$500,000 respectively.

Funds are available in the previously identified funding sources to cover the additional costs of these task orders.



Approved:

Secretary

April 26, 2018

Date

NASHVILLE METROPOLITAN TRANSIT AUTHORITY

OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE

BOARD ACTION ITEM

Item Number: A-18-007

Meeting Date: 04/26/18

Item Title: APPROVAL OF APPROACH TO REBRANDING CONCEPT

BACKGROUND

During the nMotion strategy development process and ensuing public discussion about mass transit through the “Let’s Move Nashville” ballot initiative, we received numerous observations from throughout the community relative to brand image and the desire to enhance the visibility of mass transit. In response, the MTA engaged Bohan Advertising to examine these issues and present recommendations for improvement.

This effort included outreach to Nashville MTA Board Members, as well as focus groups with various cross-sections of riders and non-riders in the community. Recommendations that arose out of this process included a re-examination of the Authority’s current advertising policies and practices, an updating of the “look and feel” of the transit brand in Nashville, and a more modern communication strategy; all designed to improve the user experience and to attract more customers.

COMMITTEE RECOMMENDATION

The committee recommends to the Board the approval and adoption of the rebranding concept including a new, uniform, brand name and appearance. Staff will provide a more detailed brand conversion strategy to the Board later this summer to include options associated with the Nashville MTA Advertising Policy.

Approved:

Secretary

April 26, 2018

Date

NASHVILLE METROPOLITAN TRANSIT AUTHORITY

OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE

BOARD ACTION ITEM

Item Number: A-18-008

Meeting Date: 04/26/18

Item Title: BUS PROCUREMENT CONTRACT ADJUSTMENT

BACKGROUND

The Nashville Metropolitan Transit Authority (Nashville MTA) has existing purchase contracts for the procurement of thirty one (31) 40' heavy duty transit coaches from the Gillig Corporation scheduled for delivery in 2018, and twenty (20) 40' heavy duty transit coaches from the Gillig Corporation scheduled for delivery in 2019. These buses will replace equipment that has reached the end of its useful life. Both original purchase agreements were approved by the Board of Directors previously (A-16-035 and A-17-035, respectively).

As part of a wide range of improvements identified in the nMotion long range strategic service plan, new buses will require a revised paint and service presentation process that will result in contract value increases for these purchases, while remaining within the overall fleet replacement budget. Overall, this change would impact our unit pricing by \$1,987 per bus, or approximately 0.27% per bus.

The two purchase orders issued that are impacted by this adjustment are as follows: a thirty one (31) bus order scheduled for delivery in 2018 (A-16-035) and twenty (20) buses scheduled for delivery in 2019 (A-17-035). The additional expense for the revised package over the next three years totaling the 51 buses is \$101,358, an average of \$1,987 per bus. These changes will be included in all future revenue vehicle procurements submitted for consideration as part of a base price.

COMMITTEE RECOMMENDATION

The committee recommends to the Board the authorized amount for the 2018 (A-16-035) buses be increased to a not-to-exceed cost of \$734,097 per bus, and the total purchase not-to-exceed \$22,757,007. In addition, the committee recommends to the Board that the 2019 (A-17-035) bus authorization be increased to a not-to-exceed cost of \$731,033 per bus, and the total purchase not to exceed \$14,620,660.

Metro Capital funds for replacement buses have been identified to cover the cost of this project.

Approved:

Secretary

April 26, 2018

Date

NASHVILLE METROPOLITAN TRANSIT AUTHORITY

OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE

BOARD ACTION ITEM

Item Number: A-18-009

Meeting Date: 04/26/18

Item Title: VAN PROCUREMENT CONTRACT ADJUSTMENT

BACKGROUND

The Nashville Metropolitan Transit Authority (Nashville MTA) has an existing purchase contract for the procurement of six (6) low-floor and thirteen (13) standard floor AccessRide vans from the Champion Corporation, scheduled for delivery in 2018. These vans will replace equipment that has reached the end of its useful life. Both original purchase agreements were approved by the Board of Directors previously (A-17-029).

As part of a wide range of improvements identified in the nMotion long range strategic service plan, new vans will require a revised paint and service presentation process that will result in contract value increases for these purchases, while remaining within the overall fleet replacement budget. Overall, this change would impact our unit pricing by \$3,475 per van, or approximately 3% per van.

The purchase order issued that is impacted by this adjustment is as follows: a nineteen (19) van order scheduled for delivery in 2018 (A-17-029). The additional expense for the revised contract value for this purchase increases by \$66,025, an average of \$3,475 per van. These changes will be included in all future revenue vehicle procurements submitted for consideration as part of a base price.

COMMITTEE RECOMMENDATION

The committee recommends to the Board that the authorized amount for the 2018 (A-17-029) low-floor paratransit vans be increased to a not-to-exceed value of \$134,650 per van, and the standard-floor paratransit vans be increased to a not-to-exceed value of \$98,050 per vehicle, for a total contract not-to-exceed limit of \$2,082,550.

Metro capital funds for fleet replacement are available to cover the additional cost.

Approved:

Secretary

April 26, 2018

Date

NASHVILLE METROPOLITAN TRANSIT AUTHORITY

OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE

BOARD ACTION ITEM

Item Number: A-18-010

Meeting Date: 04/26/18

Item Title: NASHVILLE MTA SURFACE PARK & RIDE LOT DEVELOPMENT & MANAGEMENT

BACKGROUND

On April 3, 2017, the Nashville Metropolitan Transit Authority (Nashville MTA) and the Regional Transportation Authority of Middle Tennessee (RTA) published a request for proposals from qualified firms to manage agency-owned Park & Ride surface lots. The primary objective of the proposal was to provide the agencies with management and revenue options for agency owned-and-operated surface Park & Ride lots. The solicitation would also allow for the advanced development of future surface parking and ride facilities throughout each agency's jurisdictional areas.

A total of three proposals were received on or before the May 17, 2017 deadline. Responsive bidders were:

1. Premier Parking
2. Republic Parking System
3. Hudson & Associates

An evaluation committee was made up of Development, Finance, and Operations/Facilities Maintenance staff. Evaluations were conducted on May 22 and presentations and interviews by all three firms were conducted on May 26 and May 31. In their submittals, proposers outlined approaches to space management and oversight, special events, as well as maximizing lot usage and future lot development.

Based on the information presented, the evaluation team determined that the Republic Parking System proposal provided the most balanced approach to managing and monitoring parking resources as well as proposed fees, revenues, and expenses. In their proposal and presentation, Republic Parking System offered a complete and comprehensive approach to lot management, outlined the role of new technologies, and highlighted their broad experience in the industry. The Republic Parking System plan also allowed for the most flexible event accommodations for non-commuter-based-use of RTA lots during weekends and holidays. Further, the Republic Parking System team presented task order-based costs to allow for development of other surface parking facilities within each agency's jurisdiction. As a result, they received the highest overall scores from the evaluation team.

Nashville MTA staff deferred formal recommendation of award to the Committee and Board until other RTA-specific conversations on Park & Ride management were completed.

COMMITTEE RECOMMENDATION

Based upon the results of the comprehensive solicitation and evaluation processes, the committee recommends the Board give the Chief Executive Officer authority to enter into a contract with Republic Parking System for an initial three-year term with an option to exercise two additional one-year options to provide the following:

- Park & Ride management services at designated lot when deemed necessary and prudent by the MTA Board; and,
- Exercise of Optional Tasks for professional services to identify and begin development of regional Park & Rides to support commuter bus services, van pool services, car pool activities, and other related activities for the improvement of transportation demand management in the Davidson County service area.

Any specific parking management service would come before the Board for fiscal review and final approval prior to implementation. Any task order greater than \$300,000 or not previously authorized through adoption of an annual capital plan would come before the Board for review and approval of funding levels and funding sources prior to authorization.



Approved:

Secretary

April 26, 2018
Date