Nashville MTA Board Meeting

WeGo Central
400 Dr. Martin L. King Jr. Blvd. | Nashville, TN 37219

January, 24, 2019 | 2:30 p.m.

Board Members:
Gail Carr Williams, Chair
Janet Miller, Vice Chair
Glenn Farner
Hannah Paramore Breen
Walter Searcy

1. Call to Order
2. Approval of December 13, 2018 Minutes
3. Public Comments*
4. Operations & Finance Committee – Walter Searcy, Chair
   – Nestor Facility Renovation Construction Contract Amendment M-A-19-001 Pg. 8
   – Construction Management Services Award to CDM Smith for Nestor Facility Renovations M-A-19-002 Pg. 9
   – Central Signage & Wayfinding M-A-19-003 Pg. 10
   – Nolensville Pike Stop Improvement Design Task Order M-A-19-004 Pg. 12
   – Contract with TDOT to Mitigate Costs Associated with Maintaining Service During the I-440 Construction M-A-19-005 Pg. 14
   – Award Purchase Contract for Battery & Hybrid Power Management System Repair M-A-19-006 Pg. 16

5. New Initiatives & Community Engagement Committee – Janet Miller, Chair
   – Amend Capital Improvement Plan to Fund Hybrid Battery/Power System Project M-A-19-007 Pg. 17

6. Chair’s Report
7. Chief Executive Officer’s Report
8. Other Business
9. Adjourn

* Please keep all public comments to the Board within three minutes. Thank you *
I. CALL TO ORDER: The regular meeting of the Nashville Metropolitan Transit Authority (Nashville MTA) Board of Directors was held at WeGo Central, located at 400 Dr. Martin L King Jr. Blvd., Nashville, TN 37219 on Thursday, December 13, 2018. Present were: Gail Carr Williams, Chair, Janet Miller, Vice Chair; Walter Searcy, Member; Hannah Paramore Breen, Member; Glenn Farner, Member; Secretary Margaret Behm; and Chief Executive Officer Stephen G. Bland. A quorum was established, and Chair Williams called the meeting to order at 2:43 p.m.

II. APPROVAL OF MINUTES: Minutes of the October 25th and November 15th board meetings were approved at the December Board of Directors meeting.

III. 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:

Shelia Hanson:
Ms. Hanson reported the following:
- She likes the new WeGO buses.
- She likes the phone ports on the buses.
- She asked why there is wheelchair access only on one side.
- She said bus stops need to be made accessible (Ocala – Dollar General bus stop).
- She wants buses to drop her off on level ground versus bumpy ground.
- She asked about what the hump over the front tires in the front of the bus is for if you can’t place your backpacks and belongings there. She thinks that placing items in another seat would take up seating space for other riders.

Peter O'Connor:
Mr. O’Connor reported the following:
- He said there are continued issues with drivers not wearing seatbelts.
- He stated we need longer bus hours to match from when the bus center opens to when it closes.
- He has an issue with passengers blasting music on the bus and the driver not doing anything about it, but when he turns on his music (yodeling), the driver asks him to turn his music off.
He said when he calls Customer Service that he refuses to press the button that says “English” because he’s an American and doesn’t feel that he should have to select that option.

He has an issue with some bus drivers tailgating other cars on the road, and it forces the driver to do hard stop.

He has an issue with the lack of response for previous items reported.

Zach Acardi:
Mr. Acardi reported the following:

- He wrote an article in one of the local newspapers.
- He has an issue with the lack of community outreach and public engagement.
- He said as the bus rider goes, so goes the agency.
- He stated the agency needs to do a better job of meeting the people where they are.
- He stated that better buses are not just a can of paint.

John Bull, a frequent rider:
Mr. Bull reported the following:

- He stated that he appreciated Mr. Zach Acardi’s comments.
- He thought that the Chronic Homeless report was very concise and dead on.
- He stated bus route #4 is running spot on, and people are able to get on and off in a timely manner.
- He stated that the escalator at the main bus station is having issues and needs to be addressed.
- He stated that the command center has been moved to downstairs, and this appears to be a great location for a daycare.

There were no other public comments at this time.

IV. Operations & Finance Committee Report: Chair Searcy reported the following:

I. WeGo Central Parking Garage Property Lease (A-18-033): Providing a safe, clean and well-managed environment is imperative to WeGo Public Transit’s ability to provide quality transportation services to the public. As our city grows, we must also consider the maintenance and quality of the surrounding environment, including all parking facilities and transfer stations connected to WeGo property and services.

Our current contract with Premier Parking for parking garage daily management and maintenance is set to expire on December 31, 2018. The lessee for this property is charged with handling the daily operations, revenue collection, securement and cleanliness of garage elevators and lobbies, stairwells, and parking bays within the WeGo Central facility. To ensure effective continuity of oversight for this property, a solicitation in the form of a request for proposal (RFP) for a property lease of the parking garage was issued on October 12, 2018. RFP materials were sent to five interested firms as well as being advertised on the Transit Talent and company websites. Two proposals were received as responsive and responsible from SP Plus Municipal Services and Premier Parking. Evaluation of the proposals was conducted by WeGo Facilities Maintenance, Operations, and Finance departments, respectively. As a group, the evaluation team rated the proposals using criteria including proposed revenue, proposed business operation and business...
responsibility, proposer’s financial stability, and the proposer’s understanding of the RFP. The following were the monthly revenues proposed:

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<td>Year 1</td>
<td>$91,667</td>
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<td>$97,277</td>
<td>$81,801</td>
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<td>Year 5</td>
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Based upon the criteria and the revenues proposed, the evaluation team selected Premier Parking to be awarded the contract. This would represent a 24.7% increase, or approximately $218,000, over the revenues from the final year of the expiring contract with a 2% annual increase in years two through five.

The Operations & Finance Committee recommended the Board approve and award a lease for the parking garage property at WeGo Central to Premier Parking effective January 1, 2019. The contract would be for an initial term of three years with two additional one-year options. The proposed contract will be written for a monthly lease amount of $91,667 (year 1), $93,500 (year 2), and $95,370 (year 3), and two one-year options for a monthly rate of $97,277 (year 4) and $99,223 (year 5).

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

II. Fiscal Year 2018 Audit Report (A-18-034): The enclosed report is the Comprehensive Annual Financial Report for the fiscal year ended June 30, 2018. The following page is a copy of the audited Statement of Operations for FY2018 in the format normally presented to the Committee. We are pleased to report that the Nashville MTA once again received a “clean” opinion on the report from our auditors and that no material internal control weaknesses were encountered during the audit.

The Operations & Finance Committee recommended the Board acceptance of the Comprehensive Annual Financial Report for the fiscal year ended June 30, 2018.

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

III. Computer Equipment, Storage, Software, and Related Service (A-18-035): The State of Tennessee has three statewide Information Technology-related (IT) contracts available for use by local agencies for the purchase of computer workstations (PCs), laptops, servers, software, warranty costs, licensing, and other computer hardware-related capital support costs. The contract period for these contracts ends on March 31, 2020.

The Nashville MTA has prioritized capital projects in the annual capital plan to ensure funding of State of Good Repair needs and high-priority, on-going projects. Per the adopted capital plan, State of Good Repair items will need to be funded at approximately $725,000 for FY2019 and FY2020 to include continuous replacement of aging workstations and servers as they reach end of life as well as
expansion of server infrastructure to support increased processing speed and redundancies for operations-critical software applications. Also per the capital plan, Nashville MTA has identified the need for significant IT purchases associated with approved, in-process high-priority capital projects including the Next Generation Fare Collection System ($800,000 with $100,000 contingency) and the Tiger V Murfreesboro Road Transit Signal Priority ($75,000). These needs are eligible purchases under the statewide IT-contracts.

Staff proposes using federal formula funds such as 5307 dollars to support the IT-related State of Good Repair capital plan line item in the FY2019 and FY2020 capital plans. Funds for the Next Generation Fare Collection and Tiger V projects were previously approved by the Board using allocated Local, State, and Federal sources.

The Operations & Finance Committee recommended the Board provide the Chief Executive Officer the authority to utilize State contracts to purchase computer equipment, storage, software, and related services in the not-to-exceed amount of $1.7 million through March 31, 2020 as described above.

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

IV. PROCUREMENT POLICY & PROCEDURE MANUAL AMENDMENT (A-18-036):
As a recipient of federal funding through the Federal Transit Administration (FTA), the Nashville MTA policies and practices are subject to Triennial Review Audit every three years to encourage and facilitate improved agency operations, promote the use of best practices, and assess the agency’s compliance with all federal requirements. In preparation for the 2019 Triennial Review Audit, the Nashville MTA hired The Coleman Group, Inc. of Greenbelt, Maryland to provide a preliminary review of the current procurement policies and procedures.

As result of the above recommendations, the Procurement Department proposes the attached policy revisions to its Procurement Policy and Procedure Manual.

The Operations & Finance Committee recommended the Board adopt the proposed policy revisions (attached).

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

V. NEW INITIATIVES AND COMMUNITY ENGAGEMENT COMMITTEE REPORT: Vice Chair Miller reported that there were no action items to come before the Board at this time.

VI. CHAIR’S REPORT: Chair Williams stated that she was glad to know that we provide the ridership report and that we provide support to the homeless, our most vulnerable community.

She expressed her appreciation to CEO Bland and the staff for the fellowship and how well the team works together to make things happen.
Ms. Williams concluded her remarks by acknowledging the presence of Mr. Patrick Green, Amalgamated Transit Union (ATU) President and gave the floor to Mr. Green for remarks. Mr. Green stated that transit affects all kinds of people, and the interests are in the riders of this community. It is never our intent to put passengers in harm’s way. He appreciates that we are helping the homeless community and addressing issues. He asked that we continue to work together. Mr. Green made us aware that he serves on the Blue Ribbon Commission and that he has the Nashville MTA budget on hand. In his final remarks, he wished everyone a wonderful holiday season.

VII. CEO’S REPORT: CEO Bland reported the following to the Board:

- Work on the Central renovations is complete save for some clean-up activities and the wayfinding project, which will take place early next year. Trey Walker was available to show the Board the improvements following the meeting if they were interested.

- We received approximately $500,000 in funding from TDOT to support supplemental service to assist with service disruptions that occur as a result of I-440 construction next year. Operations staff is currently advancing a plan to put these services in place.

- We reviewed the Access-on-Demand pilot results that the Board saw last month with the Access Policy Advisory Committee (APAC). We will be seeking the input of this group in formulating long-term recommendations or the continuation of this service.

- We met along with Tennessee Public Transportation Association (TPTA) leadership and representatives of the State Treasurer’s Office to discuss legal and regulatory issues associated with our upcoming account-based fare collection system. We are working with TPTA and the Treasury to determine if this system will fall within existing exemptions to the State’s unclaimed property laws or if we will need to seek legislative relief.

- Mr. Bland stated that the Board may have read that Nashville was unsuccessful in obtaining Federal Build Act funding for a planning study of mobility options in the Dickerson Pike Corridor. However, the City (including WeGo, Public Works and Metro Planning) are still advancing a smaller version of the same effort in the coming year to begin examining options for improvements in this corridor.

- Yesterday, CFO Oliphant and I met with leadership from Metro Finance for a mid-year budget review. We shared with them our concerns over the loss of Federal Congestion Mitigation and Air Quality (CMAQ) funding for the West End and Madison Corridor service, and upward trends in Health Insurance that will pose significant budget issues next year. The budget process will kick off formally in January, and we expect to spend time with you on planning for FY2020.

- We are moving into final design for 17 of the 22 stop improvements along Nolensville Pike, having received conceptual approval from TDOT and Public Works. Five locations are on hold pending resolution of right-of-way issues.

- RTA Items:
a. We met with executives from the RJ Corman Companies. RJ Corman is in the process of buying the company that operates the Music City Star from current ownership. Overall, we were very impressed with the group and optimistic that they will be supportive of our commuter service.

b. We continue to work with HDR Engineers on a technical and engineering study to develop a prioritized list of projects to advance in order to undertake both short- and long-term improvements in the Music City Star.

c. The RTA Board has assigned a committee to develop a branding strategy for RTA services. This committee kicked off its work yesterday.

- Mr. Bland stated to have a great Christmas and Holiday Season.

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

IX. **ADJOURNMENT:** The meeting was adjourned at 3:23 p.m.
Board Action Item

Item Number: M-A-19-001
Meeting Date: 01/24/19
Item Title: Nestor Facility Renovation Construction Contract Amendment

BACKGROUND:

In June 2018, the Nashville Metropolitan Transit Authority (Nashville MTA) Board authorized the initiation of a contract between the Nashville MTA and Batten & Shaw Construction for renovations to the Nestor Operations and Maintenance Facility. The renovations include interior improvements to the administrative building, shop foreman’s office, and maintenance restrooms and showers. The initial contract was authorized with a base amount of $2,485,186 with a not-to-exceed project total of $2,982,224 including project contingency.

Prior to construction mobilization in the fall of 2018, the Nestor project was delayed due to permitting issues related to Federal Emergency Management Agency (FEMA) regulations for floodproofing structures within the floodplain. Following the delay, WeGo staff and contractors performed an updated survey of the facility to compare to flood elevations. The survey resulted in minor changes to the renovation scope to comply with floodproofing regulations. With the permitting issues resolved, and renovations scheduled to begin in February 2019, WeGo staff requests an additional $379,590 in contract authorization to account for project changes since the contract was authorized. The additional funding is allocated to the following:

- Floodproofing survey and requirements;
- Increased material costs due to project delay;
- Option to replace the ceiling on the second level; and,
- 10% increase in project contingency to account for a high potential for alterations for Americans with Disabilities Act (ADA) Accessibility needs, bringing project contingency total to 30%.

Funding Source: Funding for the renovations would primarily be from the proceeds from the sale of the Clement Landport, supplemented with Section 5339 and 5307 funds that have state and local match.

RECOMMENDATION:

The Operations & Finance Committee recommends the Board provide the Chief Executive Officer the authority to increase the construction contract with Batten and Shaw Construction by $379,590 to a not-to-exceed project total of $3,361,814

APPROVED:

______________________________________    ___________________________
Board Secretary    Date

January 24, 2019
BACKGROUND:

In March 2017, the Nashville Metropolitan Transit Authority (Nashville MTA) Board awarded CDM Smith with an Indefinite Delivery, Indefinite Quantity contract for program management services. Under this contract, CDM Smith has assisted WeGo staff with the engineering oversight and review of facilities improvements approved in the 2018 and 2019 Capital Budgets. In December 2017, the Nashville MTA entered into a task-order agreement with CDM Smith for plans review and bid assistance for the Nestor Facility Renovation in the amount of $70,433.

With Nestor Facility Renovation construction upcoming, the Nashville MTA would like to expand the existing task order for construction services to include on-site construction management, oversight, inspections, and coordination with owner-furnished items. Additionally, CDM Smith will manage construction closeout upon completion of the renovation. Under the amended task order, CDM Smith will provide full-time, on-site personnel for the anticipated construction duration of six months. The cost associated for this task order amendment is $295,534.

Funding Source: Funding for the renovations would primarily be from the proceeds from the sale of the Clement Landport, supplemented with Section 5339 and 5307 funds that have state and local match.

RECOMMENDATION:

The Operations & Finance Committee recommends the Board provide the Chief Executive Officer the authority to increase the CDM Smith Nestor Facility Task Order value by $295,534 to a not-to-exceed project total of $365,967.

APPROVED:

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Board Secretary    Date

January 24, 2019

Date
BACKGROUND:

As a complement to the recent renovations to WeGo Central, staff and designers have prepared plans to improve signage and wayfinding throughout the building. These signage and wayfinding improvements have been designed by Gresham Smith, WeGo’s on-call engineering and architecture firm. Following customer and staff outreach, Gresham Smith presented an overall goal to present Central as an efficient, safe, and friendly environment for customers. These goals are achieved in the signage and wayfinding package by improved presentation of customer service information, wayfinding and direction signage, and an increase in pedestrian lighting throughout the terminal while integrating improvements with the new brand image. The signage and wayfinding package includes:

- New internally-lit bay signage;
- New internally-lit directional signage;
- Large format information signage;
- Information maps highlighting building amenities including bay locations;
- Enhanced lighting along internal crosswalks and vertical circulation areas; and,
- Replacement of exterior bus lane signage.

Given the nature of the signage and wayfinding design package, WeGo staff engaged Batten & Shaw Construction to price the proposed improvements. As the prime contractor for the Central renovations, Batten & Shaw has familiarity and experience working throughout the building, particularly with the electrical systems which are integral to the signage and wayfinding improvements. Batten & Shaw provided WeGo with a Best and Final Offer (BAFO) of $741,784 to complete the signage improvements, including $41,300 of owner-controlled allowances. With Nashville Metropolitan Transit Authority (Nashville MTA) Board approval, WeGo staff would award the signage and wayfinding package to Batten & Shaw as additional services under the existing contract between the two entities.

Funding Source: This project is part of the MCC Renovations Project identified in the FY2018 and FY2019 Capital Plans as approved by the Nashville MTA Board. Funding for the renovations would primarily be from the proceeds from the sale of the Clement Landport, supplemented with Section 5339 and 5307 funds that have state and local match. Specifically, funding for signage and wayfinding improvements will utilize remaining contingency funds from the initial Central renovation authorization.

RECOMMENDATION:
The Operations & Finance Committee recommends the Board provide the Chief Executive Officer the authority to amend the Batten and Shaw Construction contract with additional services to provide and install the signage and wayfinding improvements for a base amount of $741,784. The inclusion of these additional services will maintain the previously authorized project budget of $6,269,000.
BACKGROUND:

In March 2017, the WeGo Board awarded CDM Smith with an Indefinite Delivery, Indefinite Quantity contract for program management services. In April 2018, WeGo entered into a task order agreement with CDM Smith for design and bid assistance for the Nolensville Pike Stop Improvement project under the FY18 Capital Plan. The Nolensville Pike Stop improvement project aims to improve 22 stops along the Nolensville Route 52 corridor with improved sidewalk connections, and shelters. The Nolensville Pike Stop Improvement project is also piloting new stop types with regards to bike lanes with the intention of improving the bus-to-bike-to-pedestrian interface along the corridor while aiding operations efficiency. The total budget for the Nolensville Pike Stop Improvement Project is $4.5 million.

As design of the Nolensville Pike Stop Improvement has progressed, WeGo staff would like CDM Smith to provide additional services as part of the project. These additional services include:

- Additional design review meetings with agency stakeholders such as TDOT, Metro Public Works, and Metro Planning.
- Additional surveying services to aid in the crafting of access agreements and easements at locations requiring third-party agreements.
- Additional design services for a canopy structure and improved amenities at the busiest two stops along the corridor.

CDM Smith’s task order for the surveying, design, and bid services for 22 stop locations totaled $297,700. The anticipated costs for the additional services outlined above is $168,300.

Funding Source: Funding for the renovations would primarily be from the proceeds from the sale of the Clement Landport, supplemented with Section 5339 and 5307 funds that have state and local match.

RECOMMENDATION:

The Operations & Finance Committee recommends that the Board to authorize the Chief Executive Officer to increase the CDM Smith Nolensville Pike Stop Improvement Design Task Order value by $168,300 to a not-to-exceed value project total of $466,000.

APPROVED:

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Board Secretary                                            Date

January 24, 2019
BACKGROUND:

The Tennessee Department of Transportation (TDOT) anticipates beginning the reconstruction of I-440 in February 2019. During reconstruction, there will be lane reductions in both directions, and merge lanes will be reduced or eliminated in some places. The anticipated duration of the project is 20 months.

In project development, TDOT identified corridors and intersections most likely to be negatively impacted by the project. Although WeGo does not operate transit service on I-440 itself, it does operate service in many affected locations and significant delays to current service may be expected. WeGo staff analyzed routes in these locations to identify the trips most likely to have negative impacts. Based on this analysis, WeGo submitted a proposal to TDOT to provide supplemental service on the following:

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<tr>
<td>1  100 Oaks</td>
<td>7  Hillsboro</td>
<td>25  Midtown</td>
</tr>
<tr>
<td>3  West End/White Bridge</td>
<td>15  Murfreesboro Pike</td>
<td>55  Murfreesboro Pike BRT lite</td>
</tr>
<tr>
<td>6  Lebanon Pike</td>
<td>18  Airport/Downtown</td>
<td>96X Nashville/Murfreesboro R&amp;R</td>
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Staff submitted a budget request of $525,000 to TDOT to cover expenses incurred from deploying additional resources to reduce service impacts from the construction. The intent of the proposed funding is to maintain existing service levels on each of the routes impacted to the extent possible. These additional resources will not improve on-time performance on these routes or provide additional service. The primary objectives are to prevent missed trips and diminish extraordinarily late trips to the extent possible.

The TDOT contract division is working to expedite the contract before the I-440 project is set to commence. Due to this quick turnaround, TDOT requested that the Nashville Metropolitan Transit Authority (Nashville MTA) sign the contract in advance of the January Board Meeting. No expenses will be incurred prior to January 24, nor will invoices be issued to TDOT for services rendered, and we may terminate this contract if it is not ratified by the Board of Directors. Based on the review of the Nashville MTA Board Attorney and verbal approval of the Nashville MTA Board Chair, the contract was executed and returned to TDOT on January 16, 2019.

RECOMMENDATION:

The Operations & Finance Committee recommends the Board ratify contract executed with TDOT through which TDOT would pay the Nashville MTA up to $525,000 beginning February 11, 2019 and ending December 31, 2020 in order to mitigate impacts that the I-440 construction project will have on transit schedules.
BACKGROUND:

In assessing the overall condition of our bus fleet, the hybrid battery/power systems of 21 2009/2010 NABI and Gillig buses will be in need of short-term replacement in order to sustain reliable service. The hybrid battery systems on these buses are major subsystems of the bus (similar in importance and expense to an engine or transmission) and present a significant replacement expense. The 2009/2010 buses were the first hybrid-electric buses in Nashville and among the earlier hybrid-electric buses in the industry. As such, there was no strong guidance on the life cycle of these systems. As we are beginning to see failures on these systems now, it is prudent to plan for mid-life replacement on our buses to assure maximum fleet reliability and budget predictability for these buses and for all hybrid-electric buses in the future.

WeGo Public Transit’s procurement department publicized a formal solicitation to obtain proposals from certified service providers to refresh the 21 Allison transmissions currently in our NABI and Gillig buses. Solicitation materials were sent to seven qualified vendors for review and response nationally. One proposal was received from Clarke Power Systems. Clarke Power Systems is the only local manufacturer and certified service center qualified to provide the required goods and services for this type of system repair. Procurement followed up with other solicited vendors to gauge the reasons for their lack of response, and they indicated that both lack of proximity to Nashville and the overall size of the program precluded their participation. This circumstance triggered this procurement to be deemed a single-source bid. After thorough review of the solicitation, a Best and Final Offer (BAFO) was negotiated with Clarke Power Systems for a total of $1,482,222 ($70,582 per bus excluding labor). A price analysis was conducted comparing proposal pricing to that paid recently by other transit agencies in the region, and the price was deemed reasonable.

As the primary objective of this project is to “refresh” the existing units for extended life, staff also anticipates that certain units may not be reclaimable, requiring full replacement. An additional cost of $451,154 is estimated to be required as a contingency for this potential need, to fund full replacement on up to two buses if necessary.

If approved, this battery exchange program is expected to be completed with internal manpower. Work could begin in early February, and campaign completion is anticipated by late fall 2019. Staff would immediately proceed with component order and work assignment in early February 2019 as equipment arrives on-site. Completion of the repair campaign is anticipated by late fall 2019. Labor for this campaign would be accommodated in the FY2019 and FY2020 operating budgets.

The magnitude of this campaign far exceeds resources available in the FY2018-2019 operating budget and qualifies for consideration as a capital project based on Federal regulations and definitions. As such, it is recommended to be funded through an amendment to the Authority’s Capital Improvement Plan, scheduled for separate consideration through the New Initiatives and Community Engagement Committee (NICE).
RECOMMENDATION:

The NICE Committee recommends the Board to award a purchase contract to Clarke Power Systems in an amount not to exceed $1,933,376 for the acquisition of parts and materials for the refreshing of 21 hybrid battery/power systems. This award should be contingent on approval of a related action amending the Capital Improvement Plan, identifying a source of funding for this project.

APPROVED:

______________________________________           ___________________________
Board Secretary                                            Date

January 24 2019
BACKGROUND:

Previously, the Operations & Finance Committee considered an action item to acquire parts and equipment associated with the refreshing of 21 hybrid battery/power systems for our 2009/2010 buses. This recommendation totals $1,933,376. The significance of this expense exceeds the capacity of our operating budget, leading staff to recommend that it be treated as a capital project. This is permissible under Federal transit regulations.

As there was no previously approved project in the Capital Improvement Plan associated with this expense, staff is recommending that the Capital Plan be amended to reallocate resources from other projects. Upon review of the plan, three projects were identified as the best targets for reallocation:

1. Amend funding sources for “Neighborhood Stops and Centers,” increasing State Improve Act Funding by $1.5 million (including match) and reducing Federal Section 5307 funding by $1.5 million (including match). Subsequent to adoption of the current capital improvement plan, WeGo Public Transit applied to the Tennessee Department of Transportation (TDOT) for funding under the Improve Act for the upcoming Nolensville Pike corridor shelter project. This application was successful, reducing the need for Federal Formula dollars. These funds ($1.2 million Federal Section 5307; $150,000 TDOT Capital Match; $150,000 Metro Capital) would be reallocated to the Hybrid Battery/Power System project.

2. Reallocate $300,000 from an approved project to begin replacement of WeGo’s Paratransit Scheduling and Dispatching Software System, and $250,000 to initiate a Business Intelligence Software project. Neither of these projects is time sensitive and would be deferred to consideration in a future Capital Improvement Plan. These funds ($440,000 Federal Section 5307; $55,000 TDOT Match; $55,000 Metro Capital Match) would be applied to the Hybrid Battery/Power System Project.

RECOMMENDATION:

The Operations & Finance Committee recommends an amendment to the current Capital Improvement Plan, modifying funding sources for the Nolensville Shelter Project under “Neighborhood Stops and Centers” and reassigning its current funding sources of a total of $1.5 million to “Bus Overhaul Program;” and deferring the Paratransit Scheduling and Dispatching Software and Business Intelligence Software projects, reallocating their funding of $550,000 to “Bus Overhaul Program.” This would provide a total of $2.05 million for the project, composed of $1.64 million in Federal Section 5307 Formula Funds; $205,000 in TDOT Capital Matching funds and $205,000 in Metro Capital Matching Funds.

APPROVED:

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Board Secretary   Date

January 24 2019