



MEMPHIS AREA TRANSIT AUTHORITY

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MEMPHIS, TN 38119
WWW.MATATRANSIT.COM

Gary J. Rosenfeld
Chief Executive Officer

Board of Commissioners

Martin Lipinski – Chair

Kristen Bland
Shelia Williams
Michael Fulton
Tommy Pacello

Janice Holder
Robert Clark
Michelle McKissack
Edward Stephens, III

Board of Commissioners
AGENDA
Tuesday September 22, 2020
3:30 p.m.

- | | | |
|------|---|-----------------|
| I. | Call to Order | Martin Lipinski |
| II. | Board Roll Call | Linda Eskridge |
| III. | Approval of August 25, 2020 Board Minutes | Commissioners |
| IV. | CEO Report | Gary Rosenfeld |
| V. | Procurement Agenda Item(s) | Gary Rosenfeld |
| | a) Resolution to Award a Contract to River City Railroad TCC, LLC for Madison Avenue Track Pavement Repairs – Res. No. 33 | |
| | b) Resolution to Amend the Procurement Manual to Address Unsolicited Proposals – Res. No. 20-34 | |
| | c) Resolution to Award a Contract to Gillig, LLC for Driver Protection Barriers – Res. No. 20-35 | |
| VI. | Service and Development Agenda(s) | |
| | a) Resolution to Approve a Change Order for the Central Station | |

Note: Due to the Declarations of Emergency by the President of the United States, the Governor of Tennessee and the Mayor of Memphis as a result of the COVID-19 pandemic, the Memphis Area Transit Authority Board meetings will be conducted by electronic means of communication for the duration of the emergency. You can get streaming information at www.matatransit.com.



- Phase 2 Redevelopment Project – Res. No. 20-36
- b) Resolution Authorizing the Filing of Applications with the Tennessee Department of Transportation Department of Transportation under the Improve Act for Two Projects -Resolution No. 20-37
- c) Resolution to Approve November 2020 Service Improvements -Res. No 20-38
- d) Resolution to Purchase a Used Siemens U-2 Light Rail Vehicle For Testing – Res. No. 20-39
- e) Resolution to Accept Three(3) Transit Streetcars from the Charlotte The Charlotte Area Transit Authority – Res. No. 20-40

VIII.	Finance Agenda Item(s) Financial Report – Bernhard Rudolph	Gary Rosenfeld
IX.	Speaker(s) Acknowledgement	Lawson Albritton
X.	Old/New Business	Martin Lipinski
IX.	Adjournment	Martin Lipinski



MINUTES OF THE AGUST 25, 2020 BOARD MEETING

CALL TO ORDER: A virtual meeting of the MATA Board of Commissioners was called to order by Chairman Martin Lipinski at 3:30 p.m. on Tuesday, August 25, 2020

BOARD ROLL CALL:

Present: Martin Lipinski, Tommy Pacello, Michael Fulton, Michelle McKissack; Janice Holder; Kristen Bland; Edward Stephens; Robert Clark; Shelia Williams

Absent: None

Quorum: Yes

Staff: Lawson Albritton, Senior Administrative Officer; Linda Eskridge, Board Secretary/Executive Assistant, Ted Harris, Chief Operations Officer; Nicole Lacey, Chief Communications Officer; John Lancaster, Director of Planning & Scheduling; Gary Rosenfeld, Chief Executive Officer; Bernhard Rudolph, Chief Financial Officer

Dr. Lipinski recognized MATA's new Board Commissioner, Mr. Edward Stephens, III and asked him to have remarks. Mr. Stephens expressed his gratitude to be a part of the MATA Board of Commissioner. He is a native Memphian. He leads Star Academy Charter School and is looking forward to understanding transportation through the lens of equity and access. He is Happy to be on the Board and ready to serve. Mr. Lipinski stated that we can use his energy and enthusiasm as we move forward.

Mr. Rosenfeld read the justification for MATA holding this Board meeting remotely.

Minutes of the July 28, 2020 Board of Commissioners Meeting were moved by Tommy Pacello and seconded by Shelia Williams. The minutes were unanimously approved.

CEO Report

Mr. Rosenfeld wished everyone well as well as hope their families are well. Mr. Rosenfeld stated that we have had a busy month and it will get busier going forward. A number of big events coming up in September of which we will review in the future.

Key Performance Standard: Ridership has shown an increase in each of the last four months and is a good rebound from our system shutdown based on the Executive orders issued by the Mayors of Shelby County and Memphis. We hope that we can get back to full capacity in the future. However, CDC guideline still warrants social distancing limit the amount of passengers that we can carry. On a Mode basis, fixed route was at 199,903 passenger, up about 21,000 from last month and have seen a nice increase since the month of April.

Demand Response also seeing a nice rebound. One of the things that could really help us is if people canceled their reservations or didn't make standard reservations that they don't use. It limit our ability to serve a greater number of people. Trolley is operating well, given the constraint that at time we still have



the Main Street detour that is in place which is having a real negative affect on OTP and ridership of the trolley. On Time Performance: In June we reported 68%, but pleased to report that in July we reported 73%. We are looking toward a new CAD AVL System to be put into place either upgrading our existing system or replacing our system by December 2021. OTP for MATApplus hit 96% for the month of July. MATApplus have been able to maintain their high goals for quite sometimes, and we will be looking for new goals for them over the coming weeks. Again, regarding the trolley, the Main Street Closure is affecting our OTP, although we are not hitting the mark for true OTP we are just outside the window. OTP is considered anything between minus one minute or one minute ahead of schedule to plus five minutes over schedule. We are hitting it at about 7 ½ minutes. Looking at construction going on in the Main Street area, our trolley is doing a pretty good job. Mileage should be going up as we provide more service to the public. Fixed Route showing a nice increase month over month. Paratransit also showing a modest increase in terms of mileage. Customer comments last year at this time we were at 25, and we are at 23 this year. We have a standard goal of 26 and this is another one of those things that we will look at as we set standards in the coming months as far as adjusting our goals. Fixed route had 96 comments last year and 38 comments this year. This is a pretty good score as we look at the total number. MATApplus comments also down due to the number of trips that we are completing. Trolley comments are in the single digits and doing quite well. Building and Grounds is having problems with missing bus stop signs which is a major problem. MATA has 4800 bus stops serving our lines, but we are experiencing a major problem with signs coming up missing, which is a major issue in our communities. We had nine comments on scheduling issues, 8 on operators being rude, seven on being passed up, and issues regarding COVID at about seven as well on the fixed route side. MATApplus indicators show we are at 4,137 reservations calls for the month, the average wait time is about at 4/10th of a minute. Dispatch call the volume is down considerably, although the wait time did go up in July, which could be due some system issues as we had a positive COVID-19 case effect on the MATApplus dispatch office and we had to quickly figure out a way to have them all set up to work from home. Our IT department did a great job in getting that set up in a short period of time. Mr. Rosenfeld also recognized some of our bus operators that helped out by manning radios. The Assessment Center has been closed since the end of March. We are getting about 20 application a week and we are keeping them posted as to when they can come in for assessments. We have extended certification 30 days that are coming due to lapse.

Miles between road calls, according to the data, has fallen to 5,700 and it does not mix with the data that we are looking at on a daily basis, as we are seeing days of very few road calls and also a couple of days with no road calls. Mr. Rosenfeld is asking the Board to allow us to revisit the miles between road calls in July and the next month. We want to verify the data is accurate. Accident data is at about the same number of accidents year over year, preventable and non-preventable. We have had fewer preventable and more non-preventable. Good news on the safety front, Mr. Ron Nickel will be joining MATA as the new Chief of Safety and Security and it will be great to have him on Board. This last Sunday was a good day for MATA as we hit an OTP of 77.2% of the service we provide on Sunday and our maintenance team had perfect attendance, which is the first time he has seen that since being at MATA. Congratulations to our Fixed Route team and our Maintenance team for a great job. Mr. Rosenfeld gave a run-down on the host of future meetings coming up for him as well as for staff.



There are service changes coming up November 8, 2020. MATA will have a series of virtual Public Meetings held on August 31st at 100pm; Tuesday, September 8th at 12:00noon; and Saturday, September 12th at 10:00am. We hope that the public will be able to join us to give us comments on the service changes. The final list of the service changes will come to the Board most likely at our September meeting. MATA's next virtual Board Meeting will be September 22, 2020 at 3:30pm. Mr. Rosenfeld took the opportunity to welcome Mr. Stephens to the MATA Board and is happy to have him join our leadership team. Mr. Rosenfeld also recognized MATA's new Chief Operations Officer, Mr. Ted Harris, coming to MATA from Tampa, FL. Mr. Rosenfeld state we are excited to have Mr. Harris here to get us to the next level in terms of customer service and to help us with getting the standards put in place and managed and to push towards excellence. This ended the CEO Report.

Agenda Items

Consent Agenda Item(s)

Procurement Agenda Item(s)

- a) Resolution to Award an On-Call Contract to River City Railroads TTC, LLC for On-Call Services for Rail System Track and Facility Maintenance – Res. No. 20-28

Discussion: Mr. Rosenfeld stated MATA entered into a series of contracts for on-call services mostly revolving around engineering service. This is track maintenance and facility maintenance for our trolley system. We never know when there is an unforeseen track maintenance needed and River City is a regular vendor of ours and they do a great job. This will enable us to be able to reduce any type of service interruption regarding track. River City Rail is a DBE firm and they have performed well with other projects with MATA. It was moved by Mr. Clark to approve this resolution after discussion and Ms. Bland seconded the motion. Mr. Lipinski called for any questions on the motion. *Mr. Fulton wanted to know a little about River City since MATA has been working with them.* Mr. Rosenfeld referred this question to John Lancaster. Mr. Lancaster stated they are a local minority company and they worked on the Main-to-Main project and have done good work, as well as been an exceptionally good contractor for MATA. **The**

Resolution Passed

- b) Resolution to Award a Contract to Gillig, LLC for Driver Protection Barriers – Res. No. 20-29

Mr. Rosenfeld asked that this resolution be postponed for 30 days on the advice of Counsel.

- c) Resolution for the purchase of up to 21 Wheelchair Accessible Vans off of the State of Georgia Contract. –Res. No. 20-30

Discussion: Mr. Rosenfeld stated that these 21 vehicles are part of our regular replacement schedule for our paratransit service and also include the vehicles necessary to provide the Demand Response transit system that we have as the alternative transportation project for the southwest part of our community. We were lucky enough to be able to procure vehicles from other state contracts, which speeds up the process if we are able to avoid the 30/60/90 days process that we would normally go through for procurement. We have selected vehicles that represent the type of vehicles that we have been purchasing for the last two years, as they have performed well. We are seeing some changes in terms of the options that becomes available. Diesel engines are no longer available, we will be going with the best that we can recognizing there will be a minor shift from where we are. The state of Georgia contract is open to other transit agencies and it is allowable by the FTA. MATA seeks Board approval for this acquisition. Mr. Lipinski call for a motion to approve. Mr. Clark moved that the resolution be approved after discussion



and Mr. Pacello seconded the motion. Mr. Lipinski called for any discussion from the Board. **The Resolution Passes.**

Finance Agenda Item(s)

a) Resolution to Approve Capital Budget for Fiscal Year 2021 – Res. No. 20-31

Discussion: Mr. Rosenfeld stated that the Finance Committee of the Board met and recommended the approval of the capital budget in the amount of \$26,932,660. This not an authorization to spend, but purely a budget. Line items showed the different types of capital expenses that we might participate in this year. It should be noted that there are different pots of monies that this comes from. We cannot use rail money for buses and vice-versa. MATA seeks approval of the capital budget in the amount of \$26,932,660. Mr. Rosenfeld also recognized Mr. Gil Noble, MATA's retired CFO that was on the meeting as well. Ms. Bland moved that the resolution be approved after discussion. Mr. Pacello seconded the motion. Mr. Lipinski called for any discussion from the Board. *Ms. Bland asked if we are close in budget for 2021 as we were for 2020.* Mr. Rosenfeld stated that he does not know exactly what we budgeted, certain projects were right on target but as for the other capital projects, Mr. Rosenfeld asked Mr. Lancaster to speak to that. Mr. Rosenfeld stated these numbers are budget numbers based on what we need. We have to program the money so that we can take advantage of grant opportunities as they arise. Mr. Lancaster stated that we have to get that historical information from Mr. Rudolph. He also stated that our capital funds varies from year to year depending on how many capital projects we have underway and the timing. Mr. Rudolph stated that last year's budget on the capital side was about \$20.7MM, a lot of this is for vehicles. We had 2.2MM for trolley, and almost \$6MM for fixed route vehicles. We are having bi-weekly meeting on where we are with budget. Mr. Rosenfeld stated that we will put together a report to share with the Board next month to show some historical numbers. *Mr. Clark asked about the three rails cars we are getting from Charlotte, do we have a timeframe as to when we may take possession and get those in service.* Mr. Rosenfeld stated that we are about 18 to 24 months out before they go into service. There are a considerable amount of work to be done on them to make them compatible with our network. **The Resolution Passes.**

b) Resolution to Approve Operating Budget Fiscal Year 2021. – Res. No. 32

Discussion: Mr. Rosenfeld stated that this was also presented to the Finance Committee and recommended for approval. It is important to look at the percentages as we look at the operating budget to show that the allocation of funds to each area is consistent year over year. Goals and objectives are fairly simple, as we want to increase the number of bus operators that are available to provide service. We want to invest in our overhead to ensure that we are able to better serve our different department in term of project delivery, better serve the community with respect to project delivery and move some projects along. Looking forward to adding some project management to our teams. Today (8/25), the union is voting up or down on our last best and final offer. This is where we stand. The state revenue is yet to be determined. This budget looks good for FY21, but FY22 could be a difficult year if we don't see all of the funding come back to MATA and potentially some more funding as we move into the next phase of pandemic recovery. MATA seeks the Board's approval of the operating budget with total revenue of \$68,356,900 in operating expenses adjusted for cash at \$75,056,000. Ms. Williams moved that the resolution be approved. Mr. Pacello seconded the motion. Mr. Lipinski called for any discussion. **The Resolution Passed.**

Financial Report

Mr. Rudolph stated that Financials will be presented at the September Board Meeting.



Speakers

To: MATA Board of Commissioners
From: Mr. Johnnie Mosley, Chairman, Citizens For Better Service
Date: August 25, 2020
Subject: MATA Board Meeting August 25, 2020

Last month, I listened to the meeting of the MATA Board as the MATA administration wasted your valuable time with mischaracterization, misinformation, and misinterpretation about me because I dared to question the validity of on demand transit service and call for the restoration of the 6 Northaven, 31 Firestone, and the 38 Boxtown. Today, I hold no malice toward the MATA administration. But if it were the intent of the MATA CEO to dismiss me in what he once described as a "self-proclaimed bus riders advocate", there is a reason why I was one of 48 Memphians to be honored as a "Living Legend" at the Third Annual Harriet Tubman Living Legends Ceremony held at the National Civil Rights Museum this past March. I have a long history of doing my part in making our city a better city across racial, religion, social, political, and economic lines. Therefore, I refuse to engage in "sincere ignorance and conscientious stupidity", as termed by Dr. Martin Luther King, Jr. I, respectfully, urge the MATA Board to tune out the noise and open up your hearts and minds to bus riders who lives have been interrupted as a result of the unjust decision by the administration to discontinue the 6 Northaven, 31 Firestone, 38 Boxtown and other routes in underserved neighborhoods.

I, respectfully, request you to think about those who have been forced to walk a number of blocks in inclement weather in order to catch a bus on a major street and those who have been forced to walk those same number of blocks after working on jobs you do not want to work.

I reflect the compassion of my mother, a Church of God In Christ Missionary, who instilled in me the words found in Luke 12:48 of the King James Bible: "For unto whomsoever much is given, of him shall be much required; and to whom men have committed much, of him they will ask the more." I reflect the spirit of my father, a fifty-year Sanitation Worker, who marched with an "I AM A MAN" sign in 1968 so struggling families would not have to endure the same kind of pains that families of 1968 Sanitation Workers are still feeling fifty-two years later.

I know that it is morally wrong to take away bus service at the drop of a hat from bus riders who are already struggling to pay their bills. I know it is morally wrong to force on demand transit service on underserved neighborhoods such as Boxtown which would rather have regular bus service with more frequencies, not a transit service which will demand grown men and women to call for a transit ride every day. I recently held a second teleconference with concerned citizens, representatives of neighborhood associations/civic groups, and elected officials in our city. They are wondering what it will take for MATA to understand that bus riders are not low or high numbers, but human beings who want to exercise their right to ride an equitable and timely public transportation system.

I am grateful that Memphis City Councilman Edmund Ford, Senior discussed this matter before the Transportation Committee of the Memphis City Council on August 18, 2020. I am grateful that this matter



will be revisited for further discussion before the Transportation Committee of the Memphis City Council one week from today.

Johnnie Mosley, cont'd

MATA must understand that MATA does not have the right to drag bus riders back to those days when Memphis was known throughout the nation as a "backwater city". Thank you for your time and listening to my comments. I appreciate your service.

Mr. Fulton stated he did watch the City Council last week as Councilman Ford was upset and we know what is going on with the routes and nothing has changed. Mr. Fulton wanted to know where is that is going to leave Mr. Rosenfeld next week when he goes before council. Mr. Rosenfeld stated that Councilman Ford with some of the city leadership, of which I will be a part of that meeting. We are waiting for the time to meet with the council to go over our proposal to make changes to the area as well as to give him a full review of what we have been up to since the COVID situation. We hope to hear from Councilman Ford in the next 24 to 48 hours.

To: MATA Board of Commissioners

From: Sammie Hunter, Co-Chair, Memphis Bus Riders Union

Date: August 24, 2020

Subject: August 2020 Comments to MATA Board

I would like to clear-up some of the misstatements made by Mr. Rosenfeld to the MATA Board at the July Board meeting. Mr. Rosenfeld was not truthful about the conversation he had with me prior to the July's Board meeting. He was not truthful about his comments on the 31 Firestone.

Contrary to what Mr. Rosenfeld would have you to believe about the 31 Firestone, MATA did not do bus riders a favor by placing the shuttle bus known as the 31 Firestone in the Firestone area. Mr. Rosenfeld was wrong to blame the low ridership on the residents in that area. The Memphis Bus Riders successfully lobbied the City Council for that route with the goal of MATA restoring the original route of the former 31 Crosstown back into the fleet someday. The former 31 Crosstown ran from North Memphis to South Memphis and vice -versa. It was one of the top three routes in the MATA fleet back in the day.

But for some reason, MATA flipped the script and turned the former 31 Crosstown into a shuttle bus with a short route and short lifespan. MATA knew that the shuttle bus would produce a low ridership and that low ridership would provide MATA the right excuse to end bus service for the residents in Firestone/New Chicago as well as Memphis at-large. Moreover, when Covid-19 hit Memphis, MATA had the perfect cover to bury talks of the former 31 Crosstown. I expressed these comments in the last telephone conversation I had with Mr. Rosenfeld a few weeks back and he promised he would get back with me.

As of today, I have yet to receive another telephone call from him and I was surprised to hear him twist the conversation at the last board meeting. I am fed up with the leadership of Mr. Rosenfeld. I am tired of MATA eliminating bus service in poor neighborhoods. I am tired of MATA using Covid -19 to cut bus service in underserved neighborhoods such as Firestone, Boxtown, Northaven and other parts of the city.



I am constantly hearing stories about bus riders who lost their employment and who are struggling to get to the doctor and the grocery store.

Lastly, I want to say that MATA the leadership to be truthful about the role of the Memphis Bus Riders Union. Over the years, the Memphis Bus Riders have supported MATA when MATA was right .We once lobbied the Memphis City Council to give MATA 7.5 million dollars. We wholeheartedly supported the appointment of a former member who sits on the MATA Board. But right is right and wrong is wrong. The Memphis Bus Riders Union fully support Citizens For Better Service in their effort to urge MATA to restore bus service in neighborhoods which has been without service since March. The Board should listen to the Ridership, increase frequencies in existing routes with low frequencies and restore bus service in neighborhoods that recently lost their service to no fault of their own. Thank you.

Old/New Business

Mr. Rosenfeld stated as he shared with the Board this past week, the American Public Transportation Association has chosen MATA's "MATA Matters" Video as the Grand Award winner in the Best Marketing and Communications to Highlight Transit Needs and Funding category. MATA will be recognized at the APTA Annual Meeting in March and we look forward to receiving that award. We want to commend Nicole Lacey on her efforts with that video and let her know that we are looking for more videos to come from her area that help tell our story and help convince our elected representatives of the need to provide consistent funding for public transportation. We congratulate you Nicole and look forward to more.

Mr. Lipinski stated that is very good news and we are very proud of the accomplishment. Mr. Lipinski called for a motion to adjourn. Mr. Pacello moved to adjourn the meeting and Ms. Bland seconded the motion. The Meeting was adjourned.



**MEMPHIS AREA TRANSIT AUTHORITY
BOARD OF COMMISSIONERS**

RESOLUTION NO. 20-33

**RESOLUTION TO AWARD CONTRACT TO RIVER CITY RAILROAD TTC, LLC FOR MADISON AVENUE TRACK
PAVEMENT REPAIRS**

WHEREAS, The Memphis Area Transit Authority (MATA) has a rail trolley system; and

WHEREAS, MATA requires the services of a professional rail contractor to provide maintenance and inspections on said system on an as-needed basis; and

WHEREAS, Proposals were solicited for this service in accordance with MATA's Procurement Policy and the procurement was formally advertised; and

WHEREAS, a Disadvantaged Business Enterprise goal for this solicitation was set at 29%; and

WHEREAS, Capital funds are available for this procurement; and

WHEREAS, One proposal was received and was determined responsive and responsible; and

WHEREAS, River City Railroad TTC, LLC was the single proposer; and

WHEREAS, Staff recommends that a contract be awarded to River City Railroad TTC, LLC for the Madison Avenue track pavement repairs at a total cost not to exceed \$86,519.99; and

WHEREAS, River City Railroad TTC, LLC is a 100% DBE qualified firm.

NOW, THEREFORE, BE IT RESOLVED BY THE MEMPHIS AREA TRANSIT AUTHORITY BOARD OF COMMISSIONERS, That a contract be awarded to River City Railroad TTC, LLC for the Madison Avenue track pavement repairs at a total cost not to exceed \$86,519.99.

BE IT FURTHER RESOLVED That the Chief Executive Officer, Chief Administrative Officer, Chairman or Vice-Chairman is authorized to execute the necessary documents.



**MEMPHIS AREA TRANSIT AUTHORITY
BOARD OF COMMISSIONERS**

RESOLUTION NO. 20-34

RESOLUTION TO AMEND THE PROCUREMENT MANUAL TO ADDRESS UNSOLICITED PROPOSALS

WHEREAS, The Memphis Area Transit Authority (MATA) has an adopted Procurement Manual to satisfy procurement requirements of the Federal Transit Administration; and

WHEREAS, The Procurement Manual includes requirements for soliciting the procurement of products and services; and

WHEREAS, It is in MATA's best interest to amend the Procurement Manual from time to time to address changes in requirements and industry adopted best practices; and

WHEREAS, it is further in MATA's best interest to adopt a process for the procurement of goods and services that are submitted by vendors as unsolicited proposals; and

WHEREAS, Staff recommends the MATA Board of Commissioners amend Section IV, 4.0 Methods of Procurement 4.17 in the Procurement Manual to include the language as shown on Attachment 1 to address this change.

NOW, THEREFORE BE IT RESOLVED BY THE MEMPHIS AREA TRANSIT AUTHORITY BOARD OF COMMISSIONERS, That Section IV, 4.0 Methods of Procurement 4.17 in the Procurement Manual is hereby amended to include the language as shown on Attachment 1.

BE IT FURTHER RESOLVED That the Chief Executive Officer, Chief Administrative Officer, Chairman or Vice-Chairman is authorized to execute the necessary documents.



ATTACHMENT 1

TO THE RESOLUTION TO AMEND THE PROCUREMENT MANUAL TO ADDRESS UNSOLICITED PROPOSALS

4.17 **Unsolicited Proposals**

MATA may also enter into contracts based on an unsolicited proposal, as defined in Chapter I of the FTA Circular, 4220.1F, when authorized by applicable State or local law or regulation. Receipt of an unsolicited proposal does not, by itself, justify contract award without providing for full and open competition. Unless the unsolicited proposal offers a proprietary concept that is essential to contract performance, FTA expects the recipient to seek competition. To satisfy the requirement for full and open competition, FTA expects the recipient to take the following actions before entering into a contract resulting from an unsolicited proposal:

- (1) Receipt. Publicize its receipt of the unsolicited proposal.
- (2) Adequate Description. Publicize an adequate description of the property or services offered without improperly disclosing proprietary information or disclosing the originality of thought or innovativeness of the property or services sought
- (3) Interest in the Property or Services. Publicize its interest in acquiring the property or services described in the proposal.
- (4) Adequate Opportunity to Compete. Provide an adequate opportunity for interested parties to comment or submit competing proposals.
- (5) Contract Award Based on Proposals Received. Publicize its intention to award a contract based on the unsolicited proposal or another proposal submitted in response to the publication.

If it is impossible to describe the property or services offered without revealing proprietary information or disclosing the originality of thought or innovativeness of the property or services sought, the recipient may make a sole source award to the offeror. A sole source award may not be based solely on the unique capability of the offeror to provide the specific property or services proposed.



**MEMPHIS AREA TRANSIT AUTHORITY
BOARD OF COMMISSIONERS**

RESOLUTION NO. 20-35

RESOLUTION TO AWARD A CONTRACT TO GILLIG, LLC FOR DRIVER PROTECTION BARRIERS

WHEREAS, The Memphis Area Transit Authority (MATA) is required to maintain a certain level of safety and security bus patrons and staff on all transit vehicles; and

WHEREAS, MATA issued an Invitation for Bid (IFB) for companies to provide Driver Protection Barriers in accordance with MATA's Procurement Policy and the procurement was formally advertised; and

WHEREAS, Two bids were received, however, one was deemed non-responsive for not meeting specifications set forth in the IFB; and

WHEREAS, Staff has reviewed the responsive and responsible bid and recommends that a contract for Driver Protection Barriers be awarded to Gillig, LLC at a cost not to exceed \$537,560.96 as shown in Exhibit A.

NOW, THEREFORE, BE IT RESOLVED BY THE MEMPHIS AREA TRANSIT AUTHORITY BOARD OF COMMISSIONERS, That a contract be awarded to Gillig, LLC at a cost not to exceed \$537,560.96.

BE IT FURTHER RESOLVED, That the Chief Executive Officer, Chief Administrative Officer, Chairman or Vice Chairman be authorized to execute any and all documents necessary to process this contract.

* * * * *



TO: MATA Board of Commissioners
FROM: Gary Rosenfeld, Chief Executive Officer
SUBJECT: IFB 20-14 Driver Protection Barriers
DATE: August 25, 2020

This memo summarizes the procurement process for vendors to provide Driver Protection Barrier equipment for MATA vehicles. MATA is required to maintain a certain level of safety and security on all transit vehicles.

The IFB was sent to five vendors, formally advertised, and posted to MATA's website. There was a 0% DBE goal set for this procurement.

Two bids were received, however, one was deemed non-responsive, as it did not meet specifications set forth in the IFB. MATA's staff reviewed the bids on the criteria set forth in the procurement.

MATA staff recommends that contract be awarded Gillig, LLC at a cost of \$537,560.96. The value of the contract not to exceed a total cost of \$537,560.96.



EXHIBIT A

IFB 20-14 Driver Protection Barriers Analysis

GILLIG LLC

TYPE	BUS NUMBERS	QTY	PRICE	EXT. PRICE	LEAD TIME
Diesel	401-420	11	\$5,438.75	\$59,826.25	10-12 Weeks
Diesel	421-427	4	\$4,874.80	\$19,499.20	10-12 Weeks
Diesel	428-447	20	\$4,874.80	\$97,496.00	10-12 Weeks
Diesel	448-459	10	\$4,874.80	\$48,748.00	10-12 Weeks
Diesel	460-462	3	\$4,874.80	\$14,624.40	10-12 Weeks
Hybrid	2006 (29ft)	1	\$9,753.91	\$9,753.91	10-12 Weeks
Hybrid	4002	1	\$4,874.80	\$4,874.80	10-12 Weeks
Hybrid	4004-4018	15	\$4,874.80	\$73,122.00	10-12 Weeks
Hybrid	4019-4033	15	\$4,874.80	\$73,122.00	10-12 Weeks
Hybrid	5001-5005 (35ft)	4	\$4,874.80	\$19,499.20	10-12 Weeks
Diesel	21701-21715	15	\$4,874.80	\$73,122.00	10-12 Weeks
Diesel	21801-21809	9	\$4,874.80	\$43,873.20	10-12 Weeks
Other:					
Total:				\$537,560.96	

BENTECH

TYPE	BUS NUMBERS	QTY	PRICE	EXT. PRICE	LEAD TIME
Diesel	401-420	11	\$2,250.00	\$24,750.00	10-12 Weeks
Diesel	421-427	4	\$2,250.00	\$9,000.00	10-12 Weeks
Diesel	428-447	20	\$2,250.00	\$45,000.00	10-12 Weeks
Diesel	448-459	10	\$2,250.00	\$22,500.00	10-12 Weeks
Diesel	460-462	3	\$2,450.00	\$7,350.00	10-12 Weeks
Hybrid	2006 (29ft)	1	\$3,450.00	\$3,450.00	10-12 Weeks
Hybrid	4002	1	\$2,950.00	\$2,950.00	10-12 Weeks
Hybrid	4004-4018	15	\$2,250.00	\$33,750.00	10-12 Weeks
Hybrid	4019-4033	15	\$2,250.00	\$33,750.00	10-12 Weeks
Hybrid	5001-5005 (35ft)	4	\$2,450.00	\$9,800.00	10-12 Weeks
Diesel	21701-21715	15	\$2,250.00	\$33,750.00	10-12 Weeks
Diesel	21801-21809	9	\$2,250.00	\$20,250.00	10-12 Weeks
Other:					
Total:				\$246,300.00	

**MEMPHIS AREA TRANSIT AUTHORITY
BOARD OF COMMISSIONERS**

RESOLUTION NO. 20-36

**RESOLUTION TO APPROVE A CHANGE ORDER FOR THE CENTRAL STATION PHASE 2
REDEVELOPMENT PROJECT**

WHEREAS, The Memphis Area Transit Authority (MATA) approved the Phase 2 Central Station Redevelopment project by Resolution 15-11 on April 27, 2015; and

WHEREAS, The MATA Board of Commissioners approved the use of \$2.4 million in Congestion Mitigation and Air Quality (CMAQ) funds and a local share of \$600,000 totaling \$3 million for Central Station improvements by Resolution 15-43 on November 24, 2015; and

WHEREAS, The MATA Board of Commissioners approved the use of additional capital funds totaling \$1,500,000 by Resolution 18-30 on July 26, 2018; and

WHEREAS, The development team for the project, Central Station Collaborative, developed design plans and final cost estimates for the construction of the trolley station as included in the approved development plans; and

WHEREAS, MATA staff reviewed the design plans and recommended changes to the original design to improve trolley operations, provide additional trolley storage, increase passenger waiting areas, and reduce traffic congestion at the hotel entrance; and

WHEREAS, The MATA Board of Commissioners approved Change Order #2 totaling \$993,874.00 on January 22, 2020; and

WHEREAS, Central Station Collaborative submitted Change Order Request #3 to MATA on September 14, 2020 to cover final design, construction, and project related costs; and

WHEREAS, MATA staff has reviewed the change order request, but recommends that some items included in the change order request will require further review and negotiations to reach agreement on the final project cost; and

WHEREAS, MATA staff recommends approval of Change Order #3 to Central Station Collaborative for a not to exceed amount of \$414,518.80.

NOW, THEREFORE, BE IT RESOLVED BY THE MEMPHIS AREA TRANSIT AUTHORITY BOARD OF COMMISSIONERS That Change Order #3 be approved with a not to exceed amount of \$414,518.80 and Central Station Collaborative is authorized to complete the project.

BE IT FURTHER RESOLVED That the Chief Executive Officer, Chief Administrative Officer or the Contracting Officer are authorized to execute the change order.

To: MATA Board of Commissioners
FROM: Gary Rosenfeld, Chief Executive Officer
SUBJECT: Change Order Approval for Completion of New Central Station Trolley Station
DATE: August 25, 2020

On April 27, 2015, The MATA Board of Commissioners approved a Development Agreement for the development team of Central Station Collaborative to redevelop the Central Station property. The project scope included several transit components, of which a new ADA accessible trolley station would be built as part of the project using Congestion Mitigation and Air Quality (CMAQ) funds provided by the Tennessee Department of Transportation (TDOT). Central Station Collaborative then designed the new trolley station to serve the redeveloped site and proposed hotel property. The final construction of the station is almost complete, and a change order is required to address final construction costs for the project due to changes associated with the station, project management, and the safety certification of the two new trolley stations.

MATA staff has reviewed the change order request and recommends approval.

BOARD OF COMMISSIONERS

RESOLUTION NO. 20-37

RESOLUTION TO APPROVE NOVEMBER 2020 SERVICE IMPROVEMENTS

WHEREAS, MATA makes service changes periodically to increase efficiency and effectiveness of service and to align service levels with available funding; and

WHEREAS, The proposed set of service changes were made available for public comment by posting paid notices in the Tri-State Defender and La Prensa Latina. In addition, the information was shared via matatransit.com; Omnilert (a customer communications tool which customers can subscribe to receive real-time information); including frequent posts on MATA's social media platforms and the City of Memphis'; reshared/retweeted by several community organizations; and shared by multiple media news outlets; and

WHEREAS, Virtual public meetings were held on the following dates: Monday, August 31, 2020 at 6pm; Tuesday, September 8, 2020 at 12pm; and September 12, 2020 at 10am. The public meetings allowed opportunity for riders and citizens to submit comments, in addition to, the normal public comment period; and

WHEREAS, Staff recommends that the changes summarized in Appendix A be approved for fixed route bus service; and

WHEREAS, Comments from riders and citizens in the community have been considered and are listed in Appendix B with responses; and

WHEREAS, The recommended changes are consistent with the goals and recommendations of the Transit Vision that was adopted by the MATA Board of Commissioners on January 29, 2019; and

WHEREAS, The proposed changes have been reviewed according to MATA's Title VI policies, adopted on March 25, 2013, and a service equity analysis was performed to determine whether the new service would have adverse effects, potential disparate impacts, or disproportionate burdens to minority or low-income populations; and

WHEREAS, It has been determined that there will be no adverse effects, potential disparate impacts, or disproportionate burdens to minority or low-income populations associated with these proposed service changes; and

WHEREAS, Staff recommends that said changes be effective on November 8, 2020.

NOW, THEREFORE, BE IT RESOLVED BY THE MEMPHIS AREA TRANSIT AUTHORITY BOARD OF COMMISSIONERS, That said service changes are approved to be effective November 8, 2020.

* * * * *

TO THE RESOLUTION TO APPROVE NOVEMBER 2020 SERVICE IMPROVEMENTS

PROPOSED SERVICE IMPROVEMENTS (1 OF 3)

No routing changes on Routes 42, 50, 52, 500

Downtown travel on Front and Danny Thomas Thomas has been moved to Second and Third

New Route

Name Change

Route #	Name	Branch	Days of Service	Weekday Frequency	Areas, Points of Interest, and Streets Served	Replaces Route #
1	Union		7 Days A Week	30	Hudson Transit Center, Downtown, Union Ave., Poplar between Tillman and Holmes, Hooks Central Library, Binghampton (on Tillman, Holmes, and Jefferson), Poplar Plaza	34 and 56 on Union, 53 in Binghampton
2	Madison	U of M	7 Days A Week	60	Same as current Route 2 PLUS: Southern Ave. between E. Pkwy and Highland, Highland between Southern and Central, and U of M	35 (on Southern)
		Mt. Moriah	Weekdays and Saturdays	120	Same as current Route 2 PLUS: Southern Ave., U of M, Goodlett, Park, Cherry, Quince, Mt. Moriah, Mendenhall, Knight Arnold, Kirby	21, 35 (on Southern)
4	Walker		7 Days A Week	60	Hudson Transit Center, Downtown, Route 4 Walker Castalia Route (except for Front Street), and Airways Transit Center	4 Walker Castalia
6	Northaven		Weekdays	60 (during Rush Hour)	Frayser Plaza, Steele, Overton Crossing, St. Elmo, Watkins, Northaven	
7	Shelby and Holmes		7 Days A Week (NEW SUNDAY SERVICE)		Same as current Route 7	
8	Chelsea	National	7 Days A Week	30	Hudson Transit Center, 3rd, Chelsea, National,	9
		Highland	7 Days A Week	60	Hudson Transit Center, 3rd, Chelsea, National, Highland, American Way Transit Center	
11	Frayser		7 Days A Week	30	Hudson Transit Center, 3rd, Thomas, Nike and Amazon on New Allen, Frayser Blvd., Yale, Austin Peay, Coleman	40 (on Thomas)
12	Mallory		Weekdays and Saturdays	60	Hudson Transit Center, Downtown, Florida St. Between Georgia and 5. Pkwy, In Riverview: Swift, Person, Kansas, and Belz, Mallory, Norris, Alcy, Airways Transit Center	4 Walker Alcy (on Mallory, Norris, and Alcy), 12 (north of Mallory)
13	Lauderdale		7 Days A Week (NEW SUNDAY SERVICE)	60	Hudson Transit Center, Downtown, Fourth, Latham, Waldorf, Lauderdale, Mallory, Prospect, Marjorie, Kerr,	4 Walker Alcy (on Prospect, Marjorie, Kerr), 13
		Summer and White Station	Weekdays and Saturdays	60	Same as current Route 19 except traveling on A.W. Willis and Jackson instead of Alabama, Dunlap, J.W. Williams, Decatur	
19	Vollintine	Wolfchase	Weekdays and Saturdays	120	Hudson Transit Center, Jackson, Breedlove, Vollintine, Springdale, Chelsea, Hollywood, Jackson, Macon, Covington Pike, Elmore, Sycamore View, Raleigh Lagrange, Dexter, Germantown Pkwy, Ikea, Wolfchase Galleria	44
22	Raines		7 Days A Week (NEW SUNDAY SERVICE)	120	Same as current Route 22	
26	Hickory Hill		7 Days A Week	120	Same as current Weekday and Saturday Route 26 routing	
28	Airport Shuttle		7 Days A Week	60	Hudson Transit Center to Nonconah, Department of Human Services Airways Transit Center via I-240, Memphis Intl. Airport, Winchester between Airport and Tchulahoma, Tchulahoma, Prescott, Amazon, IRS	28, 64, 99, 280

**APPENDIX A:
TO THE RESOLUTION TO APPROVE NOVEMBER 2020 SERVICE IMPROVEMENTS**

PROPOSED SERVICE IMPROVEMENTS (2 OF 3)

No routing changes on Routes 42, 50, 52, 500

Downtown travel on Front and Danny Thomas Thomas has been moved to Second and Third

Route #	Name	Branch	Days of Service	Weekday Frequency	Areas, Points of Interest, and Streets Served	Replaces Route #
	New Route					
	Name Change					
30	Brooks		Weekdays and Saturdays	60	Brooks Between 3rd and Airways, Airways Transit Center, Democrat, FedEx, American Way, American Way Transit Center	
31	Firestone		Weekdays	35 (during Rush Hour)	Firestone, Breedlove, Vollintine, Watkins, Jackson	
32	Hollywood	Poplar	7 Days a Week	30	Airways Transit Center, Liberty Bowl, CBU, Hollywood, Poplar and Alicia	32
		Hawkins Mills	7 Days a Weeks	60	Airways Transit Center, Current Routes 18 and Route 32 combined, Frayser Plaza	18, 32
34	Central & Walnut Grove		Weekdays and Saturdays	120	Hudson Transit Center, Downtown, Vance, Lamar, Central, Highland between Central and Walnut Grove, Poplar Plaza Walnut Grove, Baptist Hospital, Shady Grove	5, 34
36	Lamar	Kimball	7 Days A Week	60 (30 in portions both branches serve)	Hudson Transit Center, Downtown, Jefferson, Pauline, Lamar, Kimball, Robin Hood, Elliston, Getwell, American Way Transit Center, American Way, Perkins, Winchester between Perkins and Hacks Cross	36, 56
		Knight Arnold	7 Days A Week	60 (30 in portions both branches serve)	Hudson Transit Center, Downtown, Jefferson, Pauline, Lamar, Knight Arnold, Getwell, American Way Transit Center, American Way, Perkins, Winchester between Perkins and Hacks Cross	36
37	Perkins		Weekdays and Saturdays (ROUTE REINSTATED)	120	American Way Transit Center, Getwell, New Willow, Perkins, Oak Court Mall, Laurelwood Shopping Center, Waring, Covington Pike, Raleigh Lagrange, Raleigh Town Center	
38	Boxtown		Weekdays and Saturdays	90	Boxtown, Fields, Canary, Weaver, Mitchell, Sax, Peebles, Third, Raines, Westmont, Levi, Parkrose, Doubletree, Raines	
39	South 3rd	Weaver	7 Days A Week	60 (30 in portions both branches serve)	Hudson Transit Center, Downtown, South 3rd, Holmes at Weaver	12 (3rd and Holmes)
		Horn Lake	7 Days A Week	60 (30 in portions both branches serve)	Hudson Transit Center, Downtown, South 3rd, Peebles, Glencoe, Indian Hills neighborhood, Harold Ford Senior Villas, Horn Lake, Honduras, Holmes at Jonetta	12 (South of Mallory)
40	Stage		7 Days A Week	90	Hudson Transit Center, 3rd between A.W. Willis and Chelsea, 2nd, Stage/James, Wolfchase Galleria, all trips end at Fletcher Trace at Stage	11 (on 2nd)
53	Summer		7 Days A Week	60	All trips will serve current non-Binghampton Route 53 routing	

TO THE RESOLUTION TO APPROVE NOVEMBER 2020 SERVICE IMPROVEMENTS

PROPOSED SERVICE IMPROVEMENTS (3 OF 3)

No routing changes on Routes 42, 50, 52, 500

Downtown travel on Front and Danny Thomas Thomas has been moved to Second and Third

New Route

Name Change

Route #	Name	Branch	Days of Service	Weekday Frequency	Areas, Points of Interest, and Streets Served	Replaces Route #
57	Park		7 Days A Week	60	Hudson Transit Center, Downtown, GE Patterson, Wellington, McLemore, Bellevue between McLemore and S Pkwy, S Pkwy, Park, Highland between Park and Southern, Southern to U of M, Park between Echles and Ridgeway, St. Francis Hospital	17
69	Winchester		Weekdays and Saturdays	60	American Way Transit Center, Goodlett, Winchester between Goodlett and Millbranch, Millbranch, Shelby between Millbranch and Hodge, Hodge, Neely, Third between Mitchell and Peebles, Peebles, Sax, Fields, Boxtown Rd, Sewanee, Shelby between Sewanee and Weaver, Weaver, Parkrose, Double Tree, Raines,	
82	Germantown		Weekdays (ROUTE REINSTATED)	90	Germantown Pkwy between Poplar and Wolfchase Galleria	

**TO THE RESOLUTION TO APPROVE NOVEMBER 2020 SERVICE IMPROVEMENTS
PUBLIC COMMENTS & RESPONSES**

- MATA is making it impossible on bus riders by limiting capacity to 10 passengers and forcing them to wait until the next scheduled bus comes or longer
 - As an organization that serves the public, MATA must consider the health and safety of all customers and drivers during the current pandemic and adhere to CDC social distancing recommendations and local requirements. In addition, MATA wants to be an active participant in reducing the spread of COVID-19 and return to our full capacity pre-COVID. MATA is following local guidance by the local health department to limit passenger capacity. These limits will be removed after the area's number of COVID-19 cases and positivity rates decline significantly for several weeks. Thank you for being a valuable customer and we will be working to serve our customers the best way possible in the current climate.
- Confusion over timing of branches in the combination of Route 36 and 56 into Route 36
 - Please see MATA's website at <http://www.matatransit.com> to review routes and to also access MATA's Trip Planner. You may also contact our Customer Service Line at (901).274-MATA (6282) for Routes and Schedule Information and to speak directly to a customer service representative for additional assistance.
- Much work needs to be done to educate the public about new routes/names proposed in the changes
 - Information regarding new routes and name changes can be found at <http://www.matatransit.com>, as well as, on all social media platforms. A trip planner is also available on the website that will assist customers in finding the best routes for their destination. In addition, you may also call our Customer Service line at (901).274-MATA (6282) for Routes and Schedule Information.
- Concern about the proposed name and route changes of the 12 Levi to 12 Mallory. The biggest concern is the residents in Indian Hills and Lakeview Garden will find themselves in the same position that the residents of Boxtown, Firestone, and Northaven were in for the past six months. In an effort to put us on the same page and for your information, the Indian Hills neighborhood include McCain Road, Ford Road, Deerskin, Moccasin Drive, and Buffalo Road. It includes homeowners and renters which lives in the Harold Ford Sr. Villa, an apartment complex of the Memphis Housing Authority. Lakeview Garden include homeowners who lives on streets such as Jonetta Street, Honduras Drive and George Road. We would like for the administration to make sure that these neighborhoods are not left out because of the proposed service changes.
 - Thank you for your comments regarding the proposed service changes. Modifications to the proposed service changes are being made to address these comments, particularly to Route 39. MATA staff has reviewed the routes in the above-mentioned communities and has made a concerted effort to ensure that all areas have access to transit that will meet the community's transportation needs and allow MATA to operate an efficient and effective service. Please visit <http://www.matatransit.com> to plan your trip and to learn more about the routes that serve your neighborhood. You may also call our Customer Service line at (901) 274-MATA (6282) for Routes and Schedule Information.
- Why do MATA buses keep changing every month?
 - MATA evaluates its services on a frequent basis to ensure that we are properly serving the communities' transportation needs. At times, changes are made to better serve the community and to allow MATA to run a more efficient and effective service.
- Living near Spottswood and Highland and not having been on a bus or having one go by me if I needed it for about 6 months has been stressful. But times aren't "normal" and we've all done without. Being able to get down Highland to Poplar has been my lifeline to Dr., Pharmacy, Dentist, Optometrist and grocery for some time. Most were selected to use based on being able to get there by bus. The thought of any bus coming back to this area is very exciting. The thought of three of them coming close by (new #2, and changes in #57) and of having access on a Sunday is just almost too much to hope for. Many of our most used, longest routes run from downtown east, or NE or SE. Without N-S connections to get between these routes many are left stranded. Highland is a major part of that connection. I hope in making final decisions this will be kept in mind.
 - Thank you for your comments regarding the proposed service changes. It has provided more insight on how to better serve our customers and we will consider your comment in future route improvements for the area.
- The changes to Route 8 are horrible.
 - Thank you for your input. We will review Route 8 to ensure that it is an effective and efficient service. Please note that Route 8 now has direct service from Hudson Transit Center to Chelsea to Highland to the American Way Transit Center.
- When will the frequency increase on the buses?
 - MATA is currently working on implementing the proposed recommendations in the Transit

all of the routes as outlined in the Transit Vision. Full implementation of the Transit Vision will allow for more frequency in routes and improved connectivity.

- What is the new alternative for Route 99 to DHS?
 - Route #28 Airport Shuttle is the new alternative Route that will directly serve the Department of Human Services, formerly served by Route 99 that will now run 7 days a week with direct connections to Downtown Memphis and the Memphis International Airport.
- Formerly used Route 56 to get to the Medical Center on Union, the new access to Medical Center on Union will take longer with 2 transfers.
 - Please see MATA's website at <http://www.matatransit.com> to review routes and to also access MATA's Trip Planner to find the best way to reach your destination. You may also contact Customer Service Line at (901).274-MATA (6282) for Routes and Schedule Information and to speak directly to a customer service representative for additional assistance.
- Recommendation for 1 Union to extend to Highland for more connections.
 - Thank you for the comment and recommendation. We have made this modification to our service improvements.
- Please restore Route 82
 - Route 82 has been reinstated and will serve Germantown Parkway between the City of Germantown and the Wolfchase Galleria area.
- Support for restoration of 6 Northaven, 31 Firestone, and 38 Boxtown with Saturday schedule
 - Service was restored on Route 6, Route 31, and Route 38 effective September 14, 2020. Additional improvements and modifications are being considered based on these comments for the November 8, 2020 service implementation.
- I love the idea of expanding service and combining a few of the routes for efficiency of it all! My only concern is routes 12 & 13 in South Memphis. If those routes stop at 7pm, that's not adequately serving the folks living over there who would need service beyond 7pm. One of those routes need to run the entire day, until midnight. Or don't get rid of the 4 Alcy in the evenings.
 - Thank you for your comments and for being a valuable customer. The decision to change the times that routes operate is based on the recommend span of service in the Transit Vision and the number of riders that use the service at a given time. However, we will review the routes and span of service to ensure that we are adequately serving the area.
- Several of the new/changed routes seem to have 2 different routes, with some overlap, with 1 route number. There used to be several of those which were eventually changed to two different numbers. I always assumed that that was because many passengers got confused and got on the wrong bus. It will take some effort to make that work smoothly, especially for people who aren't regular riders on a particular route. It will help increase repeat ridership if people don't end up on the wrong bus with people looking at them like they were idiots for not knowing better. I have seen that from drivers and passengers and needs to be addressed.
 - Thank you for your comments. MATA is working to ensure that all service changes are properly communicated to the public and that route information is available on multiple platforms i.e., in print, on our website, on social media platforms, and through our customer service call line.
- The combining of a piece of the old 2 with the 35, works for me personally, as I frequently used the 35 to Cooper Young, and changed to/from the 2 to Madison and downtown for various places. I like the idea of one route going all the way or being able to get on and off the same route, usually better to time connections that way. I do hope the people I've seen for years taking the 35 on SE will still have their needs met.
 - Thank you for your comments and being a valuable MATA customer. We will continuously work to make sure that we can adequately serve our customer's needs.

**MEMPHIS AREA TRANSIT AUTHORITY
BOARD OF COMMISSIONERS**

RESOLUTION NO. 20-38

**RESOLUTION AUTHORIZING THE FILING OF APPLICATIONS WITH THE TENNESSEE DEPARTMENT OF
TRANSPORTATION UNDER THE IMPROVE ACT FOR TWO PROJECTS**

WHEREAS, The Tennessee Department of Transportation (TDOT) notified grantees in the State of Tennessee that they could apply for capital funds under the IMPROVE Act; and

WHEREAS, The Memphis Area Transit Authority (MATA) submitted grant applications for two projects totaling \$2,784,000 and requested TDOT to provide \$1,978,800 in IMPROVE Act funds; and

WHEREAS, TDOT approved these projects as shown below:

<u>PROJECT</u>	<u>TOTAL COST</u>	<u>TDOT IMPROVE ACT FUNDS</u>	<u>LOCAL FUNDS</u>
Trolley Repairs/ Infrastructure Upgrades	\$2,684,000	\$1,903,800	\$780,200
Study/ Safety Improvements	<u>100,000</u>	<u>75,000</u>	<u>25,000</u>
TOTAL	\$2,784,000	\$1,978,800	\$805,200

WHEREAS, The local capital funds totaling \$805,200 are available.

NOW, THEREFORE, BE IT RESOLVED BY THE MEMPHIS AREA TRANSIT AUTHORITY BOARD OF COMMISSIONERS:

That the Chief Executive Officer, Chief Administrative Officer, Chairman or Vice-Chairman of MATA is authorized to execute and file an application for State assistance with the TDOT for the projects listed above; and

That the Chief Executive Officer, Chief Administrative Officer, Chairman or Vice-Chairman is authorized to execute grant agreements with TDOT on behalf of MATA.

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**MEMPHIS AREA TRANSIT AUTHORITY
BOARD OF COMMISSIONERS**

RESOLUTION NO. 20-39

**RESOLUTION TO ACCEPT THREE (3) TRANSIT STREETCARS FROM
THE CHARLOTTE AREA TRANSIT AUTHORITY**

WHEREAS, The Charlotte Area Transit Authority (CATS) desires to permanently transfer 3 transit streetcars detailed in Exhibit A that have not reached their useful service life to the Memphis Area Transit Authority (MATA) (see attached); and

WHEREAS, The Executive Director/CEO is authorized to execute and file all applications and/or agreements on behalf of the CATS with the U.S. Department of Transportation to transfer rolling stock that has not reached its useful service life; and

WHEREAS, The Executive Director/CEO is authorized to execute all transfer agreements on behalf of CATS with the U.S. Department of Transportation to aid in the Grantee to Grantee transfer; and

WHEREAS, CATS Executive Director/CEO is hereby authorized to execute the Grantee to Grantee transfer pertaining to the transfer of rolling stock outlined by CFR 49 and FTA Circular 5010.1E to MATA; and

WHEREAS, the serial numbers for the three vehicles being transferred are 9104A/9104B, 9204A/9204B, and 9304A/9304B and

WHEREAS, the grantee to grantee transfer of the three vehicles from CATS to MATA will transfer \$541,999 remaining FTA interest, 32.2% overall FTA participation carried over the next 20 years of service life; and

WHEREAS, Resolution was passed, approved, and adopted by the CATS Board authorizing this transfer.

NOW, THEREFORE, BE IT RESOLVED BY THE MEMPHIS AREA TRANSIT AUTHORITY BOARD OF COMMISSIONERS That MATA agrees to accept the three (3) streetcars from CATS that have not met their useful service life and are no longer required by CATS subject to FTA approval.

BE IT FURTHER RESOLVED, That the Chief Executive Officer, Chief Administrative Officer, the Chairman and Vice-Chairman of the MATA Board are authorized to execute any necessary documents for this transfer.

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MEMPHIS AREA TRANSIT AUTHORITY

BOARD OF COMMISSIONERS

RESOLUTION NO. 20-40

RESOLUTION TO PURCHASE A USED SIEMENS U-2 LIGHT RAIL VEHICLE FOR TESTING

WHEREAS, The Memphis Area Transit Authority (MATA) is a public agency responsible for providing public transportation services within the City of Memphis and surrounding communities; and

WHEREAS, MATA has a fleet of rail vehicles which periodically need to be replaced when they have met their useful service life or to expand the fleet; and

WHEREAS, MATA needs to purchase a used light rail vehicle to replace a rail vehicle that has met its useful service life and to test and evaluate the vehicle to see if this model can be adapted to work within MATA's existing light rail system; and

WHEREAS, The purchase of this rail vehicle will include the costs for procuring a used Siemens U-2 light rail vehicle from Ozark Mountain Railcar, wheel truing by UTA, technical support, transportation between facilities, and temporary storage of the vehicle; and

WHEREAS, MATA has capital funds available for this procurement; and

WHEREAS, Staff recommends that a contract be awarded to Ozark Mountain Railcar to purchase one light rail vehicle for a total cost of \$197,000.

NOW, THEREFORE, BE IT RESOLVED BY THE MEMPHIS AREA TRANSIT AUTHORITY BOARD OF COMMISSIONERS That a contract be awarded to Ozark Mountain Railcar to purchase one light rail vehicle for a total cost of \$197,000 and cover other associated expenses with wheel truing, transportation and storage.

BE IT FURTHER RESOLVED That the Chief Executive Officer, Chief Administrative Officer, Chairman or Vice-Chairman is authorized to execute the necessary documents.

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