



MEMPHIS AREA TRANSIT AUTHORITY

1370 LEVEE ROAD
MEMPHIS, TN 381193
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 October 27, 2020
3:30 p.m.

- | | | |
|------|---|-----------------|
| I. | Call to Order | Martin Lipinski |
| | a. Recognition of any Special Guests | |
| II. | Board Roll Call | Linda Eskridge |
| III. | Approval of Minutes | |
| | a. September 22, 2020 Regular Board Meeting | Commissioners |
| IV. | CEO Report | Gary Rosenfeld |
| V. | Procurement Item(s) | |
| | a. Resolution to Award a Contract to Freeland Automotive to Purchase Six SUV Service Vehicles: | |
| | - Res. No. 20-41 | Gary Rosenfeld |
| | - Information Memo | Gary Rosenfeld |
| | b. Resolution to Award a Contract Complete Coach Works for Driver Protection Barriers Installation: | |
| | - Res. No. 20-42 | Gary Rosenfeld |
| | - Information Memo | Gary Rosenfeld |
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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.



- [Res. No 20-42 – Exhibit A](#) Gary Rosenfeld
- c. Resolution to Award a Contract to Gillig, LLC for the purchase of Driver Protection Barriers:
 - [Res. No. 20-43](#) Gary Rosenfeld
 - [Information Memo](#) Gary Rosenfeld
 - [Res. No. 20-43 – Exhibit A](#) Gary Rosenfeld
- d. Resolution to Award a Contract to Dean & Associates for Legislative Advocacy Services
 - [Res. No. 20-44](#) Gary Rosenfeld
 - [Information Memo](#) Gary Rosenfeld
- e. Resolution to authorize a contract with Enterprise Rent A Car
 - Documentation to be distributed at the Board Meeting
- VI. Service and Development Item(s)
 - a. Revised Resolution awarded to purchase and transport a used Siemens U-2 Light Rail Vehicle for Testing:
 - [Res. No. 20-40 \(Revised\)](#) Gary Rosenfeld
 - b. Resolution to Approve New Mobility Pilot Program to provide additional transit service in Downtown Memphis and the New Chicago neighborhood.
 - [Res. No. 20-45](#) John Lancaster
 - c. Discussion regarding social distancing guidelines for transit systems
 - Discussion revolving around CDC Guidelines Gary Rosenfeld
- VII. Finance Items
 - a. Review financial results from the Month of:
 - August 2020 Bernhard Rudolph
 - September, 2020 Bernhard Rudolph
- VIII. Speaker(s) Acknowledgement Lawson Albritton
- IX. Old/New Business Martin Lipinski
 - a. Set the date of the next Meeting
 - Staff Recommendation December 8, 2020
- X. Executive Session Gary Rosenfeld
 - a. Security Update
- XI. Adjournment Martin Lipinski



MINUTES OF THE SEPTEMBER 22, 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, September 22, 2020.

BOARD ROLL CALL:

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

Absent: Michelle McKissack; Kristen Bland

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

Minutes of the August 25, 2020 Board of Commissioner Meeting were moved by Mr. Clark and seconded by Mr. Fulton. The minutes were unanimously approved.

CEO Report

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

CEO Report

Mr. Rosenfeld began his report by stating that we had a nice gain of ridership in August with increases in all three modes. Motor bus went up about 13,000 passengers, as well as demand response. Paratransit went up by a couple of hundred. Trolley is also experiencing a nice increase in ridership. We have been advised that the date of the Main Street Line will be available in October and should increase even more as the convention center construction moves out of our area. OTP: Motor bus fell a little bit in August; however, as we go through the first few weeks of September they are reporting about 74% in September and could very well be over the goal of 72% probably at the city goal of 76% by the end of the month. OTP on Paratransit is 97% for the month of August. Steel wheeled trolley numbers are a little misleading because half the route is unattainable by the electronic means. The steel wheels are actually turning at between 95-100 percent but we cannot capture the data because they are outside of the performance zone as indicated in our ORBCAD system. Mileage went down for the month of August, which indicates we are being more efficient in our routing and structure. Paratransit mileage went up as it should. Customer comments per 100,000 Boardings, we went from 23 comments in July to 37 in August. Big increase in Motorbus area comments from 38 in July to 66 in August. MATAplus went from 11 to 14 comments and trolley went from three to 7 comments. The top five comments were: 1) fixed route passed up customers, this is often COVID related; 2) Rude operator with 17 comments;



3) Planning & Scheduling had a lot of comments due to the service improvements; 4) COVID related, no mask either by passenger or by an employee; 5) Safety and Security with 9 comments, often related to COVID. MATApplus wait time is within reason, and call duration is falling indicating that the operators are getting more comfortable with what they are doing in terms of new operators learning their jobs. Dispatch are down in total and in wait time. MATApplus wait time for abandoned calls going down from 51 to 32. MATA's Assessment Center is still closed and hope to get that back opened within the next few weeks. The center has been a great tool for MATA as well as for the public. Miles between road calls, last month Mr. Rosenfeld wanted to get with maintenance to verify the numbers and found that the numbers from last month were accurate. We had a number of road calls relative to air conditioning systems, but that went away in August and we are back to right near our goal of about 8,000 miles between road calls. Accident data, for the month of August we had five preventable accidents and 14 non-preventable. Mr. Rosenfeld stated that there will be some changes in the way this data will be presented in the future, as our new safety manager comes on board. Mr. Rosenfeld encouraged everyone to download the 901 Mobile App as it provides scheduled data at your fingertips and provides the ability to purchase tickets or pay your fares without using cash on the vehicle and we are processing fares with it. This is a great stride for MATA. We also launched the Go 901 Mobile website which makes it easier to sign up with an account. It will take store cards and in the future there will be a network of retailers to help us with people that are not banked but will still be able to put cash on their cards. Our website redesign is a wonderful and new experience and we are still working out the bugs. It is a great addition and a great improvements over our last website and will continue to make improvements as we go along. Mr. Rosenfeld gave an update on his upcoming meetings and activities, which are many. Things are getting back to "normal" with respect to meetings within the industry, legislative activities and such. Mr. Rosenfeld stated that MATA did submit our Small Starts Application and are excited to be in the queue and to hear back from DOT as to whether or not they accepted. Mr. Rosenfeld thanked Mr. Fulton for the comments on the website and app. The uptick in ridership is our passengers have been learning how to re-ride the bus based on the rules that are in place. If they know that the bus will be full they are successful in adjusting their schedules, or we are more successful getting more fillings out so that we can pick up more people. Mr. Rosenfeld stated that he has been working with the city and the health department to try to get that to happen. Mr. Rosenfeld stated that free rides with voting is a question we always wrestle with. The problem that we have is which Election do we do it for and which we don't. The further question becomes, given the fact that early voting is available for several weeks is there really a need for early transportation if people have this opportunity to vote. He stated that his personal preference would be if we could do it that would be great. If we are going to have eight or 10 Elections on an annual basis, that represents tens of thousands of dollars in revenue for MATA. What would be great is if someone would volunteer to sponsor a free ride day. Mr. Rosenfeld stated that he would be happy to take some directions from the Board, but his recommendation would be to not do rides on Election Day due to the reasons he stated.

Procurement Agenda Item(s)

- a) Resolution to Award a Contract to River City Railroad TCC, LLC for Madison Avenue Track Pavement Repairs – Res. No. [20-33](#)

Discussion: Mr. Rosenfeld stated this contract had a 29% DBE goal. River City Rail is a 100% DBE firm so we clearly exceed the 29% goal. River City Rail has done a lot of work for MATA as a regular vendor and Mr. Rosenfeld recommended approval for approval of this item. Mr. Clark moved for approval of this resolution and Mr. Fulton seconded the motion. *Mr. Fulton commented on the*



great DBE presentation from Mr. Amos a few months ago and he is happy to see this contract having some DBE participation. Mr. Fulton asked that in the future could the Board get a list of procurement categories, dollars or percentage wise, as it relates to maintenance and services.

Mr. Rosenfeld stated that he would get with Mr. Amos as running a report against that would be easy. We can certainly look at that and cautiously within the next 30 days we can put that together. **The Resolution Passed**

b) Resolution to Amend the Procurement Manual to Address

Unsolicited Proposals – Res. No. [20-34](#)

Discussion: The FTA, as well as many other transit agencies across the country have embraced unsolicited proposal policies to help transit agencies to be more nimble in the marketplace. Given today's technology blatant business environment, if we are presented with an ideal that we can integrate into our system, our current methods of procurement don't really allow for us to take advantage, in a timely fashion, a technology piece that might have a 36-month shelf life. A lot of agencies have been adopting policies to allow for unsolicited proposals to come before the agency and if it falls within certain thresholds it allows the agency to engage the proposer in an agreement so that we can take full advantage of what is being offered. I would be very cautious about how we move forward on this, but we do get from time to time, good ideals coming from different vendors that we are unable to take advantage of because the procurement policy precludes a timely ability. Other things that we might be considering for the future is to match our local policy with FTA's policy with respect to dollar thresholds. We have a \$50,000 threshold for Board reporting; however FTA's requirement is \$250,000. It gives us opportunity to bring new things to market in such a way that it protects the offeror and the agency so that we can properly document the result. Mr. Rosenfeld wanted to put this resolution out there and entertain discussion to allow MATA to take advantage of unsolicited proposals. *Ms. Holder moved that the resolution be approved after discussion, and Ms. Williams seconded. Ms. Holder stated that while she does understand that the procurement process can be difficult, but asked how would something like this comes to your attention, and how would you make sure that there aren't - products that you would want to get bids on.* Mr. Rosenfeld stated this situation he can see being used on a rare frequency. Mr. Rosenfeld alluded to the example he gave regarding cameras. He stated that he would be reaching out to camera companies to see if they had this type of technology in terms of temperature scanning, which temperature scanning, by itself is readily available, but some of the other scans that help to identify a potential COVID case are proprietary. If we want to be able to take advantage of that or if you have someone who has a patient on such products as they move forward, then this is the type of proposal of contract that falls under this. Mr. Rosenfeld stated these would be things that we demonstrate has the ability, we would still report after the fact, but would still want to move ahead quickly to be able to deploy it in a way that we get to take full advantage of the shelf life of the product. He stated there are these little nuances of technology that we could really have a positive effect if we could really take advantage of them in a timely basis. It is really about doing things on a timely basis and reporting to the Board that we have done this, this is why we did it, and we have shaved 90 or 180 days off the procurement cycle in order to take care of market positions or the technology at that point. **The Resolution Passed.**



- c) Resolution to Award a Contract to Gillig, LLC for Driver Protection Barriers – Res. No. [20-35](#)

Discussion: *This resolution was deferred to next meeting upon Council's order.*

Service and Development Agenda(s)

- a) Resolution to Approve a Change Order for the Central Station Phase 2 Redevelopment Project – Res. No. [20-36](#)

Discussion: Mr. Rosenfeld stated that we made it clear to the Central Station Redevelopment group that this will be the last change order for this project and we are proud to say that this project is \$2.4MM, \$3MM in station improvements. Compared to the budget we are only about \$100,000 off on a total spend of close to \$5MM. Mr. Rosenfeld turned it over to Mr. Lancaster for further explanation of this project. Mr. Lancaster stated that this project goes back about five years, on April 27, 2015 when the MATA Board first awarded the redevelopment project and authorized it. We have come to the Board a couple of times, originally it was a \$3MM budget with some CMAC Funding and some local match, and back in 2018 the Board authorized another \$1.5MM which raised the project budget to \$4.5MM and we were hoping to stay within that budget, but we've had a couple of large change orders which was nearly \$1MM which actually pushed the project button to right at 4.2MM, and just this last month we received what we believe will be our final change order and it was \$414,518.80 and it encompasses all of the final engineering design. The bulk of the change order is to cover construction cost and certification with the new trolley station. The project has gone through its final safety certification and we are essentially ready to open it when these last few modifications are done. The contractor and Central Station Collaborative think they can have this wrapped up in the next month or two. MATA ask for Board's approval on this project in the amount of \$414,518.80 which will essentially raise the project budget to \$4,603,000. *Mr. Clark ask once the change order is approved, they think it could be totally complete in about 4-6 weeks?* Mr. Lancaster agreed and stated maybe even less. *Mr. Clark asked is that the timeframe the pedestrian connector will also be opened?* Mr. Lancaster agreed. Mr. Rosenfeld stated the fire alarm issues on that concourse has been dealt with. *Ms. Holder moved that the resolution be approved. Mr. Stephens seconded the motion.* **The Resolution Passed.**

- 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](#)

Discussion: Mr. Rosenfeld turned this project over to Mr. Lancaster for briefing on this project. Mr. Lancaster stated last year MATA submitted a grant request to the Tennessee Department of Transportation for funding through the Improve Act to fund the refurbishments and repairs on the Riverfront and Madison Avenue Lines. We were fortunate that they awarded that funding which totaled about \$2,684,000 total project cost, Tthe Improvement Act funds are \$1,903,800 with a local match of \$780,200. TDOT was very pleased with our submission and were aware that we had some pedestrian and bicycle safety issues in the past and on top of the original award, they gave us an additional \$100,000 for a separate project to do a safety study and refund some improvements just for that reason. That was an additional \$75,000 in Improve Act Funds with a local match of \$25,000. The total cost or project award with local match is \$2,784,000 and this



will do all of the repairs and bring the system back up to the standard needed to return service on the Riverfront Line and most all of the Madison Avenue Line. *Mr. Fulton moved that the resolution be approved and Mr. Stephens seconded the motion.*

Mr. Lipinski asked if TDOT is going to have this included in their package that they are submitting or are we just submitting it to TDOT in hopes they will include it. Mr. Lancaster stated that this has been awarded by TDOT and as soon as we apply for the grant, we will have the funds. **The Resolution Passed.**

Resolution to Approve November 2020 Service Improvements

-Res. No [20-38](#)

Discussion: Mr. Rosenfeld stated that service improvements are often difficult to explain, especially as we are trying to evolve from a coverage-type transit system to a frequency-type transit center. Very often a portions of our community see a reduction in service while others might see an increase in service area. That is in keeping with our Transit Vision and what it is all about. Mr. Rosenfeld stated that he is happy to say that public participation this time was much greater than it was for our last round of service improvements. Our last round was in person and we didn't see anybody, and these meetings were all virtual and we had a couple of dozen people involved. Comments were well thought out comments and reasonable requests that we are going to be able to integrate into the service changes. Mr. Rosenfeld turned it over to Mr. Lancaster for more discussion on the service improvements. Mr. Lancaster stated this is going to be the first big implementation of the Transit Vision. What is being done is restructuring about 75% of the system with this service change. We were not able to implement any of the frequency increases that are specified in the transit vision that would require additional funding, of which we do not have. We have gone through all of our standard public participation process, informed the public of all these proposed changes, we have asked for public comments, we held three virtual public meetings, we did solicit those comments and have provided those to the Board today for your consideration. We have summarized them and also we have already incorporated into our changes the four routes from what is proposed to actually implement. We have revised the routing that was proposed on Route 39 Branch B to serve the Indian Hills community. We have addressed a good comment about the new Route 1 Union. We were contacted by Amazon and they will be opening on October 25th, which is six months ahead of schedule. We have already made some changes to Route 11 diverting it up to serve the new Amazon facility which they are projecting employment of 3,000 people with \$15.00/hr. minimum wage. We have extended Route 69 from what we proposed to address the comments. These are the recommended changes that we are proposing to the Board today that we incorporate into the final action that is taken. If approved, these are the changes that will go into effect on November 8, 2020. We have reviewed all these changes with our Title VI and conducted our analysis, and it was a very good analysis, there were no desperate impacts as a result of this. The new service is taking a big step in the implementation of the transit vision. All of these changes were viewed with Jarrett Walker Associates, and we got their blessings on the changes. *Mr. Pacello moved that the resolution be approved and Ms. Holder seconded the motion.* Mr. Albritton had some comments from the public on this item and read them into the records. *Mr. Fulton stated that he understands the reasoning for not having printed schedules because we are in a pandemic, but do we have any other response why we can't put them at our bus stops or any other type measure that we may be able to take.* Mr. Rosenfeld stated that our goal is to have the information



available at transit centers, and if we put them at bus stops we end up with a tremendous amount of litter in the community. We will have information available at the transit center and will do our best to have the information available on an as-requested basis. The best option would be to

view the schedules online using the app or using the website. Again, yes we can have the information available at the transit center. **The Resolution Passes.**

d) Resolution to Accept Three (3) Transit Streetcars from The Charlotte Area Transit Authority – Res. No. [20-39](#)

Discuss: Mr. Rosenfeld stated that recently the Board approved the purchase of these three cars. A requirement of the FTA is to officially accept the three cars, even though we have not yet accepted them, but we have to accept them for the purpose of the transfer. We have this acceptance before the Board today. We have had a team that has been in Charlotte to inspect the cars and is fully aware of what needs to happen to them before they begin operating on the Riverfront Line and we are excited about moving forward and getting the cars put in rehab mode so that we can get them up and operating here as soon as possible. We would move approval of this resolution so that we can complete the paperwork transfer between The Charlotte Area Transit Authority, the FTA and MATA. *Ms. Holder moved that the resolution be approved. Mr. Stephens seconded the motion. Mr. Fulton asked for a reminder of the estimated timeline of the Riverfront Line after making this purchase.* Mr. Rosenfeld stated the timeline is 18-24 months. **The Resolution Passes.**

e) Resolution to Purchase a Used Siemens U-2 Light Rail Vehicle For Testing – Res. No. [20-40](#)

Discuss: Mr. Rosenfeld stated that normally we try to do this type of work before the fact, but given the nature of this requirement, and where we could potentially be going with these U-2 cars requires us to make a minor investment to be able to look at modern street cars for the Madison Line and bringing a car here and running it through its spaces here gives us a true and real opportunity to identify all the necessary changes that might be necessary to the field as well as the trolley maintenance facility if we were to go down this path. We are proposing to purchase one of these U-2 cars that is available and ship it here. These cars are 80ft. long and the bulk of the money in the resolution is shipping cost. They are expensive to get them here coming from San Diego, CA and we hope to be able to be in a position to make an offer on a fleet that will be relatively inexpensive and rapidly be able to deploy them and get the trolley line up and running. This resolution authorizes us to be able to make this happen, to get the testing done to determine whether or not we can actually use the cars on our right of way and be effective, and most of all, be safe. Mr. Rosenfeld stated that it will be an excited day when we offload a modern street car on to the Madison Line and should raise all kinds of public interest in the reestablish of the Madison Line of service. Staff is recommending approval of this resolution. *Mr. Clark moved that the resolution be approved and Mr. Pacello seconded the motion. Mr. Pacello stated that this is exciting.* **The Resolution Passed.**

Mr. Rosenfeld stated for point of information and so the public will be aware, funding for these rail cars comes from a rail grant. This is coming from bus money being dedicated towards trolley. We are not spending bus money on trolley programs, this is coming from trolley specific funding from the federal government.



Financial Report – Bernhard Rudolph June and July 2020 Financials

June Financials

Mr. Rudolph reported on the June, 2020 Financials. He stated that we ended the year ahead of budget on the revenue side, largely due to the Cares Act. MATA experienced a real financial bind in May and June, fortunately we were able to pull \$6MM dollars in and that helped us through that cash crunch. In addition the Cares Act funding were coming through at 100% rather than 80%, which is the normal 5307 Federal portion and that also helped us come out ahead of budget on the revenue side. On the expense side, we were \$5.7MM over budget but out of that \$2.63 was for grant funded items that are included in that overage on the revenue side. That leaves us \$3MM over budget, \$2.6MM was for labor costs because we were originally budgeted to cut service last year and we did not at the City's request and they ended up reimbursing us. So that was \$2.6MM out of the \$3MM that we were over and Covid costs that were non-labor related were \$383,000. On a cash basis we sweep by with the help of Cares Act for the month of June. Passenger fares tanked because we had the free fares.

July Financials

For July we were favorable to budget on the revenue side by \$368,000 and we were favorable to budget on the expense side by \$766,000. We delayed head count and changes to wages pending Board approval of the budget and also materials and supplies were below budget. We ended up for July with approximately \$400,000 favorable on the revenue side and \$800,000 favorable on the expense side for about \$1.1MM favorable to budget for the months. We had \$134,000 total in passenger fares, which is \$37,000 unfavorable to budget. Out of the \$37,000 that we were unfavorable to budget, \$33,000 was fixed route, \$4,000 was MATApplus, and trolley was on budget. We are in a strong position with cash as we fully drew down the entire year's city money immediately and we were drawing Cares Act funds. For the month, we are looking very good for July. Mr. Rudolph reported on the maintenance categories with the budgeted amounts and what we actually spent. On the ERP EAM side, we did not spend as much as budgeted. ERP EAM Contract took a little longer to negotiate than we thought, so it pushed out the payments. On the equipment side we spent considerably less and the variance was \$2.647 and that is for the video cameras on the vehicles that were delayed. On the facilities side, we are \$2.5MM over budget and that was due to \$2.8MM for BRT and that was due to timing issues. On the fare side we are almost \$4MM under budget due to canceling the fare box contract. We were way under budget on spend for the track because the Riverfront Line improvements were delayed, we are just getting around to purchasing the Riverfront trolleys, so that was not in FY20 as it was a delay. Mr. Rosenfeld again expressed that this is capital money, not operating money, so this is money that can be put into adding frequency for bus service.

At the last Board Meeting there was a request to give an actuals vs. budget by category as far as how we did it against capital. Mr. Rosenfeld gave a report on that.



Public Comments:

To: MATA Board of Commissioners

From: Johnnie Mosley, Chairman, Citizens For Better Service

Date: September 22, 2020

Subject: Comments on November 2020 Service Changes for the MATA Board of Commissioners

First, let me thank the MATA administration for the restoration of the 6 Boxtown, 31 Firestone, and 38 Boxtown, which has been rolling on weekdays since September 14, 2020. I am looking forward to seeing the 38 running back on Saturday pending the approval of the MATA Board. However, I want it to be known that it is not enough to restore these routes or any routes without making printed schedules on paper. Although the neighborhoods are happy to see their buses, they would like to have printed bus schedules. I have been in contact with Ms. Nicole Lacey, MATA Chief Communications Officers and Mr. John Lancaster, MATA Director of Planning & Scheduling, in hope to find a workable solution to this problem for those who may not have access to or good connection to smartphone and internet access. Special Thanks to Ms. Lacey and Mr. Lancaster for keeping the lines of communication alive during this difficult process. In the meantime, riders would like to be able to find out about the times of their buses much quicker than looking at cellphones/internet. This means MATA, at the very least, should have schedules on paper or at the bus stops.

Secondly, while I am just as excited about the restoration of the 6 Boxtown, 31 Firestone, and 38 Boxtown, I know that as long as bus riders do not have a first class public transportation system, as long as bus riders are worrying about their bus routes being on the chopping block, , as long as bus riders are still walking blocks in inclement weather to catch a bus, as long as the frequencies of bus routes are not what they ought to be and must be , Citizens For Better Service, Memphis Bus Riders Union, Boxtown Neighborhood Association and MATA can afford to give each other the high fives.

On September 12, 2020, I expressed my concerns on the November 2020 Service Changes at the last virtual public meeting sponsored by MATA. Two days later, on behalf of Citizens For Better Service and the Memphis Bus Riders Union, I sent a follow up letter which summarized the views of Citizens For Better Service and Memphis Bus Riders Union. I would be less than honest if I do not say to the board that some elements of these proposed service improvements look like service cuts in disguise. I believe that MATA can do better by bus riders if MATA sit down with the public and come up with proposed changes long before it reaches the MATA Board for a vote. This thing of bringing proposed changes in a pretty PowerPoint presentation to the public is not just worth it. It gives the impression that MATA has already made up its mind, and the opinions of the public do not matter.

Lastly, for years, I have heard MATA talk about the lack of funding as the biggest barrier for not providing a first-class public transportation system. I heard this same problem at the last virtual public meeting when the Memphis Bus Riders Union asked about an increase of frequencies of bus routes.

In 2018, when the MATA administration made the lack of funding a public talking point, I wrote the following words in an editorial published in the Memphis Commercial Appeal:

“If it is true, as MATA claims, that the system is experiencing heavy financial troubles beyond its control, maybe the time has come for MATA to file Chapter 9 in U.S. Bankruptcy Court. In doing so, MATA may be



able to seek protection from its creditors while organizing a plan to adjust and repay debts. At the same time, MATA may be able to buy the much-needed time to strengthen the public transportation system so bus riders will no longer have to constantly worry about losing their transportation lifeline every six months." I still believe these words are just as true today as I wrote them two years ago.

MATA cannot keep claiming to be a financial hardship at a time when it continues to pour more money in an already top-heavy administration. MATA cannot continue to claim to be broke at a time when it has allocated and continue to allocate millions of dollars into unnecessary transit projects such as on demand transit service which look good on paper but a nightmare to the ridership.

I believe that MATA should use a common sense approach to its budget and stop piece-mealing the bus service.

There is a great deal between a Transit Vision and a Transit Nightmare. Thank you for your time and consideration.



Public Comments:

To: MATA Board of Commissioners

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

Date: September 20, 2020

Subject: Comments on November Proposed Service Changes to The MATA Board Commissioners

As the Board consider the November 2020 Service Changes as proposed by the administration, I would like the board to keep these bullet points in mind.

- Although MBRU is glad that MATA has restored the 6 Northaven, 31 Firestone, and 38 Boxtown, I would like to see an increase in the frequencies of these buses and other bus routes which have low frequencies. I hope the day will come when MATA restore the old 31 into the fleet.

I know that you are tired of hearing this but the old 31 was the heartbeat of the Memphis Area Transit Authority. When MATA removed the old 31 from its fleet, it killed public transportation as we know it. This bus allowed riders to make connections to their buses without going downtown.

Riders from North Memphis to South Memphis were once able to make connections on Chelsea, Poplar, McLemore, South Third and Bellevue, and Watkins in a timely manner. Now, they are racing against time to make connections at William Hudson Transit Center in Downtown Memphis.

- I am asking that the board to ask the hard questions before voting on the proposed service changes before you .What will happen to the ridership of Lakeview Garden and Indian Hills if MATA change the 12 Levi to the 12 Mallory? Is combining the 36 and 56 is really in the best interest of ridership which uses the routes?

After all, the MATA Board is a citizenry board, not an extended arm of the MATA administration.

- What happened to printed schedules for bus riders? If MATA are going to approve the November 2020 Service Changes which are filled with a great deal of confusion, the board must understand that bus riders needs printed bus schedules or MATA must use reasonable alternatives to make timetables available.

I know MATA wants riders to use the updated apps and the internet to get bus times. But everybody does not know how to work or have access to smartphone and internet. If they do, the connections are not good in some parts of Memphis.

MATA should put up the timetables at the bus stops. It is a disservice to bus riders in Firestone, Boxtown, and Northaven, who had their bus service negatively interrupted for six months to retain the numbers of riders Pre-Covid 19 if they do not know what times their buses are running in their neighborhoods.



MATA must do more than make decisions affecting bus riders. MATA must accept the responsibilities and the consequences of their decisions. MATA cannot expect the number of ridership to be retained or go up when there are no bus schedules. If MATA fully implement confused proposed name/route changes, riders are going to be upset on November 8, 2020.

As you consider these points, please know that your vote and actions can have a positive affect or negative affect on the lives of bus riders. Thank you for your attentive to my comments.

Old/New Business

Mr. Rosenfeld stated the Board Members should be receiving a notice for Executive Session on Thursday, September 24, 2020. The purpose of the session is personnel issues and litigation issues. Mr. Lipinski called for a motion to end the meeting. Mr. Pacello moved that the meeting be adjourned. Mr. Fulton seconded the motion. The Board Meeting was adjourned.

Mr. Martin Lipinski, Chairman

[Return to the Agenda](#)



**MEMPHIS AREA TRANSIT AUTHORITY
BOARD OF COMMISSIONERS**

RESOLUTION NO. 20-41

**RESOLUTION TO AWARD A CONTRACT TO FREELAND AUTOMOTIVE TO PURCHASE SIX SUV SERVICE
VEHICLES**

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 service vehicles which periodically needs to be replaced when they have met their useful service life and/or add additional vehicles to the fleet; and

WHEREAS, MATA needs to procure six service vehicles to replace service vehicles that have met their useful service life and additional fleet requirements; and

WHEREAS, MATA will purchase these six service vehicles from the State contract; and

WHEREAS, MATA has identified the necessary capital funds and local match funds necessary for this procurement; and

WHEREAS, Staff recommends that a contract be awarded to Freeland Automotive to purchase six SUV service vehicles at a unit price of \$27,700.00 for a total cost of \$166,200.00.

NOW, THEREFORE, BE IT RESOLVED BY THE MEMPHIS AREA TRANSIT AUTHORITY BOARD OF COMMISSIONERS That a contract be awarded to Freeland Automotive to purchase six SUV service vehicles at a unit price of \$27,700.00 for a total cost of \$166,200.00.

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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TO: MATA Board of Commissioners

FROM: Gary Rosenfeld, Chief Executive Officer

**SUBJECT: Resolution 20-41
Purchase Six SUV Service Vehicles**

DATE: October 27, 2020

The Memphis Area Transit Authority (MATA) utilizes a fleet of non-revenue vehicles to support our operations. These vehicles range from heavy duty tow trucks to supervisor transportation. As part of an asset management plan, these vehicles must be replaced due to age and or wear and tear. The standards are based on the cost of the vehicles and the vehicles design. MATA currently needs to purchase six new SUV service vehicles.

As a regular part of the procurement process, MATA utilizes the State of Tennessee procurement contracts in place and often utilizes these contracts to procure a wide range of goods and services. By purchasing directly from the State of Tennessee contract, MATA is assured of a compliant procurement at a preferred price due to the volume of purchases through these agreements.

The desired vehicles are available through the State contract. MATA proposes to purchase six 2021 Chevrolet Traverse SUVs.

MATA has identified the necessary capital funds available for this procurement.

There was a no DBE goal assigned to this procurement since these vehicles are purchased off the state contract.

MATA recommends a contract be awarded to Freeland Automotive for the purchase of six SUV service vehicles at a unit price of \$27,700.00 for a total cost of \$166,200.00.

Let me know if you have questions.

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RESOLUTION NO. 20-42

**RESOLUTION TO AWARD A CONTRACT TO COMPLETE COACH WORKS
FOR DRIVER PROTECTION BARRIERS INSTALLATION**

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

WHEREAS, MATA issued an Invitation for Bid (IFB) for companies to install driver protection barriers in accordance with MATA's Procurement Policy and the procurement was formally advertised; and

WHEREAS, Two bids were received and reviewed by MATA staff based on the lowest responsive and responsible bid; and

WHEREAS, Complete Coach Works submitted the lowest responsive and responsible bids for installation; and

WHEREAS, Staff recommends that a contract for Driver Protection Barriers Installations be awarded to Complete Coach Works at a cost not to exceed \$80,460.00 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 Complete Coach Works at a cost not to exceed \$80,460.00.

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.

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TO: MATA Board of Commissioners

FROM: Gary Rosenfeld, Chief Executive Officer

SUBJECT: Resolution 20-42
IFB 21-03 Driver Protection Barrier Installation

DATE: October 27, 2020

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

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

Two bids were received and reviewed by MATA staff based on the lowest responsive and responsible bid. MATA staff recommends that contract be awarded Complete Coach Works at a cost not to exceed \$80,460.00.

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EXHIBIT A

IFB 21-03 Driver Protection Barriers Installation Analysis

COACH CRAFTERS

TYPE	BUS NUMBERS	QTY	PRICE	EXT. PRICE	LEAD TIME
Diesel	401-420	11	\$ 750.00	\$ 8,250.00	
Diesel	421-427	4	\$ 750.00	\$ 3,000.00	
Diesel	428-447	20	\$ 750.00	\$ 15,000.00	
Diesel	448-459	10	\$ 750.00	\$ 7,500.00	
Diesel	460-462	3	\$ 750.00	\$ 2,250.00	
Hybrid	2006 (29ft)	1	\$ 750.00	\$ 750.00	
Hybrid	4002	1	\$ 750.00	\$ 750.00	
Hybrid	4004-4018	15	\$ 750.00	\$ 11,250.00	
Hybrid	4019-4033	15	\$ 750.00	\$ 11,250.00	
Hybrid	5001-5005 (35ft)	4	\$ 750.00	\$ 3,000.00	
Diesel	21701-21715	15	\$ 750.00	\$ 11,250.00	
Diesel	21801-21809	9	\$ 750.00	\$ 6,750.00	

Other:

Total: 108 \$ 81,000.00

COMPLETE COACH WORKS

TYPE	BUS NUMBERS	QTY	PRICE	EXT. PRICE	LEAD TIME
Diesel	401-420	11	\$ 745.00	\$ 8,195.00	3 Weeks from NTP
Diesel	421-427	4	\$ 745.00	\$ 2,980.00	3 Weeks from NTP
Diesel	428-447	20	\$ 745.00	\$ 14,900.00	3 Weeks from NTP
Diesel	448-459	10	\$ 745.00	\$ 7,450.00	3 Weeks from NTP
Diesel	460-462	3	\$ 745.00	\$ 2,235.00	3 Weeks from NTP
Hybrid	2006 (29ft)	1	\$ 745.00	\$ 745.00	3 Weeks from NTP
Hybrid	4002	1	\$ 745.00	\$ 745.00	3 Weeks from NTP
Hybrid	4004-4018	15	\$ 745.00	\$ 11,175.00	3 Weeks from NTP
Hybrid	4019-4033	15	\$ 745.00	\$ 11,175.00	3 Weeks from NTP
Hybrid	5001-5005 (35ft)	4	\$ 745.00	\$ 2,980.00	3 Weeks from NTP
Diesel	21701-21715	15	\$ 745.00	\$ 11,175.00	3 Weeks from NTP
Diesel	21801-21809	9	\$ 745.00	\$ 6,705.00	3 Weeks from NTP

Other:

Total: 108 \$ 80,460.00

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**MEMPHIS AREA TRANSIT AUTHORITY
BOARD OF COMMISSIONERS**

RESOLUTION NO. 20-43

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.

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TO: MATA Board of Commissioners

FROM: Gary Rosenfeld, Chief Executive Officer

SUBJECT: Resolution 20-43
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.

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Exhibit A

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:					
				\$246,300.00	

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**MEMPHIS AREA TRANSIT AUTHORITY
BOARD OF COMMISSIONERS**

RESOLUTION NO. 20-44

RESOLUTION TO AWARD CONTRACT TO DEAN & ASSOCIATES FOR LEGISLATIVE ADVOCACY

WHEREAS, the Memphis Area Transit Authority (MATA) is dependent upon the federal, state, and local governments to provide the majority of its funding for its operations and capital project funding needs, and

WHEREAS, MATA wishes to continue pursuing legislative action for the public to support a referendum or other funding solution to provide dedicated funding source or sources to support providing reliable public transportation in Memphis and Shelby County, and

WHEREAS, the need to be able to assess numerous pieces of legislation that impact public transportation has grown exponentially over the last few years, and

WHEREAS, MATA needs to increase its engagement with federal, state and local elected officials and government agencies is a priority for MATA as part of its external communication and outreach efforts given the recent developments and start of the implementation of the Transit Vision and mConnect, the first Bus Rapid Transit line (BRT), and

WHEREAS, the MATA Board of Commissioners has supported the development of a government relations strategy and expressed to the MATA Chief Executive Officer to engage the necessary resources who will be responsible for assisting with MATA's legislative priorities at the federal, state and local levels, and

WHEREAS, it has been determined that Dean and Associates, a City of Memphis certified minority owned business enterprise, is qualified to provide the necessary services to provide the desired engagement and has been determined is the lowest and best quote received for government relations work on the federal, state, and local levels, and

WHEREAS, the staff recommends that MATA engage Dean and Associates for a period of one year to proactively represent the public transportation agency to elected officials, and

WHEREAS, the MATA staff recommends that this contract government relations work commence immediately upon successful completion of a mutually agreed upon contract between MATA and Dean and Associates, in an amount not to exceed \$75,000 and

NOW, THEREFORE, BE IT RESOLVED BY THE MEMPHIS AREA TRANSIT AUTHORITY BOARD OF COMMISSIONERS, That a contract be awarded to Dean & Associates for legislative advocacy at a total cost not to exceed \$75,000.

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

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TO: MATA Board of Commissioners

FROM: Gary Rosenfeld, Chief Executive Officer

SUBJECT: Resolution 20-44
Legislative Advocacy

DATE: October 23, 2020

During the Board of Commissioners retreat earlier this year, we discussed the need to enhance our legislative advocacy activity at the local, state and federal level.

An RFQ was created and distributed to local legislative advocacy firms in the Memphis Area. The RFQ outlined the expected activities and the desired outcomes. Three firms participated in the process. They were:

- Dean & Associates
- The Carter Malone Group, LLC
- ABSB Resources, LLC.

Each of the proposers met the minimum standards established by the RFQ. The pricing varied widely with Dean & Associates at \$75,000/year, The Carter Malone Group, LLC at \$150,000/year and ABSB Resources, LLC at \$206,763/year.

After a thorough review, it was determined that Dean & Associates was the lowest responsible bidder. The principles of Dean & Associates have a transportation background and experience in managing the legislative effort to support the desired outcomes. Dean & Associates is a "Certified" Memphis MBE firm and is committed to obtaining DBE certification status.

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**MEMPHIS AREA TRANSIT AUTHORITY
BOARD OF COMMISSIONERS**

RESOLUTION NO. 20-40 (Revised)

**RESOLUTION AWARDING CONTRACTS TO PURCHASE AND TRANSPORT A USED SIEMENS U-2
LIGHT RAIL VEHICLE FOR TESTING**

WHEREAS, The MATA Board approved Resolution 20-40 on September 22, 2020 by which a contract was “awarded to Ozark Mountain Railcar to purchase one light rail vehicle for a total cost of \$197,000 and to cover other associated expenses with wheel truing, transportation and storage.”; and

WHEREAS, The owner of the U-2 Light Rail Vehicle #1035 is Virginkar & Associates Inc. who is the seller of the vehicle at a purchase price of \$60,000; and

WHEREAS, Silk Road Specialized LLC shall transport the said vehicle to Utah Transit Authority (UTA) for wheel re-profiling and thereafter to MATA at a price of \$68,600.00; and

WHEREAS, because the owner of the U-2 Light Rail Vehicle #1035 is Virginkar & Associates, Inc., it is necessary and appropriate to rescind the portion of Resolution No. 20-40 which awarded a contract to Ozark Mountain Railcar for a total cost of \$197,000 and to award a contract to purchase the U-2 Light Rail Vehicle #1035 to Virginkar & Associates Inc. for a total cost of \$60,000.00, and also to ratify and confirm a contract with Silk Road Specialized LLC for transportation of the U-2 Light Rail Vehicle #1035 to Utah Transit Authority (Salt Lake City, UT) for wheel re-profiling and thereafter to MATA; and

WHEREAS, This light rail vehicle, which may replace a rail vehicle that has met its useful service life, will be tested and evaluated to see if this model can be adapted to work within MATA’s existing light rail system; and

WHEREAS, This project will also include the costs for wheel truing by Utah Transit Authority (UTA), technical support, and temporary storage of the vehicle at MATA; and

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

WHEREAS, Staff recommends that a contract be awarded to Virginkar & Associates Inc. to purchase one light rail vehicle for a total cost of \$60,000 and that a contract with Silk Road Specialized LLC to transport the vehicle to Utah Transit Authority (Salt Lake City UT) and thereafter to MATA be ratified and confirmed.

NOW, THEREFORE, BE IT RESOLVED BY THE MEMPHIS AREA TRANSIT AUTHORITY BOARD OF COMMISSIONERS that a contract be awarded to Virginkar & Associates Inc. to purchase one light rail vehicle #1035 for a total cost of \$60,000 and that the contract with Silk Road Specialized LLC in the amount of \$68,600.00 to provide transportation of the vehicle to Utah Transit Authority (Salt Lake City UT) and after completion of wheel re-profiling to MATA be ratified and confirmed.

BE IT FURTHER RESOLVED that the portion of Resolution 20-40 which awarded a contract to Ozark Mountain Railcar to purchase the aforesaid light rail vehicle for a total cost of \$197,000 is hereby rescinded.

BE IT FURTHER RESOLVED that the total cost of the project shall not exceed \$197,000.00; and

BE IT FURTHER RESOLVED That the Chief Executive Officer, Chief Administrative Officer, Chairman or Vice-Chairman is authorized to execute the necessary contracts and related documents on behalf of MATA.

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**MEMPHIS AREA TRANSIT AUTHORITY
BOARD OF COMMISSIONERS**

RESOLUTION NO. 20-45

**RESOLUTION TO APPROVE NEW MOBILITY PILOT PROGRAM
TO PROVIDE ADDITIONAL TRANSIT SERVICE IN DOWNTOWN MEMPHIS**

WHEREAS, The Memphis Area Transit Authority (MATA) received a request from the Downtown Memphis Commission (DMC) and Memphis Medical District Collaborative (MMDC) to form a partnership in order to provide additional transit service in downtown Memphis through a new mobility pilot program; and

WHEREAS, Through the partnership with DMC, MMDC, and MATA, proposals were obtained from potential Transit-as-a Service (TaaS) providers and VIA has been selected by the partnership as the provider with a one-year operating cost proposal of \$630,000.00; and

WHEREAS, MATA will fund up to 80% of the operating cost of the service or \$504,000; however some of the cost will be offset by fare recovery; and

WHEREAS, the partnership agreement with DMC and MMDC will be subject to applicable requirements of MATA's grant agreement(s) for this undertaking; and

WHEREAS, A new service zone of about 7.5 square miles will be established to operate the pilot program in downtown Memphis and New Chicago through collaboration with the DMC and MMDC; and

WHEREAS, The service will be open to the general public who will pay according to MATA's existing fare provisions and through possible integration with MATA's GO901 App and other payment methods that are to be determined; and

WHEREAS, Provision of this service will not adversely impact the existing service and operation of MATA.

NOW, THEREFORE, BE IT RESOLVED BY THE MEMPHIS AREA TRANSIT AUTHORITY BOARD OF COMMISSIONERS That MATA may enter into a partnership agreement with the DMC and MMDC to operate the new TaaS pilot program and fund up to 80% of the operating cost of the service at a not to exceed amount of \$504,000 for a one-year period.

BE IT FURTHER RESOLVED That MATA be authorized to enter into a contract with The Downtown Memphis Commission (DMC) and Medical District Collaborative (MMDC) and that the Chief Executive Officer, Chief Administrative Officer, the Chairman and Vice-Chairmen of the MATA Board are authorized to execute partnership documents, contracts and other necessary documents.

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