



MEMPHIS AREA TRANSIT AUTHORITY

One Commerce Square
40 South Main Street · Memphis, TN 38103
www.matatransit.com
Gary J. Rosenfeld
Chief Executive Officer

Board of Commissioners

Dr. Martin Lipinski, Chair
Shelia Williams, Vice-Chair

Angus Blair
Michael Fulton
Edward Stephens, III

Sara Burnett
Anton Mack
Janice Holder

Board of Commissioners

Regular Meeting AGENDA
Tuesday, December 19, 2023
3:30 PM

- I. Call to Order
- II. Board Roll Call

Martin Lipinski
Gary Rosenfeld

Member	Arrived	Departed	Member	Arrived	Departed
Blair, Angus	1535	1730	Mack, Anton	1535	1726
Burnett, Sara	1535	1730	Stephens, Edward	1535	1730
Fulton, Michael	1535	1730	Williams, Shelia	1535	1730
Holder, Janice	1545	1730			
Lipinski, Martin	1535	1730			

- III. Approval of Minutes
 - a. Regular Board Meeting – November 28, 2023

Commissioners

Agenda continues next page.

- The minutes of the November 28, 2023, Board meeting can be found beginning on page 6.

Item:	Approval of the November 28, 2023, Regular Board Meeting Minutes									
Motion by:	Stephens					Second By:		Mack		
	Member	Aye	Nay	Abstain	Absent	Member	Aye	Nay	Abstain	Absent
	Blair, Angus	X				Mack, Anton	X			
	Burnett, Sara	X				Stephens, Edward	X			
	Fulton, Michael	X				Williams, Shelia	X			
	Holder, Janice				X					
	Lipinski, Martin	X								

IV. CEO (Chief Executive Officer) Report

Gary Rosenfeld

V. Consent Agenda Items

- a. Approval of the 2024 Safety Plan – Resolution 23-59

Item:	Approval of the December 19, Consent Agenda a) Resolution 23-59 to approve the 2024 Safety Plan									
Motion by:	Stephens					Second By:		Williams		
	Member	Aye	Nay	Abstain	Absent	Member	Aye	Nay	Abstain	Absent
	Blair, Angus	X				Mack, Anton	X			
	Burnett, Sara	X				Stephens, Edward	X			
	Fulton, Michael	X				Williams, Shelia	X			
	Holder, Janice	X								
	Lipinski, Martin	X								

VI. Procurement Item(s)

- a. Resolution to award a contract to Gillig LLC for the purchase of forty (40) new electric buses.
 - Resolution 23-55
 - Memo 23-55

Item:	Resolution 23-55 to award a contract to Gillig LLC for the purchase of forty (40) new electric buses									
Motion by:	Holder					Second By:		Burnett		
	Member	Aye	Nay	Abstain	Absent	Member	Aye	Nay	Abstain	Absent
	Blair, Angus	X				Mack, Anton	X			
	Burnett, Sara	X				Stephens, Edward	X			
	Fulton, Michael	X				Williams, Shelia	X			
	Holder, Janice	X								
	Lipinski, Martin	X								

- b. Resolution to approve One Commerce Square final lease and furniture procurement.
 - Resolution 23-56
 - Memo 23-56

Item:	Resolution 23-56 One Commerce Final Lease and Furniture								
Motion by:	Williams				Second By:	Burnett			
Member	Aye	Nay	Abstain	Absent	Member	Aye	Nay	Abstain	Absent
Blair, Angus	X				Mack, Anton	X			
Burnett, Sara	X				Stephens, Edward	X			
Fulton, Michael		X			Williams, Shelia	X			
Holder, Janice	X								
Lipinski, Martin	X								

VII. Service and Development

- a. Resolution to approve February 2024 Service Changes
 - Resolution 23-48
 - Memo 23-48

Item:	Resolution 23-48 to approve February 2024 Service Changes								
Motion by:					Second By:				
Member	Aye	Nay	Abstain	Absent	Member	Aye	Nay	Abstain	Absent
Blair, Angus									
Burnett, Sara									
Fulton, Michael									
Holder, Janice									
Lipinski, Martin									

Tabled
 12/19/2023

- b. Title VI Program Update and Monitoring Report Presentation

- c. Resolution to approve the 2024 Operating Calendar
 - Resolution 23-58

Item:	Resolution 23-58 to approve the 2024 Operating Calendar									
Motion by:	Burnett				Second By:		Stephens			
Member	Aye	Nay	Abstain	Absent	Member	Aye	Nay	Abstain	Absent	
Blair, Angus	X				Mack, Anton					
Burnett, Sara	X				Stephens, Edward	X				
Fulton, Michael	X				Williams, Shelia	X				
Holder, Janice	X									
Lipinski, Martin	X									

Finance Agenda Items

- a. Resolution to approve an interlocal loan agreement with the City of Memphis
 - Resolution 23 – 54
 - Memo 23-54

Item:	Resolution 23-54 to approve an interlocal loan agreement with the City of Memphis									
Motion by:	Holder				Second By:		Fulton			
Member	Aye	Nay	Abstain	Absent	Member	Aye	Nay	Abstain	Absent	
Blair, Angus	X				Mack, Anton				X	
Burnett, Sara	X				Stephens, Edward	X				
Fulton, Michael	X				Williams, Shelia	X				
Holder, Janice	X									
Lipinski, Martin	X									

VIII. Acknowledgement of Public Comment

IX. Old or New Business

- a. Committee Assignment and Leadership
 Commissioners will be assigned to active roles on committees of the Board.
 All Commissioners can participate and can vote within committee meetings.
 The chart below identifies membership.

STANDING COMMITTEES

	Finance	Service and Development	Executive
CHAIRPERSON:	Open	Martin Lipinski	Open
MEMBERS:	Sara Burnett	Shelia Williams	Anton Mack
	Angus Blair	Ed Stephens	Michael Fulton
		Janice Holder	

X. Adjournment

The Next Regular Meeting of the
MATA Board of Commissioners will be:

Tuesday, January 23, 2024

@ 3:30 PM

At

Memphis Area Transit Authority

One Commerce Square

40 S. Main Street

Memphis, TN 38103

Approved 12/19/2023

Resolutions presented and voted upon:

Item:	Resolution 23-49 to award a contract to Smith Seckman Reid (SSR) for on-call engineering and program management								
Motion by:	Holder				Second By:	Stephens			
Member	Aye	Nay	Abstain	Absent	Member	Aye	Nay	Abstain	Absent
Blair, Angus	X				Mack, Anton				X
Burnett, Sara	X				McKissack, Michelle	X			
Fulton, Michael	X				Stephens, Edward	X			
Holder, Janice	X				Williams, Shelia	X			
Lipinski, Martin	X								

Item:	Resolution 23-51 to approve Interlocal/Interagency agreement with Dallas Rapid Transit (DART) for GoPass								
Motion by:	Stephens				Second By:	Burnett			
Member	Aye	Nay	Abstain	Absent	Member	Aye	Nay	Abstain	Absent
Blair, Angus				X	Mack, Anton				X
Burnett, Sara	X				McKissack, Michelle	X			
Fulton, Michael	X				Stephens, Edward	X			
Holder, Janice	X				Williams, Shelia	X			
Lipinski, Martin	X								

Item:	Resolution 23-52 to award a three-year contract to Infrastrategies LLC for strategic management consulting services								
Motion by:	Holder				Second By:	Williams			
Member	Aye	Nay	Abstain	Absent	Member	Aye	Nay	Abstain	Absent
Blair, Angus				X	Mack, Anton				X
Burnett, Sara	X				McKissack, Michelle	X			
Fulton, Michael	X				Stephens, Edward	X			
Holder, Janice	X				Williams, Shelia	X			
Lipinski, Martin	X								

Approved 12/19/2023

Item:	Resolution 23-53 to approve change order #2 to ALLWORLD contract 21-15										
Motion by:						Second By:					
Member	Aye	Nay	Abstain	Absent	Member	Aye	Nay	Abstain	Absent		
Blair, Angus					Mack, Anton						
Burnett, Sara	Pulled at the table for additional information needed										
Fulton, Michael											
Holder, Janice											
Lipinski, Martin											

Item:	Resolution 23-54 to approve an interagency loan agreement with the City of Memphis										
Motion by:						Second By:					
Member	Aye	Nay	Abstain	Absent	Member	Aye	Nay	Abstain	Absent		
Blair, Angus					Mack, Anton						
Burnett, Sara	Pulled at the table for additional information needed										
Fulton, Michael											
Holder, Janice											
Lipinski, Martin											

**MEMPHIS AREA TRANSIT AUTHORITY
BOARD OF COMMISSIONERS**

Passed 12/19/2023

RESOLUTION NO. 23-59

BOARD of COMMISSIONERS APPROVAL OF THE 2024 MATA SAFETY PLAN

WHEREAS, The Memphis Area Transit Authority (MATA) operates a multi-modal transit system; and

WHEREAS, 2024 MATA’s Safety Plan (Public Transportation Agency Safety Plan “PTASP”) is regulated by the Tennessee Department of Transportation’s (TDOT) State Safety Oversight Agency Program Standard under 49 CFR 674, and the Federal Transportation Administration (FTA), under 49 CFR 673, which requires MATA to annually review, revise, approve, and approve the 2024 MATA Safety Plan; and

WHEREAS, MATA has completed a comprehensive review and revision process of MATA’s 2024 Safety Plan, which includes federal (FTA) and state (TDOT) additional regulatory requirements, improvements as determined by MATA, and industry best practices, as applicable: and

WHEREAS, MATA’s federally mandated management/labor Safety Committee(s), Safety Management Executive Review Committee (SMRC), have reviewed and approved the 2024 MATA Safety Plan, and

WHEREAS, Gary Rosenfeld, MATA’s Chief Executive Officer and Accountable Executive, and MATA Chief Safety & Security Officer (SMS Executive), have reviewed, approved, signed the 2024 MATA Safety Plan certifying that it complies and conforms with federal and state regulatory requirements, standards, guidance, and relative industry best practices, and

WHEREAS, TDOT’s State Safety Oversight Standard and FTA’s 49 CFR 673 regulations require that MATA’s Board of Commissioners review, approve, and sign the 2024 MATA Safety Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE MEMPHIS AREA TRANSIT AUTHORITY BOARD OF COMMISSIONERS has reviewed and approved the 2024 MATA Safety Plan, as shown in the attachments of each.

BE IT FURTHER RESOLVED That the Chief Executive Officer, Chief Safety & Security Officer, Chairman, or Vice-Chairman are authorized to execute with signatures the 2024 MATA Safety Plan.

* * * * *

MEMO 23-59

TO: MATA Board of Commissioners

FROM: Gary Rosenfeld, MATA Chief Executive Officer

DATE: November 28, 2023

SUBJECT: 2024 PTSP and Safety Plan

Each year MATA is required to review and update the Public Transit Safety Plan and the MATA Safety plan to incorporate any legislated changes in requirements, update programs or processes due to changes in the operating environment or to incorporate changes based on investment in new technologies or equipment.

The MATA 2024 Safety Plan has been updated with all the required changes and has been updated with the most current data to support safety goals for the coming year. A copy of the plan is provided for your review.

Staff recommends approval and execution of the 2024 MATA Safety Plan.

Passed 12/19/2023

**MEMPHIS AREA TRANSIT AUTHORITY
BOARD OF COMMISSIONERS**

RESOLUTION NO. 23-55

**RESOLUTION TO AWARD A CONTRACT TO GILLIG LLC. FOR THE
PURCHASE OF FORTY (40) NEW ELECTRIC BUSES**

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 needs to purchase up to forty (40) new forty-foot electric buses for projects such as the Memphis Innovation Corridor BRT Line and Crosstown Connector BRT Line; and

WHEREAS, the proposal includes an option to additionally add up to ten (10) new electric buses in accordance with the terms and conditions set forth in RFP 23-13; and

WHEREAS, MATA solicited for this project and received demonstrations from two companies; and

WHEREAS, MATA determined one of the two companies was deemed non-responsive; and

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

WHEREAS, MATA Evaluation Committee recommends the purchase of up to forty (40) new forty-foot electric buses at a unit price of \$1,139,995.00 each for a total not to exceed the amount of \$45,599,800.00.

NOW, THEREFORE, BE IT RESOLVED BY THE MEMPHIS AREA TRANSIT AUTHORITY BOARD OF COMMISSIONERS that MATA purchase up to forty (40) new forty-foot electric buses from Gillig LLC at a total cost not to exceed \$45,599,800.00 based upon the unit prices stated above.

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

* * * * *

MEMO 23-55

TO: MATA Board of Commissioners

FROM: Gary Rosenfeld, MATA Chief Executive Officer

DATE: November 28, 2023

SUBJECT: Purchase of Forty (40) New Electric Buses

MATA solicited proposals for the purchase of up to forty (40) new environmentally friendly electric buses. The new electric buses will be utilized to provide service for the Memphis Innovation Corridor Bus Rapid Transit (BRT) Line and Crosstown Connector Bus Rapid Transit (BRT) line.

For this procurement a Request for Proposals (RFP) was mailed on May 26, 2023, directly to the following eleven (11) electric bus vendors from the Federal Transit Administration (FTA) Transit Vehicle Manufacturers (TVM) list:

- CDM Smith
- Central States Bus Sales
- Gillig LLC
- Kimley-Horn & Associates
- MCI
- New Flyer
- NOVABUS
- Proterra East Coast Electric Bus MFG.
- RIDE/BYD
- The Bus Center
- Virginkar & Associates

The Request for Proposal (RFP) was also publicly advertised. A Disadvantaged Business Enterprise (DBE) goal was not assigned to this RFP because the FTA regulations require bus vendors to submit their DBE goals directly to the FTA to be placed on the FTA's TVM list.

The Gillig vendor proposal includes an option to purchase up to an additional ten (10) electric buses provided that the option be exercised within a 24–36-month period after the notice to proceed has been executed.

The bus procurement was occurred in two phases:

- Phase I – The Vendor Demonstration Program Period required pre-qualification criteria standards for all vendors. Upon meeting these standards, vendors then proceeded to move into Phase II.
- Phase II - Upon successful completion of Phase I- Vendor Demonstration Program, successful vendors were then required to submit their technical specifications and pricing information.

MATA received responses from four (4) electric bus vehicle manufacturers regarding participating in this procurement. The four (4) electric bus vehicle manufacturers that responded are as follows:

- Gillig LLC
- Proterra
- RIDE
- New Flyer (NFI Group)

The New Flyer submission was an emailed Memorandum of No-Response on July 17, 2023, which identified the manufacturer would not participate in the required Vendor Demonstration Program.

MATA's June 28, 2023, memorandum to all proposers communicated the July 27, 2023, deadline for scheduling the Vendor Demonstration Program within the period of July 30, 2023, to September 1, 2023. On August 3, 2023, MATA sent Proterra an email notifying them that their on-site Vendor Demonstration Program was scheduled for the week of August 21-24, 2023. On August 4, 2023, MATA received Proterra's request to schedule their onsite Vendor Demonstration Program for September 11-14, 2023. Proterra's requested Vendor Demonstration Program period of September 11-14, 2023, MATA was unable to accommodate the September 11-13, 2023, request, however MATA and Proterra reached an August 15, 2023, documented agreement for Proterra's Vendor Demonstration Program to occur the week of September 25-28, 2023. On September 12, 2023, Proterra sent MATA an email notification that they would not participate in the Vendor Demonstration Program.

The remaining vendors scheduled to participate in the Vendor Demonstration Program were Gillig and Ride. First, Ride performed their onsite Vendor Demonstration Program on August 5-9, 2023. Then, Gillig performed their onsite Vendor Demonstration Program on September 5-9, 2023. During the Vendor Demonstration Program both Ride and Gillig conducted on-road tests of their battery electric vehicles, conducted charging demonstrations, as well as presentations highlighting the safety, maintainability, and operability of the vehicles.

Both Ride and Gillig met the October 13, 2023, deadline for submission of their technical specifications and pricing information.

The MATA RFP 23-13 Evaluation Committee recommends to the MATA Board of Commissioners that a contract be awarded to Gillig for the purchase of up to forty (40) new electric buses at a cost of \$45,599,800.00. The delivery schedule for the vehicles will be negotiated after the Pre-Production Meeting which will be held within 30 days after the Notice to Proceed is executed.

MEMPHIS AREA TRANSIT AUTHORITY
BOARD OF COMMISSIONERS

RESOLUTION NO. 23-56

**RESOLUTION TO AUTHORIZE ENTERING INTO AN AMENDMENT TO MATA'S OFFICE LEASE AGREEMENT
WITH ONE COMMERCE SQUARE MEMPHIS REALTY LP FOR ADDITIONAL OFFICE SPACE TO SUPPORT
MATA CAPITAL PROJECTS**

WHEREAS, by Resolution No. 21-42, the Memphis Area Transit Authority (MATA) Board of Commissioners approved MATA entering into an Office Lease with One Commerce Square Memphis Realty LP for office space currently occupied by MATA located on the 12th Floor of One Commerce Square; and

WHEREAS, MATA has been awarded or expects to receive future awards totaling over \$400 million in federally funded capital projects, financially assisted with state and local matching funds, that will require additional office space to accommodate MATA's project management staff, consultants, and contractors to successfully and efficiently execute these capital projects; and

WHEREAS, additional office space located on the 13th floor of One Commerce Square is available at cost determined to be reasonable, with options for additional time and space exercisable by MATA available as set forth in the First Amendment to Office Lease and the Office Lease; and

WHEREAS, MATA is required to fulfill its stated grant obligations as outlined by its federal grant agreements; and

WHEREAS, MATA requires additional office space, furniture, and equipment for project management of these and other projects for up to the next 10 years; and

WHEREAS, MATA will utilize funding from these capital grants to cover expenses for management of capital projects such as the Memphis Innovation Corridor BRT project, new Operations & Maintenance Facility, and the Crosstown Connector BRT project; and

WHEREAS, after credit for the tenant allowance for the build-out of MATA's space, the cost of the retrofit is \$793,456.88

NOW, THEREFORE, BE IT RESOLVED BY THE MEMPHIS AREA TRANSIT AUTHORITY BOARD OF COMMISSIONERS, that a First Amendment to Office Lease be entered into with One Commerce Square Memphis Realty, LP for the lease of 14,363 square feet of additional office space on the 13th Floor of One Commerce Square at a lease rate not to exceed of \$251,352.48 per year for a base lease term of 10 years; including the retrofit of the above mentioned office space at a cost not to exceed \$793,456.88; and in addition the acquisition of furniture, fixtures, and equipment for a total cost of \$561,754.04.

BE IT FURTHER RESOLVED That the Chief Executive Officer, Deputy Chief Executive Officer, Chairman, and Vice-Chairman be authorized to execute the First Amendment to Office Lease and documents related to the contracts.

MEMO 23-56

TO: MATA Board of Commissioners

FROM: Gary Rosenfeld, Chief Executive Officer

SUBJECT: Office Space Lease – Resolution 23-56

DATE: December 19, 2023

The MATA Board of Commissioners approved MATA entering into an Office Lease with One Commerce Square Memphis Realty LP for the space currently occupied by MATA on the 12th floor of One Commerce Square by Resolution 21-42. This lease and improvements was for office space for MATA's administration and staff that were relocated from the 1370 Levee Road facility due to various issues, including flooding and more efficient re-configuration of the operations facilities and addition of new space for the radio control center at the 1370 Levee Road facility.

MATA has been awarded major federally funded capital projects and expects future awards of federal capital grants, supported by Tennessee Department of Transportation and City of Memphis matching funds, that will exceed \$400 million in value. These capital projects will require additional office space for MATA's staff, its consultants, and contractors for the efficient and expeditious implementation of these projects.

The project management functions and obligations associated with MATA's capital projects include the Innovation Corridor BRT project, new Operations and Maintenance Facility, and Crosstown Connector BRT Project as well as others.

The office space final construction costs and design fees for the 13th floor total \$793,456.88, and the cost to furnish MATA's office space with furniture, fixtures, and equipment totaled \$561,754.04.

Staff recommends the approval of these final construction and design costs of \$793,456.88; furniture, fixtures, and equipment costs of \$561,754.04; and execution of an amendment to the Office Lease for additional space on the 13th Floor at a not to exceed amount of \$251,352.48 for an initial base term of 10 years with renewal options available and potential expansion to additional office space.

**MEMPHIS AREA TRANSIT AUTHORITY
BOARD OF COMMISSIONERS**

RESOLUTION NO. 23-48

RESOLUTION TO APPROVE FEBRUARY 2024 SERVICE CHANGES

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

WHEREAS, the proposed set of changes were made available for public comment by providing notices to the Daily Memphian, Commercial Appeal, and La Prensa Latina. In Addition, the information was shared via the MATA website, at all three MATA Transit Centers, Omnilert (a customer communications tool to which customers can subscribe to receive real-time information), frequent posts on MATA social media platforms and the City of Memphis NextDoor app, reshared/retweeted by several community organizations, and shared by multiple news outlets; and

WHEREAS, 12 public meetings were held throughout the MATA service area during the week of October 16th to 21st to provide riders and citizens an opportunity to submit comments in addition to the normal public comment period; and

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

WHEREAS, Comments from riders and citizens in the community have been considered and are listed in Appendix B; 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 February 11, 2024.

NOW, THEREFORE, BE IT RESOLVED BY THE MEMPHIS AREA TRANSIT AUTHORITY BOARD OF COMMISSIONERS, that said service changes are approved to be effective February 11, 2024.

* * * * *

MEMO 23-48

TO: MATA Board of Commissioners

FROM: Gary Rosenfeld, CEO

RE: Resolution to approve February 2024, service changes

DATE: December 19, 2023

The purpose of this resolution is to approve proposed service changes to take effect February 11, 2023. These changes are needed to improve reliability, on-time performance, and address manpower and operational funding challenges.

The revised proposed changes include having a minimum frequency of 60 minutes on all fixed-route buses on weekdays and Saturdays, 120 minutes on Sundays, and the suspension of all weekday service at 11:00 pm, Saturdays at 10:00 pm, and Sundays at 6:00 pm. Service on several routes with low ridership will be suspended on weekdays, Saturdays, and Sundays as well. Please see Appendix A for a list of for a detailed list of the proposed changes.

These changes to the fixed-route system will impact MATApplus service, resulting in the suspension of service concurrent with the above. Some other areas of the MATApplus service area will be impacted by the suspension of service on the fixed-route service.

MATA's On-Demand Ready! service will be expanded in the Frayser Zone 2 and Cordova Zone 3 to help cover service suspension to Route 32 and Route 19.

The proposed changes have been reviewed according to MATA's Title VI policies and a service equity analysis has performed to determine whether the new service would have adverse effects, potential disparate impacts, or disproportionate burdens to minority or low-income populations. The results confirmed 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.

Please let me know if you have any questions.

APPENDIX A:

PROPOSED SERVICE CHANGES

Line		WEEKDAY	SATUDAY	SUNDAY
1	UNION	CHANGE HEADWAY FROM 30 MIN TO 60 MIN; REMOVED NIGHT TRIPS	REMOVED OB 7:18 PM TRIP AND IB 8:15 PM TRIP; SAME 90 MIN HEADWAY	CHANGED HEADWAY FROM 90 MIN TO 120 MIN
2	MADISON (MT MORIAH & UOFM)	REMOVED MT MORIAH OB 5:48 TRIP AND INBOUND 7:14PM TRIP; SAME 60 MIN HEADWAY FOR MT MORIAH; CHANGED UOFM HEADWAY FROM 60 MIN TO 120 MIN	SAME 60 MIN HEADWAY FOR MT MORIAH; CHANGED UOFM HEADWAY FROM 60 MIN TO 120 MIN	SAME UOFM BRANCH ONLY; CHANGE HEADWAY FROM 60 MIN TO 120 MIN
4	WALKER	NO CHANGE; SAME 60 MIN HEADWAY	NO CHANGE; SAME 60 MIN HEADWAY	CHANGE HEADWAY FROM 60 MIN TO 120 MIN
7	SHELBY & HOLMES	NO CHANGE; SAME 60 MIN HEADWAY	ELIMINATE	ELIMINATE
8	CHELSEA & HIGHLAND	CHANGE HEADWAY FROM 30 MIN TO 60 MIN; REMOVED NIGHT TRIPS	CHANGE HEADWAY FROM 30 MIN TO 60 MIN	CHANGE HEADWAY FROM 30 MIN TO 120 MIN
11	FRAYSER	REMOVED NIGHT TRIPS; SAME 60 MIN HEADWAY	SAME 60 MIN HEADWAY; REMOVED 7:21 PM OUTBOUND TRIP AND 8:14 PM INBOUND TRIP	CHANGE HEADWAY FROM 60 MIN TO 120 MIN
12	MALLORY	NO CHANGE; SAME 60 MIN HEADWAY	NO CHANGE; SAME 120 MIN HEADWAY	NO SERVICE
16	SOUTHEAST CIRCULATOR	ELIMINATE	ELIMINATE	ELIMINATE
19	VOLLINTINE	ELIMINATE CHASE BRANCH; ROUTE CHANGE TO END AT SWTCC. CHANGED HEADWAY FROM 30 MIN AND 90 MIN TO ALL TRIPS 60 MIN HEADWAY	ELIMINATE	NO SERVICE
28	AIRPORT	ELIMINATE	ELIMINATE	ELIMINATE
30	BROOKS	REMOVED HOLMES BRANCH; SHORTEN SHELBY BRANCH TO BROOKS@3RD TO AMERICAN WAY; REMOVED NIGHT TRIPS; SAME 60 MIN HEADWAY	REMOVED HOLMES BRANCH; SHORTED SHELBY BRANCH FROM BROOKS@3RD TO AMERICAN WAY; SAME 60 MIN HEADWAY	REMOVED HOLMES BRANCH; BROOKS@3RD TO AMERICAN WAY; CHANGED FROM 60 MIN. TO 120 MIN HEADWAY
32	HOLLYWOOD & HAWKINS MILL	REMOVED TIMEPOINT OVERTON CROSSING@HAWKINS MILL; END OF THE LINE FRAYSER PLAZA; REMOVED NIGHT TRIPS; SAME 60 MIN HEADWAY	REMOVED TIMEPOINT OVERTON CROSSING@HAWKINS MILL; END OF THE LINE FRAYSER PLAZA; REMOVED IB 6:29 PM AND 7:29 PM TRIPS; SAME 60 MIN HEADWAY	REMOVED TIMEPOINT OVERTON CROSSING@HAWKINS MILL; END OF THE LINE FRAYSER PLAZA; CHANGE HEADWAY FROM 60 MIN TO 90 MIN
34	CENTRAL & WALNUT GROVE	ELIMINATE	ELIMINATE	NO SERVICE
36	LAMAR (KIMBALL & KNIGHT ARNOLD)	CHANGED SHARE ROUTE FROM 30 MIN HEADWAY TO 60 MIN; CHANGED BRANCES FROM 60 TO 120 MIN HEADWAY; REMOVED NIGHT TRIPS	CHANGED SHARE ROUTE FROM 30 MIN HEADWAY TO 60 MIN; CHANGED BRANCES FROM 60 TO 120 MIN HEADWAY	CHANGED SHARE ROUTE FROM 30 MIN HEADWAY TO 60 MIN; CHANGED BRANCES FROM 60 TO 120 MIN HEADWAY
37	PERKINS	ELIMINATE	ELIMINATE	NO SERVICE
39	SOUTH THIRD (WEAVER & HORN LAKE)	CHANGED SHARE ROUTE FROM 30 MIN TO 60 MIN HEADWAY, CHANGED BRANCHES 60 MIN TO 120 MIN HEADWAY; REMOVED NIGHT TRIPS	CHANGED SHARE ROUTE FROM 30 MIN TO 60 MIN HEADWAY, CHANGED BRANCHES 60 MIN TO 120 MIN HEADWAY	CHANGED SHARE ROUTE FROM 30 MIN TO 60 MIN HEADWAY; CANGED BRANCHES 60 MIN TO 120 MIN HEADWAY
40	STAGE & LAUDERDALE	REMOVED NIGHT TRIPS; SAME 60 MIN HEADWAY	REMOVED NIGHT TRIPS; SAME 60 MIN HEADWAY	REMOVED LAUDERDALE TRIPS; CHANGED HEADWAY FROM 60 MIN TO 90 MIN
42	CROSSTOWN	CHANGE HEADWAY FROM 30 MIN TO 60 MIN; REMOVED NIGHT TRIPS	REMOVED LAST ROUND TRIP, 6:15 PM OB TRIP AND 8:15 PM IB TRIP; SAME 60 MIN HEADWAY	CHANGE HEADWAY FROM 60 MIN TO 120 MIN
50	POPLAR	CHANGE HEADWAY FROM 30 MIN TO 60 MIN; REMOVED NIGHT TRIPS	REMOVED LAST ROUND TRIP, 6:21 PM OB TRIP AND 7:50 PM IB TRIP; SAME 60 MIN HEADWAY	CHANGE HEADWAY FROM 60 MIN TO 90 MIN
52	JACKSON	CHANGE HEADWAY FROM 30 MIN TO 60 MIN; REMOVED NIGHT TRIPS	REMOVED LAST ROUND TRIP, 7:21 PM OB TRIP AND 8:21 PM IB TRIP; SAME 60 MIN HEADWAY	CHANGE HEADWAY FROM 60 MIN TO 120 MIN
53	SUMMER	REMOVED NIGHT TRIPS; SAME 60 MIN HEADWAY	NO CHANGE; SAME 60 MIN HEADWAY	NO CHANGE; SAME 120 MIN HEADWAY
57	PARK	REMOVED NIGHT TRIPS; SAME 60 MIN HEADWAY	NO CHANGE; SAME 60 MIN HEADWAY	CHANGE HEADWAY FROM 60 MIN TO 120 MIN
69	WINCHESTER	SHORTEN ROUTE TO END OF LINE AT BROOKS AND 3RD; SAME 60 MIN HEADWAY	SHORTEN ROUTE TO END OF LINE AT BROOKS AND 3RD; SAME 60 MIN HEADWAY	NO SERVICE
100	TROLLEY MAIN LINE	NO CHANGE; SAME 12 MIN HEADWAY	NO CHANGE; SAME 12 MIN HEADWAY	NO CHANGE; SAME 12 MIN HEADWAY
101	TROLLEY RIVERFRONT	ELIMINATE	ELIMINATE	ELIMINATE
102	TROLLEY MADISON	ELIMINATE	ELIMINATE	NO SERVICE

APPENDIX B:

Public Comment Summary Report

Project Title: 2023 Winter Service Updates

Dates:

The call for Public Comments ran from October 16th - October 23, 2023

Project Overview:

MATA is proposing a winter service change to improve the effectiveness of service as proposed change is designed to give the organization a chance to maintain schedules and have reliable working vehicles. The changes include suspension of the following routes: 16, 28, 34, 37, 101 and 102. It also proposes that service end around 7PM Sunday – Saturday.

Information About the Comments Received:

MATA solicited public comments following MATA’s Public Participation Policy by conducting 11 in person public meeting, one Facebook Live recording session, and our standard online access through publiccomments@matatransit.com

MATA received 113 responses on this topic. (114 after the board meeting)

Overview of General Stakeholder Comments:

Overall, the public is mostly concerned with the end time of 7pm. They are concerned that if they are working and they get off around 5 or 6 they wont make the connecting routes to get home. Additionally, the public is concerned about the aftermath of cutting service of at 7PM as some people would not be able to enjoy leisure activities and can’t afford Uber or Lyft to get around.

- “7:00 PM is not good for disabled individuals. They have to walk in the dark if the bus is not available.”
- “You’re depriving people who come from out of town from being able to go around the city after 7 p.m.”
- “Some of us get off work after 7. Some of us may not want to go home at 7. We want to be able to enjoy life but we can’t. We won’t be able to have leisure time. It’s not fair. Cutting off MATAplus too at 7 cannot happen.”
- “Buses should end later than 7p when passengers are leaving their jobs at 4:30 and 5p.”
- “Crime will become an issue with the reduced transit service because people will lose their jobs.”
- “I’m concerned about the bus not running after 7. For people that work, how do they get back? We have people losing jobs, people that will not be able to support themselves. It’s not beneficial to everyone is Memphis.”

As it pertains to suspension of routes and hourly headways, concerns are as follows:

- “Bus numbers 30,69, and 28 are needed and the 30 is used to get children to school and taking Fed Ex employees to work, 28 is good for getting downtown quickly.”
- “All the cuts are happening in majority Black neighborhoods. Is that a coincidence? Every time they come up with one of these, they’ve already made up their minds.”
- “You’re hurting the people in the community who need the bus to get to work on time”
- “The service keeps changing every three to four months. Therefore, customers don't know what to expect. The service is unreliable, people are having to walk long distances, having to quit school and they are losing their jobs. Therefore, an increase in crime is expected if people aren't able to work.”

Winter Service Change Meeting Feedback

Public Engagement Session #1- Officer G. Redd Library

Monday, October 16th @11AM

of Attendees: 7

- After the presentation, members of the community voiced their opinions about the cut off times for buses, advised it would be hard to connect to a bus at night to get back home if they did not get off work in time. Asked to reconsider the cut-off times.

Public Engagement Session #2 – Ed Rice Community Center

Monday, October 16th @ 6PM

of Attendees: 6

After the presentation, concerns from the community were:

- “Will Bus rates change?”
- “Bus numbers 30,69, and 28 are needed and the 30 is used to get children to school and taking Fed Ex employees to work, 28 is good for getting downtown quickly.”
- “Cutoff time for buses are too early, MATA should consider ending at 9or 10PM.”
- “Worried about elderly and disabled who ride the bus having to stand outside in the cold waiting for an hour to catch the bus.”

Public Engagement Session #3 – Bartlett Library

Tuesday, October 17th @ 11a

of Attendees: 3

- Question was asked about Trolleys ending service at 7PM
- How much advertising is done to the public about the meetings
- One attendee advised that she was a rider and rode the 37. Concerned how she is to get home from school with proposed hours. “You’re hurting the people in the community who need the bus to get to work on time; compared service to other cities that run 24 hours a day. What happens to people that work at MATA? If you’re on a Sunday schedule, that means you’re cutting my service, how do I get anywhere?”

Public Engagement Session #4 – Cossitt Library

Tuesday, October 17th @ 6p

of Attendees: 9

- Attendees were concerned about Groove on Demand ending at 7PM and wanted to know who votes to approve the service proposal.
- Who votes on this proposal?
- I don’t see Groove on the main transit on this list. Will they also be doing service on Groove the on-demand service?

Public Engagement Session #5 – Levi Library

Wednesday, October 18th @ 11a

of Attendees: 4

- All the cuts are happening in majority Black neighborhoods. Is that a coincidence? Every time they come up with one of these, they've already made up their minds.
- So if they cut buses, are they cutting bus drivers? Where is the money? The transportation office got a lot of money.
- I don't ride the bus, but i have friends that do. Im concerned about the bus not running after 7. For people that work, how do they get back? We have people losing jobs, people that will not be able to support themselves. It's not beneficial to everyone is Memphis. Continues to talk about Memphis seemingly folding in on itself in some areas but others progressing. Memphis was growing, but now is not, to me.
- Is there anything that is going to be available after 7pm? That's my biggest question
- Ms. Mundie asked what is the daily ridership on bus routes?
- Ms. Hattie asked about fare increase, so Chundra informed her about the SMART cards and the app, and where to get the cards

Public Engagement Session #6 – Orange Mound Senior Center

Wednesday, October 18th @ 2:30p

of Attendees: 11

- One attendee mentioned the mentioned Route 30 and Route 36 which the 8:30 AM, 10:30 AM and the 12:57 the bus doesn't come.
- Buses are still not listed on the Omni alert to notify customers that buses are not coming, the customer uses the tracker but it is not consistent on a day-to-day basis.
- The 52 Jackson was asked about.
- How did they decide on the 7:30 PM cut off time?
- Kenny Lee thinks cut-off times are terrible for workers getting off late. He is asking for a 10 PM cut off time.
- 7:00 PM is not good for disabled individuals. They have to walk in the dark if the bus is not available.
- The service keeps changing every three to four months. Therefore, customers don't know what to expect. The service is unreliable, people are having to walk long distances, having to quit school and they are losing their jobs. Therefore, an increase in crime is expected if people aren't able to work.
- People don't feel like they are being heard, and Mata doesn't make the suggested changes that the public is telling them during the meetings.
- What is Mata doing with the money?
- Moving the bus signs: customers are telling the drivers they need to stop and drivers won't stop. Customers have to go to the main road to get to a stop instead of inside a neighborhood.
- There is a lack of communication.
- What made the mechanics quit?
- Gary Rosenfeld, stated in a previous meeting that Mata had 40 mechanics. What happened to that?
- Ready Zone One has an influx of kids taking the service for school, and it interferes with people needing to actually take it for their jobs.
- The community meeting should have been held at a later time.
- Not enough people know about the Ready service.
- Ridership is down because Mata is unreliable, so the numbers can't be used to justify the decisions that are being made.
- The cut-off time is a problem because people get stuck and don't have a way back home.

- Ready zones are only in limited areas.
- Just to go somewhere in your own neighborhood, you have to go all the way downtown and or get up two to three hours early just to get somewhere.
- What are the people that are catching the trolley going to connect to?
- Are there going to be layoffs?
- Customers should be notified through all media channels and at the transit centers.

Public Engagement Session #7 – Hollywood Library

Thursday, October 19th @ 11a

of Attendees: 4

- Christine Todd from Calvary Episcopal Church attended and expressed the importance of the service to the homeless population and using public transit to get the homeless employed. The service cuts will severely impact the homeless population.
- Christine Todd also asked about running the service with smaller buses.
- Please reconsider the 7:00 PM cutoff time for people that work the 11 to 7:00 PM shift and at 3:00 PM to 11:00 PM shift.
- Why are you cutting off buses at 7pm instead of 10/11pm when time has freed up because of route elimination?
- How many buses do you need to efficiently run the schedule?
- How many electric buses do we have and any plans for more?

Public Engagement Session #8 – North Library

Thursday, October 19th @ 5p

of Attendees: 4

- Is there an estimate of how many people are affected by the changes?
- Last week I was at terminal to catch the 57 and there was a breakdown, so everyone had to get alternate transportation. Yesterday I was in Midtown and watching to catch Gruv on Demand am lowest wait time was 38 minutes I booked a ride but when the bus came I canceled and caught a ride.
- Some people have stopped riding because they can't get where they're going so of course there is low ridership. I can't take the 19 to Univ. of Memphis because I can't count on the bus. Right now 19 is going to be cut because of low ridership. Numbers don't always explain the story. Right now I take a cab 5 days a week to school. I'd much rather pay more for the bus.
- They're moving the bus stop signs and the poles they are sitting on. I don't know why they're doing that. Many have been there more than 40 years. We should not have to walk 3 or 4 streets to catch a bus.
- Are you planning to talk to businesses about this?
- In total how much additional money did you get over previous fiscal years and how much will you save from the these cuts?
- Suspending Madison Trolley will make things worse because people connect to the 42 and the 2 from there. Elderly and disabled really need that.
- How do you track efficiency and breakdowns? Seems like cycle of poor performance leads to low ridership and then suspension of service.
- If you're putting more burden on Ready service and it was already backlogged in June how are you going to address the extra load?
- Have you gone to any of the major employers and asked for additional funding?

Public Engagement Session #9 – Raleigh Library**Friday, October 20th @ 11a****# of Attendees: 9**

One woman says everyone doesn't drive a car | no one rides the bus on Austin Peay why ; buses are in wrong areas where majority of people don't live

Too much walking by students from Raleigh Egypt

Staff member says MATA leadership has been meeting with community representatives to address issues - Councilman Canale and Raleigh Egypt HS

Major concern (former operator) : Early stop time at 7p - we have riders that have to be at work 2p-11p.

Work late shifts that depend on us to get them from work to home.

Concerned about Route 7 around warehouses - people may have to find another job (will have to hire more ppl to replace) - Comes every 10-15 minutes - Do not cut it at ALL

***How can we make all other buses run like the 7**

One attendee says that employers don't care, warehousing in particular

Job recruiter and former bus rider - Always tries to make sure that MATA is a resource in job placement

Recommendation from former operator - Routes like 7 42, 50, etc at historically at capacity

We've accepted that we have to supplement start times, but cutting times earlier is unacceptable

Consider the seniors in the community

MATA/bus fare is included into most bus riders' budgets

Implications: A boycott is coming ; crime could go up,

MATA IS NEEDED IN MEMPHIS_

Public Engagement Session #10 – Benjamin Hooks Library**Friday, October 20th @ 4:30p****# of Attendees: 14**

- You're depriving people who come from out of town from being able to go around the city after 7 p.m. There are also people who are taxpayers who are going to lose their job. You're downsizing transportation. This is a major city. Nashville's service is better. They cut off service at midnight. You're making things bad for bus riders. It's like they have a curfew. It's not right. Can you put a guaranteed last bus on the routes you're cutting.
- Some of us get off work after 7. Some of us may not want to go home at 7. We want to be able to enjoy life but we can't. We won't be able to have leisure time. It's not fair. Cutting off MATAplus too at 7 cannot happen. Ever since previous president left MATA it's been going downhill. Why is that?
- I get off work at 9, sometimes at 8. I've lost 15 jobs since you've (Gary) have been in the system. Buses have not run right since you've been in the terminal. Buses have not run right since Mr. Hudson died.
- Why are we hurting so much with these buses?
- Title VI Evaluation.
- Can there be a guaranteed last bus at the end of the line?
- Can the cut off time of 9p be considered on the weekdays. And 10:00 PM on the weekends. 60 minute intervals aren't enough to make the service is efficient.
- Schedules aren't updated on Google Maps and the info isn't accurate.
- With the Buses ending around 7:00, it will be very difficult for people who are getting off work at 7:00, to do any of the things that they need to do or have a good quality of life.
- Rts 30, 53, 57, and 36 were asked about.

Public Engagement Session #11 – Whitehaven Library**Saturday, October 21st @ 1:30p****# of Attendees: 7**

- Buses should end later than 7p when passengers are leaving their jobs at 4:30 and 5p.
- Crime will become an issue with the reduced transit service because people will lose their jobs.
- What is Matter doing with the money it receives?
- What measures are Mata putting in place to address the current issues?
- How is Mata communicating to customers about bus availability and bus timing or when an issue happens with the bus?
- There are issues with Route 42. Route 42 could be cut in half. It should run from Whitehaven to Bellevue, and from Bellevue back to White Haven.
- There is a lack of consistency when communicating to customers where the buses are and miscommunication about where service stops are.
- The Ready service is very difficult. The three-minute rule should be revisited. There are also problems with driver attitude and etiquette, and the wait times are long.
- Since the service is subpar, why doesn't Mata institute \$0.00 fares.
- The Ready Service is more focused on taking kids to school instead of workers, and it's hard to get a bus until around 8:30 AM if you have a job, that makes it difficult for workers to get to work on time.
- There is not enough information disseminated about the services that Mata provides.
- There are overgrown weeds in the Boxtown area at bus stops.
- What processes and systems does Mata have in place to address issues. Customers shouldn't have to bring these issues to Mata's attention.
- Bus stops should be changed to correlate to the change in ramps because people are standing at stops that aren't active.
- The tracking systems need to be made accurate.

Public Comments Received via Email**From:** Rev. Patrick Earl <p.earl@soaringeagleministries.net>**Sent:** Tuesday, October 17, 2023 1:07 PM**To:** Public Comments <publiccomments@matatransit.com>**Subject:** RE: Comments on Winter 2023 Schedule Changes

It is my opinion that the proposed changes to current schedules need to be re thought.

MATA has for the past five years proposed changes to improve service, but, what has happened is a reduction of service. Some routes have been eliminated (and should be) and other routes should have been left alone. Under the current proposal more routes will be eliminated and remaining routes will go from thirty minutes to one hour with Sunday service going to two hours all in the name of "keeping buses on time." Ever since the summer schedule changes routes (like the 57 Park) have gotten worse even though times were extended. An example is the 57 Park frequently runs 20-30 minutes late. Along the shopping corridors, like Poplar and Union Aves need the more frequent run times so people can get to the sores, malls, etc. Especially on the weekends.

When I lived in Albuquerque, NM I was on the Public Transportation Board. When schedule changes occurred buses still maintained being on time baring traffic accidents, construction, or special events. For those of us who depend on buses to get places the elimination of service and the extension of service

times will severely hamper our getting around.

Also shutting service down at or around 7 pm is nuts. Some people work at night and need to use the bus to get home, or get to work. I would propose an "on demand" service where people can call in and schedule a pick up along a specified route.

The plan that was proposed 5 years ago was a good plan. You need to get it into place. Public Transit was never meant to be a "for profit" enterprise. Reasonable fares and equitable timetables are needed.

Thanks for your time.

Be Outrageously Blessed!

Rev. Patrick Earl

From: Sabrina Robinson <sabrina025.sr@gmail.com>
Sent: Tuesday, October 17, 2023 9:57 AM
To: Public Comments <publiccomments@matatransit.com>
Subject:

I currently live in fraysers off range line and wellons. Just found out you guys are cutting off a huge part of the 32 route. I lived in this area for a long time and there are plenty of people who depend on the bus. I also heard you guys are cutting the bus line off early and I feel like that is crazy. A lot of us get off late and work weekends. Could y'all please find a better way.

From: April Banks <aprilbanks454@gmail.com>
Sent: Tuesday, October 17, 2023 12:28 AM
To: Public Comments <publiccomments@matatransit.com>
Subject: 2023 winter line

They need to go see what other states do for the transit system in New York and California and Atlanta they need to make it right for the folks that ride the bus they need to not have the bus ended at 6 by 7 y'all will lose a lot of business like that y'all need to hire more folks that want to work y'all can't do that y'all need the old ceo back this new ceo is messed up big time Mata finna get backlash folks already don't have transportation what if was your folks trying to get around Memphis and etc and they can't get home if they damn bus stop running at 7 like with they need to reconsider this they need to update I have to wait one day almost two hrs for the 50 bus they need to be think it folks in other parts of the cities that can't ever get to the bus and they need to install benches folks get tired of standing up waiting on the bus and they need to update a lot of things on the bus routes fr fr cause my friend said one day she have to wait for two hours for the bus this is unacceptable y'all going to lose your shareholders I'm get my state representative on y'all cause what about the folks in Frayser Raleigh orange mound area south Memphis blackhaven northhaven east Memphis and southeast Memphis they need a bus to go out toward the hack cross area too it folks that need transportation unless

Unless Mata got money to buy folks a car they need to keep it the same they need major upgrades we need benches and we need bus stop benches with enclosed doors and windows with air conditioner for the spring and the summer time and heater for the winter time fr fr y'all need to stop be so damn cheaper every person can't afford a car yet or they might can't drive due to a disability what about the old people and the folks in wheelchair and they need to stop be so mean to the homeless folks fr fr and they need to

have one bus waiting until they bus that come to the same intersection to come so folks can't catch it need to be every 30 mins not a damn hr that too long for a person that have feet and backs problem too be waiting and they need to upgrade the Sunday service too Mata need a major major upgrade

From: Robert Boyland <robertboyland44@gmail.com>
Sent: Monday, October 16, 2023 8:11 PM
To: Public Comments <publiccomments@matatransit.com>
Subject:

It don't make no sense waiting on bus for an hour an half and plus some of the bus drivers are rude as hell..

robertboyland44@gmail.com

From: Larry Hill <h.larr@yahoo.com>
Sent: Monday, October 16, 2023 8:06 PM
To: Public Comments <publiccomments@matatransit.com>
Subject: Opinion

Hello how are doing? I used to ride MATA back and forth to school and work. So I understand the need of public as a concerned citizen and taxpayers. If changes need to occur please try to make certain that people are able to at least get to Federal Express, Amazon as well as other distribution facilities this where most people in the evening and late. Maybe consider a nonstop ride to just certain facilities and businesses between certain hours in the evenings and during the day only for those locations for the workers. I believe the hub downtown should be the location for riders to get on and off the bus thank you in advance for your support and help with this matter.

From: Lisa <youreafowlonemrgrinch@gmail.com>
Sent: Tuesday, October 17, 2023 3:41 PM
To: Public Comments <publiccomments@matatransit.com>
Subject:

I am writing regarding the proposed winter schedule. I have ridden MATA buses for years and the current bus route service is awful. The buses are almost always late if they show up at all. And the proposed changes are going to make things a lot worse than they already are. Pretty soon if they keep cutting services at this rate Memphis will have no buses, period.

It was mentioned that not having enough mechanics is a major issue. Why not advertise out of Shelby county and offer an appealing salary and benefits package instead of penalizing the mostly poor and handicapped people who ride the bus.

A concerned MATA rider

Hi John,

I asked about Groove during the public hearing last night because it is not shown on the proposed MATA service changes sheet. Since the MMDC replied that Groove should not be impacted by MATA's proposed 7pm systemwide reduced service, can you clarify whether this is accurate?

Thanks,

Ray Atkinson, AICP

Bikeway and Pedestrian Program Manager



Division of Engineering
125 N. Main Street | Suite 668 | Memphis, TN 38103
Phone: 901.636.6710
Fax: 901.636.6960
Email: Raymond.Atkinson@memphistn.gov

From: Ben Schulman <bschulman@mdcollaborative.org>
Sent: Wednesday, October 18, 2023 8:00 AM
To: Atkinson, Raymond <Raymond.Atkinson@memphistn.gov>
Cc: Kirkwood Vangeli <kvangeli@mdcollaborative.org>
Subject: Re: MMDC Introduction

CAUTION: This email originated outside of the **City of Memphis** organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Ray -

I defer to Kirkwood regarding Groove vehicles equipped with bike racks, though I would imagine there are few.

Per levels of service, as Groove is administered by Via, there should not be a reduction in service.

Best,
Ben

BEN SCHULMAN

Vice President, Real Estate & Economic Development

bschulman@mdcollaborative.org

901.579.9258

MEMPHIS MEDICAL DISTRICT COLLABORATIVE

656 Madison Avenue | Memphis, TN 38103

[Website](#) | [Facebook](#) | [Instagram](#)

From: Jonathan Harden Jr <jharden6345@gmail.com>
Sent: Wednesday, October 18, 2023 9:15 AM
To: Public Comments <publiccomments@matatransit.com>
Subject: 2023 Winter Service

I'm Jonathan Harden 31 year old resident and I don't agree with the so called changes. On July 5th 2023 my 60 year old mother, my brother and I waited at the American Way transit center from 12pm til almost 5pm waiting on the 36 Hacks Cross bus to get my mother to her 2:30pm doctors appointment and all 4 36 bus drivers kept telling us that we had to catch the next bus because they were almost a hour behind schedule. That's not our fault nor our problem

that the buses are late. That day every single bus in Memphis was almost a hour behind schedule. Maybe if y'all paid the bus drivers a lil more money then they would come to work. That money that goes into Mata buses comes out of the taxpayers (Memphians) pockets so basically the citizens of Memphis own those buses and it's not right nor fair to treat us like we're beneath you. Right is right and wrong is wrong. Remember God is always watching!!

From: Elliot Gray <grayelliot385@gmail.com>
Sent: Wednesday, October 18, 2023 8:46 AM
To: Public Comments <publiccomments@matatransit.com>
Subject:

If it is, possible one vote to reconsider cansilation of the number 7 Shelby and Old Get well Rd. Because the route is not walkable and traffic is heavy. There are mostly men on the route that work warehouse and walked by really shorts out energy from that. The riders seem mainly calm during the route what makes the drivers happy awhile they work. So, if there's a vote for 7 Shelby to remain active I fast one vote.

From: ARCHIE WILLIS <archiewwillis@yahoo.com>
Sent: Wednesday, October 18, 2023 2:44 PM
To: Annie Givens <agivens@matatransit.com>
Subject: mata changes PLEASE RE THINK THIS CHANGE??????

IT PROBABLY WANT DO ANY GOOD BUT I WANTED TO AT LEAST VOICE MY OPINON AS A MATA RIDER.

PLEASE RECONSIDER TAKING THE MADISON TROLLEY OFF. IT IS THE ONLY RELIABLE MEANS OF TRANSPORTATION WE HAVE AROUND HERE. WE CAN DEPEND ON IT COMING EVERY 30 MINUTES. THE NUMBERS 1 AND 36 ARE ALWAYS RUNNING LATE THEY MAY SHOW UP THEY MAY NOT? SATURDAY I WAITED FOR A NUMBER 1 2 HOURS, IT NEVER SHOWED UP????????????

MANY ELDERLY PEOPLE NEED IT TO GET TO THE UT MEDICAL CENTER. THEY CANN'T DEPEND ON THE 1 AND 36 GETTING THEM THERE. THEY CANN'T WALK OVER TO UNION IN A WHEELCHAIR? ALSO GETTING TO THE COSSIT LIBRARY ON FRONT STREET WILL BE MORE DIFFICULT AS WELL.

PLEASE DON'T TAKE AWAY THE ONLY MEANS OF RELIABLE TRANSPORTATION AROUND HERE. WE CAN DEPEND ON THE TROLLEY IF NOTHING ELSE.

ARCHIE WILLIS

From: KAREN ENGLISH <kjemem@aol.com>
Sent: Wednesday, October 18, 2023 3:31 PM
To: Public Comments <publiccomments@matatransit.com>; mayor@memphistn.gov; KAREN ENGLISH <kjemem@aol.com>
Subject: October 24, 2023 MATA Regular Board of Commissioner Meeting

After partially recovering from the shock and dismay of hearing the news stories and viewing the Facebook post with video regarding proposed changes to bus schedules, I decided to take a day to try and organize my thoughts and write them out for whatever they are worth rather than spend another night talking to myself about what this would mean for my future and so many others.

First, I appreciate the honesty in admitting buses can't be kept running on the current schedule. It would be better to feel more certain that one might show up near a scheduled time than go on feeling there might be a 50% chance that that would happen, which has been the case lately. But there are questions raised that riders and the public in general should have answered.

I will leave the questions about particular routes to people who need to be able to get to work to those riders who are affected. I'm hopeful you will hear from them and take note and respond. Thank goodness I'm retired. Just an old lady wanting to get to the doctor, church, do a little volunteer work, and occasionally attend an event in town which everyone says seniors should get out and do. The world will go on without my doing any of that. But looking at what I could see of the proposal, it would be really difficult to use the bus for my old work schedule. The occasional times I worked evenings or weekends probably impossible, even with old schedules I could only manage a half day on the weekend, or on a holiday which MATA observed but my employer didn't, forcing me to take a half day vacation. Thinking of people I've ridden with over the years, I remember many who need public transportation more than 8:00-5:00 weekdays. I've been connecting on Sundays between the 50 and the 8, by leaving as early as possible I can usually make it work, but that's with one running hourly and one every half hour, if you missed one you could probably get another without a two hour wait. With those times going to an hour and a half and two hours, and without seeing the full schedule including morning start times I don't know if it will work. Anyone working weekends may find it hopeless.

I do wish you would consider in the future more advance notice of changes. The day I heard the announcement I found a Facebook post with a list of meetings that already started that day. It looks like a lot of times and a wide spread of places, but for riders who already have work and appointments scheduled for that week and those of us who also try to stay off the streets after dark, getting to and from these meetings by bus is a problem. There was one daytime one that I might have tried to attend if I didn't already have a rescheduled Dr. appointment I wasn't going to change again. That's the type of advance planning riders have to do. The more time to do it with the better. I try to keep appointments in the middle of the day so I can spend the whole day getting there and back if I need to. I always try to plan leaving to get somewhere on a bus that is scheduled to arrive an hour early so that I can take the next bus if one doesn't arrive or I didn't make a connection. I can take time to make that work usually, but many working people can't. With times between buses increasing from 30 to 60 minutes and some on some days going to an hour and a half to two hours it will be difficult, and some days impossible, to plan trips especially if more than one bus is needed.

From the recent service and your TV and Facebook ads for mechanics, I can see that the problems in keeping all the buses running have been real. But the public deserves to know what is being done about the problem, not just have service cut. What have you done to determine why mechanics leave? Why aren't they applying? Why don't they accept jobs if offered? Have you advertised out of town? Out of state? Have you worked with trade schools? Explored apprenticeship programs? What are other cities doing? Is it about funding? What is being done to increase funds available? We need to see what actions are being tried, some evidence that service isn't going to keep decreasing until it goes away.

When you do decide on a final schedule for December it is important to release the full schedule as soon as possible. In the past the final new times weren't posted until overnight before the day they start, this is a little late to know if you can get somewhere that day. The announcement of proposed changes only gave changes for the start of the last route and the space between. To try and see what you can make work before that day we need a complete schedule including the morning start times to try and piece routes together, or for some people look for a new job. It really

does matter. There used to be a page online which showed the schedule of all the stops throughout each day and the planned times. Now you can only see where all stops are on the tracker page on the current day. *(And the bus stops on the street need to match the ones on the map, I've never had any luck telling people about the missing signs, but you don't know which drivers will stop at the sign and which will go by the map. Some will stop one place, some another. If you don't guess which you'll be left standing there.)* We really need all the information possible as soon as possible to try and make this work. The feeling is that you've found that the less information you put out, the fewer people will bother you with questions if they can actually find someone to ask. Not a good image for a public service.

When you base cuts and changes on number of riders, how is that determined? If it's by paid customers someone needs to understand that frequently passengers are just waved on because the machines to take money or scan cards aren't working. That may go back to a shortage of mechanics, programmers, whatever, but the passengers aren't being counted. It's not the drivers fault that equipment doesn't work, and they just try to keep on schedule and get people where they're going, which is appreciated, but always in the back of my mind is the thought that I'm not being counted and they'll say no one was riding the bus. I've seen this happen on a standing room only Poplar 50, and especially on Sunday buses which always have something not working, but then service decreases because customers aren't counted. You say the Madison and Riverfront trolleys aren't used. They used to be. Been on them plenty of times with locals and visitors, but the Madison started frequently being out of service, never announced till that day, and I've had texts that the Riverfront isn't running everyday for 2 or 3 months, until the last week when I got a notice that there was one on 2 or 3 days. Thought maybe it was coming back, but no, gone (forever?) because no one was riding. How can you ride if it's not there? After all the fanfare about trolleys for downtown workers, residents, and visitors, and all they could do to relieve downtown traffic and parking congestion, and how good it was for the environment and tourism, the public needs to know what's happened. If/when you do decide to increase service, please allow time for usage to build. Memphians don't learn new ways, or learn to trust a system with a bad reputation in any hurry.

I love the GO901 card. Much needed and convenient. But please, don't follow through with the threat to quit taking cash for a ride, at least for a long time. I know you promise you're working on more places where cards can be purchased. Heard that years ago with the old day/week/monthly passes, never happened. Still says on the Groove page that the prepaid cards which can be used instead of the app will be available at more than the terminals, hasn't happened. Unless a card can be purchased/charged in walking distance of every bus stop during all operating hours, there will be people who cannot ride, especially among the people who need public transportation most, as well as visitors, new residents, people who have occasional or emergency use and find no way to get on a bus because the bus can't take them to where they can purchase the card until they purchase it. When machines are placed in other businesses it's essential that they are checked often and kept working. Business owners aren't going to keep them if they are constantly being asked about one not working or how to use it. That's going to be something else MATA has to have the people and funds to operate before it goes into place.

On difficulty with technology and communications. **(There are things you can't do or take advantage of without a smart phone. Public transportation should not be one of them.)**

We need to be able to communicate with real people regarding problems that aren't resolved virtually or through a phone or computer menu. I love picking the correct number on a phone or computer menu and getting a quick answer, but when the information needed isn't there, isn't

accurate or some system isn't working we need to be able to reach a real person who understands the problem or can find someone who does.

Two examples

I went to check the balance and add funds to my GO901 card at the place online I had seen before to do that. Went I went to the link to go there it connected me to a blank page; there was a border without any text. It looked like the page had been removed to update and never replaced. Since it was Sunday I thought I'd give it overnight to see if it was restored. Nothing there. Looked around online a while, tried viewing the page on the computer as well as the shorter mobile version I was seeing on my Kindle. Went through all the contact options offered. One sent me to a phone number which answered with several options, none of which applied, including one to use the web page (instead of bothering people was implied). Found a number which said it was for technical issues regarding the GO901 app and card. Called there and eventually got to a very nice woman who apologized but assured me they could only work with questions about the app and couldn't deal with the card (that needs corrected on the web page) she gave me the Customer Service number to call which I recognized as the one to call for information about bus schedules. Tried it anyway, after the usual long hold I got a real person who didn't know anything about cards and web pages, but she knew another customer service number to try. Fortunately, she gave me the number before transferring me because I was disconnected at that point. The next person actually seemed to grasp the question, took notes, and she knew who I should talk to though she wasn't allowed to give me a number or transfer me, but would have her call me. I did get a call the next day and after a long conversation and some emails she was able to look at her test page, pass the information to technicians and a couple of days later the page reappeared with links working to add funds to my card. I don't know how long the page wasn't working before I saw it. But I know it was out for at least five days. These things happen, but there needs to be an easier way to make the proper person aware of the issue. I don't know how many other people may have had problems and didn't have the time or patience to follow through, maybe my persistence helped someone else. I'm just glad I didn't need funds on my card when I first looked and that the bus would still take cash if that were my only option.

Second example, which is still not resolved. The web page you get to for information on Groove stills says you can use the Groove service without an app or credit card by using the prepaid card purchased at the terminal. Got one, registered it with Groove, working fine. One day I decided to call them to get home from the doctor, had used it a few days before, knew I still had paid for rides. When I called to schedule (I don't have a way to use the app). I was told I couldn't ride again until I gave them a credit card. She acknowledged that I still had 10 paid for rides, but insisted they had to have a card on file though they never needed one before. Wanting to investigate further, I ended up spending two hours getting home by bus. The next day I checked the information on the web page, and used the email address there to communicate my questions to MATA. After several form letters I finally got one that seemed to be from a real person, though it still didn't resolve anything, didn't address the issue of the difference in information on the MATA page and what Groove/Via says, and was the general response I get from MATA employees regarding Groove—somebody else does that, we don't know anything. MATA's name is on the service, you sell it, you have to take some ownership. The information you put out has to agree with theirs and I can't very well get you together to work it out. I've given them a card, that's not the issue. They still say that then have to have one and your web page says they don't.

Information on line has to be current and accurate and there need to be real people to communicate problems with.

I'm sure I've gone on quite too long. But this is important to a lot of people. I keep seeing statements extolling the virtues of public transport. Talking about the new innovations and technology. The benefits to the environment. The importance of people not turning to broken down cars, often with no insurance, maybe no license, dumping out pollution, creating traffic congestion and accidents. Hearing what an ideal future looks like is nice. But we need something that works for people who need to go somewhere today. All of this is important to me.

I'd really like to know how many board members and MATA employees used public transportation to get to the meeting? I can just hear people thinking, but "I really had to get here." Even if you're not thinking it, that's still the impression many will have, which says "my responsibilities are more important than those of the kind of people who ride the bus." When I moved here 50 years ago and asked about bus service I was either laughed at or given horrified looks. That's still pretty much the reaction today. It's part of the culture of Memphis that creates a lot of our problems. Acknowledging and being aware of it is the first step towards solutions.

Karen English

-----Original Message-----

From: Johane Boff <boff.johane@gmail.com>
 Sent: Thursday, October 19, 2023 9:02 AM
 To: Public Comments <publiccomments@matatransit.com>
 Subject: 2023 Winter Service Changes

Dear MATA management,

I hope this email finds you well. My name is Johane Boff and I am a daily rider of the Madison Trolley Line. I am writing in response to the latest announcements regarding the elimination of multiple bus routes, including Madison.

For me, and many others, this line is a connection to our jobs, homes, and essential services. Each day, I rely on the Madison Line to commute to work and back. Along with me, at least five to seven other riders need the service on a daily basis, not to speak of the numerous others who depend on this service throughout the day.

As a young woman who does not have a car, the bus has provided me with a safe and reliable way to travel. I have explored alternative options, like the ride-sharing app Groove, but, unfortunately, this service has proven to be unreliable, especially during peak hours (when the service is either not available or has a 50+ minute wait). Moreover, the waiting stops for Groove are often deserted, leaving me feeling vulnerable and unsafe.

The Madison Trolley Line serves a diverse community, catering to tourists, daily work commuters, students, food insecure individuals seeking free food at churches, and the homeless population in need of transportation and warmth during the harsh winters. Its closure would not only disrupt the lives of individuals like me but also impact the overall well-being of our community.

I urge you to reconsider your decision to shut down the Madison Trolley Line. If there are challenges, I propose exploring alternatives like running the actual trolley line on Madison, which could be a viable solution that preserves such essential service.

Please recognize the consequences of shutting down this line. I appreciate your initiative to engage with the community to get feedback and make an informed decision concerning the bus and trolley lines. I hope that you will thoughtfully consider my comments and concerns.

I look forward to hearing back from you and will be glad to discuss this further.

Thank you,

Johane Boff

From: Embry, Elliot <Elliot.Embry@colliers.com>
Sent: Thursday, October 19, 2023 9:31 AM
To: John Lancaster <jlancaster@matatransit.com>
Cc: Pat Lowery <pat@premiumassetsllc.com>
Subject: Nonconnah - Route 28 Elimination

John,

I represent Remark Trust, LLC who owns over one million square feet of office/warehouse and flex space located along Route #28 – Airport in Nonconnah Corporate Center who is also the representative for the Properties Owners Association.

Previous owners of the park worked with MATA to get the route established so we could increase the number of businesses looking to locate in Whitehaven. The Route is particularly vital to our federal, state and local governments tenants’ in the park. The elimination of this route would have a material impact on the Veterans Administration large primary care clinic, GSA agencies, Military Enlistment Procurement offices, Remington College and multiple others whose employees and visitors rely on public transportation for work/school.

We understand funding is a challenge for organizations across the city and country; however, existing routes servicing Whitehaven and the customers coming to the area must be maintained

Thank you in advance for your attention to this matter and please let us know if there is an opportunity to discuss our concerns with the MATA team prior to the meeting next week.

Elliot Embry, SIOR
Vice President | Memphis
elliott.embry@colliers.com
Main: +1 901 375 4800
Direct: +1 901 312 4902 | Mobile: +1 901 634 2583
6363 Poplar Avenue, Suite 220 | Memphis, TN 38119 | USA

REMARK TRUST LLC

October 18, 2023

John Lancaster
Chief Development Officer
MATA Transit
40 S Main Street, Suite 1200
Memphis, TN 38103

via Email: jlancaster@matatransit.com

RE: Proposed Decision for MATA Bus Route #28

Dear John,

On behalf Remark Trust, LLC as well as the representative of the Nonconnah Properties Owners Association, this letter is to address the proposed elimination of Route #28- Airport.

Remark is a property owner of over one million square feet of office/warehouse and flex space located in the Nonconnah Corporate Center. We have 24 properties in this park, and many of our tenants' employees, especially our numerous Veterans Administration locations within the Park (includes a large Veterans Primary Care clinic), as well as GSA/TSA and Military Enlistment Procurement offices, FedEx Employees Credit Union, Remington College and multiple others rely on public transportation to get to work/school and medical needs.

We also represent the Nonconnah Properties Association, with numerous other owners, including but not limited to Olymbec Properties, Boxer Properties, and Extended Stay America, which will be adversely affected if Route #28 is eliminated.

We will send a letter to the Chamber and our Councilman and appreciate any consideration to reverse this decision as it is extremely important and essential that this route be maintained. Please feel free to contact me via email Pat@premiumassetsllc.com, or call our office at 901-345-2520.

Sincerely,



Pat Lowrey
Managing Director

Cc: Elliot Embry- Colliers



To: MATA Board of Commissioners
 From: Mr. Johnnie Mosley, Founding Chairman, Citizens for Better Service
 Date: October 22, 2023
 Subject: October 24, 2023 MATA Regular Board of Commissioners Meeting

After more than thirty years of advocating for better public transportation in Memphis, I am concerned that the current MATA administration is for a mass eliminations in bus routes in underserved neighborhoods.

With all due respect, the ridership does not need empathy from the MATA administration. The ridership and the citizens in Memphis need the MATA Board to do the right thing and to reject the proposed eliminations and cuts by the MATA administration. I know that MATA administration is claiming the lack of funds as a reason to justify their proposals. But when the city yearly operational funding for MATA was increased by 84% over the last few years from \$19.1 million to \$35.1 million and when the city overall operating budget for MATA was increased by 23% in the last 4 years from \$62.5 million to \$77 million, one can only wonder why public transportation in Memphis is on life support.

Nine years ago, MATA Board Member Shelia Williams gave an interview to Policy Link when she talked about the negative impact route eliminations had on her life when MATA eliminated her bus route to college. At that time, Ms. Williams said, "Here I am attempting to get this degree so I can better support my family, and public transit in our city can't even provide me what I need to make that life transformation."

Today, I convinced that these words will ring in the ear of every struggling bus rider if the MATA Board vote in favor of eliminating their transportation lifeline on October 24, 2023.

I ask that the MATA Board not to let the bus riders down. I ask that you not let the city of Memphis down. Thank you for your service.

CITIZENS FOR BETTER SERVICE Fighting For Dignity

From: Seymour, Yvonne M. <Yvonne.Seymour@va.gov>
Sent: Monday, October 23, 2023 2:35 PM
To: Public Comments <publiccomments@matatransit.com>
Cc: Seymour, Yvonne M. <Yvonne.Seymour@va.gov>
Subject: Scheduling of the MATA Bus Line

From: Seymour, Yvonne M. <Yvonne.Seymour@va.gov>

Sent: Monday, October 23, 2023 2:35 PM
To: Public Comments <publiccomments@matatransit.com>
Cc: Seymour, Yvonne M. <Yvonne.Seymour@va.gov>
Subject: Scheduling of the MATA Bus Line

To Whom It May Concern:

Very much upset with the bus system. How can you expect the common people to get to their destination on time appropriately to arrive at their job site. Evidently you truly don't care about the people transportation to paid bills, grocery, hospital, school, jobs, to take care their essential needs for themselves. I'm so glad that you do not have to depend on the MATA TRANSIT to take care of your needs, if so - you be very, very, very, very, very upset with the Despicable Service provided.

Feel free to join us in our endeavor of waiting on the bus when it doesn't show maybe two hours. Please come with us in standing, standing, standing, standing on the bus transit. Oh.... I forgot you have proper transportation, hmmm.

I work at the VA Hospital, starting at 7:00pm to 3:30pm. Well, I can not catch - earlier bus, due to its too late coming in the morning at 6:30am, YES – came out around about 5:00am because I thought the bus came early due to I needed to be at work at 7:00am. The bus arrive around 6:30am and arrive downtown around 7:25am. Due to the fact I do not have a vehicle to be at work, Uber cost a arm and leg and paying people is very expensive, Oh... I forgot you have great transportation. Feel free to attend our meeting at the main bus system. Hope to see you. God Bless.

From: Kathy Shields <ims0813@hotmail.com>
 Sent: Monday, October 23, 2023 7:43 PM
 To: Mia Harvey <mharvey@matatransit.com>
 Cc: Public Comments <publiccomments@matatransit.com>; Memphis Mayor <mayor@memphistn.gov>; Congressman Steve Cohen <tn09ima@mail.house.gov>
 Subject: Comments on Bus Service

This email is to address the issues with current public transportation system in Memphis Tennessee.

I am a resident of Memphis and has utilized public transportation as long as I am old (68 years).

However, since 2020 the system has not been performed nor been as welcomed as in previous years.

There are constant changes to the routes, route times, and stops. Causing longer wait times for connecting routes.

Buses are not showing up according to their scheduled times. Yes, I have the OMNILERT and MATA Tracker but alerts don't come until you are already out and waiting. Some alerts come over beginning at 4:58am

for bus changes at 10:00am. How can this be???

Although my main bus route is the 36 Kimball, I also utilize the 1 Union, 2 Madison, 8 Chelsea, 13 Lauderdale, 32 East Parkway, 42 Crosstown, 50 Poplar, and 57 Park.

When the 56 Kimball was in service I was happy as a lark, but now with the 36 Kimball picking up this route lately I dread the service it supplies, or doesn't supply. The 36 also services Knight Arnold.

I have figured out that the 36 Kimball route is down for two hours at least three times daily. This applies to "Inbound" and "Outbound" services. Doing this time none of the 36 Knight Arnold routes are affected.

Once you leave home and have the privilege of boarding a route there is a slim chance that you will be able to return in a timely manner according to the scheduled times for that route.

It's depressing to wait two or more hours for a bus each and every day. It doesn't matter what day of the week because the delay will occur.

There is also the issue of the bus stops changing. Once the route changes occurred in 2020 buses were taken out of the inside of the communities. I live between Kimball and Barron Ave. I have to walk to Kimball to board a bus. People that stay between Prescott and Lamar has to walk to Kimball, Park or Lamar to board a bus.

You walk 30 to 40 minutes or more and the bus doesn't come. When I tire of waiting for the Kimball and board the Knight Arnold route I have to walk from Lamar and Lowell to Kimball and Alama (Cherokee School). At least a 40 minute walk.

I attended the meeting at the Orange Mound Center on Wednesday, October 18th. It was stated that the company would look at the changes to ensure that the changes didn't cause, "a desperate or little impact to low income and/or minority areas." R I G H T Tell me who else will be impacted but these two groups of people!!!

Lack of public transportation has caused people to lose their jobs, miss job opportunities and some have had to drop out of schools, especially those trying to attend the Excel Center. It also impacts those attending LeMoyne Owen (#4), Christian Brothers (#42) and Rhodes College (#32)

Not only are they messing with the routes but also the stops (stops are being removed each time the routes change. Why the stops are changing makes no sense because the bus still has to pass by to continue the route. Longer walk times to and from the stops from inside the communities. (Think about it!!!) New drivers will only stop at a labelled stop. Older drivers know where the stops were and at least grace the riders with stopping. The buses are equipped with voice directions for the stops but no signs, no stopping. Figure that one out.

They also removed a huge portion of the sheds/benches. So, when the buses are late there is nowhere to sit and wait. RAIN, HAIL, SLEET OR SNOW, Wind, Tornado, Flat line Winds!!! At 68 years this ain't, pretty at the least. I have asked for sheds to be re-installed but as of this date this has not occurred. There were new sheds placed in areas that had no sheds before 2020, but the all the current sheds were not replaced. And the ones lining Highland are so pretty and comfortable. Why, for UofM!!!. Why couldn't the entire city have these type sheds???

In closing, the issue according to the company is "low ridership". When you look at all the changes and the

impact they are causing can you really expect people to constantly stand at a stop that may or may not come??

I asked in the meeting that the company broadcast across all public television stations I'm an advocate for Channel 24/30 but notices are only being aired on Channel 3. I was told that notification had been sent to all the stations but find it hard to believe that other than Channel 3 no airing was done. Stations run 24x7 so a broadcast should have occurred at some point.

I'm also aware of the grant funds allotted to the company and money sent from the federal government under the President's Infrastructure Bill. I understand that the Blue Oval plant will be a big deal for the county and city and the city's attempt to provide transportation is honorable but I can't get a bus to ride throughout the city.... so, are we serving everyone?

In closing, "YES" these changes will cause a disparity in the low and minority areas. YES, it will cause an impact on survival in these areas. And, YES there can be a better way to resolve this issue other the current proposal on the table, every day a bus runs and services are not being given.

My final comment to this is that these changes will increase crime in adults. (Children committing crime is a different issue.) Hate to see it happened but can see that people will begin to find ways to survive and take care of their families. Memphis is an economically impoverished city and everyone can't afford a car note, car insurance nor car maintenance.

Pray over this issue and do what God puts on your heart to do. We are our brother's keeper, when we do a disservice to the least of God's people we do it unto him.

Thanking you for your attention to this matter,

Ms Kathy H Shields
901-743-0841
Live and Die Memphian

From: Karl Johnson <karljohnson555@gmail.com>
Sent: Monday, October 23, 2023 3:39 PM
To: Memphis Mayor <Mayor@memphistn.gov>; Karl Johnson <karljohnson555@gmail.com>
Subject: MATA service reductions

Good Afternoon,

I realize this should go directly to MATA, but there is no e mail address that I could find to send in a public comment. There maybe, but I could not find it.

I do not know what the major issue is and why service needs to be ending at or before 7:00 PM. I

understand MATA wants a more dependable service delivery, which one would agree on that point. This is a public service provided, and paid for by the city of Memphis and other government agencies, MATA, or MTM, or RAP DEV is the responsible party for the actual delivery to the public.

Yes, I get there is a shortage of staff for both operation and maintenance. Perhaps with the run cuts which will save money, they can invest it into the workforce, a better pay should get a higher standard of conduct, morale, and bring better skills to MATA.

Lastly, What is the vision of this reduced service ? Is it until the agency has a better service delivery package, meaning that bus drivers and mechanics will be able to make the service needs for the city residences (also known as taxpayers). The city has invested a lot into MATA's infrastructure. Or, if MTM / RAP DEV cannot deliver, other options could be to find another contractor.

Sorry to understand the service is currently poor, and I hope that the future will bring changes to the system, the residences (IE Customers) of MATA deserve better.

Thank you,

Karl Johnson
1130 Huntsman lane

And yes, I recently retired from MATA, no bones or fight to pick, I think it can be better. Karl

*****Original Message*****

From: Mark Hayden <marktn67@gmail.com>
Sent: Tuesday, October 24, 2023 10:57 AM
To: Public Comments <publiccomments@matatransit.com>
Subject: 34

Please keep the Route 34 bus. It's my only connection to downtown. Mark Hayden

Comments after board Meeting

From: Kate Seat <kateseat@gmail.com>
Sent: Tuesday, October 24, 2023 5:33 PM
To: Jford Canale <Jford.canale@memphistn.gov>; Chase Carlisle <Chase.Carlisle@memphistn.gov>; Edmund Ford <Edmund.Ford@shelbycountyttn.gov>; Patrice Robinson <Patrice.Robinson@memphistn.gov>; Worth Morgan <Worth.Morgan@memphistn.gov>; Cheyenne Johnson <Cheyenne.johnson@memphistn.gov>; Frank Colvett, Jr. <frank.colvettjr@memphistn.gov>; Jana Swaengen-Wash <Jana.Swaengen-Wash@memphistn.gov>; JB Smiley Jr. <JB.Smileyjr@memphistn.gov>; Jeff Warren <Jeff.Warren@memphistn.gov>; Martavious Jones <Martavius.Jones@memphistn.gov>; Michalyn Easter-Thomas <Michalyn.Easter-Thomas@memphistn.gov>; Public Comments <publiccomments@matatransit.com>; Rhonda Logan <Rhonda.Logan@memphistn.gov>; team@youngformemphis.com
Subject: MATA Cuts Are a Big Problem

To the MATA Board, Memphis City Council, and Mayor-Elect Paul Young,

MATA is dying. With this latest round of cuts, MATA says they are aiming for targeted service, but what we have is skeleton service. In my six years of living in this city I have already seen drastic reductions in routes (cf. October 2019 <https://www.matatransit.com/assets/2/6/MATA-SystemMap-Oct2019.pdf> and August 2023

<https://www.matatransit.com/assets/2/6/MATA-SysMap-Aug23-web.pdf>), and it feels like the city is leaving our buses to swirl around the drain until they're gone for good.

Buses are not as much a business as they are a public utility. A city needs buses to provide freedom of movement and equity for quality of life. Cutting routes and bus frequency is going to cost people jobs, customers, and opportunities.

The people most affected, of course, are the people with the fewest resources: namely, the poor and the disabled. I'm in the latter category. I use a motorized scooter, which makes car travel difficult. A bus is easy: the ramp comes down, and I go right to the designated wheelchair space. The bus is easy to enter, but when will it come? And where will it go? In the past I've used the fixed route buses to go to the doctor, restaurants, hair salon, county clerk, shopping, etc. But the unreliability of routes have at times left me stranded with no connection or return journey.

As routes and pickup times disappear, so will riders. Journeys that once may have been doable by bus will become unworkable. It will make more sense for riders to quit the job (if they aren't fired first), forego the shopping trip, spend \$20 on an Uber, or wait until a friend or family member can give them a ride. The ridership losses will not be proportional to the cuts. The decay will be exponential, not linear.

As a disabled person, I rely more on MATAplus than the fixed routes. Dilapidated sidewalks make pedestrian journeys in Memphis difficult or impossible. But of course, I can only use MATAplus if I schedule the trip 3 days in advance. Not 2 days or 4 days — 3 days in advance. And even then, if I am busy on that 3rd day or if I can't get through to the operator until after 10am, I won't get my ride because the schedule will already be filled up. So the fixed route still fills a gap when I can't make a phone call (and sit on hold for 5-45 minutes) from 8-9:30am three days before my intended trip.

And now the 7pm cutoff will affect MATAplus as well. 7pm is absurdly early. I can't even go anywhere if I get off work at 4:30. It would take 1.5-2 hours to get anywhere with the proposed wait times, and then once you run your errand, you are dangerously close to the last pickup time for your return journey. If you have to transfer, forget about it. Dinner? Out of the question. Parent night at school? Can't go. Overton Park concert? Nope. Pharmacy? Can't get there. Night class? Not an option. Evening shift? You're fired.

When bus riders lose trips, everyone suffers. Businesses lose customers and employees, performers lose audiences, friends and family members lose quality time with loved ones. The air quality suffers. There's more traffic. There are more car crashes. And I'd guess funding for expanding MATA services is related somehow to occupancy of existing routes. We have to make that up-front investment, because without a quality service, uptake will continue to dwindle.

At the community meeting I attended, Mr. Rosenfeld identified the issue of an aging bus fleet and a lack of mechanics. A diesel mechanic training program at Tennessee College of Applied Technology costs \$11,000. Could we get some sort of deal like they have in the Memphis Teacher Residency and the military? Agree to serve X number of years, and MATA will pay for your education program.

Another person who attended the community meeting told me MATA spends a good deal of money on a fleet of cars for employees to drive to work. Is this true? Why indulge in company cars for employees when the vast majority of everyone is responsible for arranging their own transportation to and from work? Wouldn't that money be better spent on new buses?

At the community meeting, I was not impressed or reassured by Mr. Rosenfeld. I know there are national trends working against him, but I am not confident in his ability to rise to the challenge. Please look into the leadership and see if there might be another leader equal to the task.

Please do what you can to make this city livable and give MATA what it needs to offer robust public transit.

Thank you,
Kate Seat
Latin Instructor at the Collegiate School of Memphis
MATA and MATAplus rider
475 N Highland St. Apt. 1L
Memphis, TN 38122

Public Comments from 10/24- 12/18

From: Levern Couch <leverncouch3@gmail.com>
Sent: Wednesday, November 1, 2023 8:03 PM
To: Public Comments <publiccomments@matatransit.com>
Subject: Mata Schedule Changes 2023

Dear Mata Transit:

My name is Levern Couch. I am currently a user of Mata Transit. I rely on public transportation to commute within the city. I attended one of the forums where changes were suggested in routes and frequency. I wanted to reiterate that there are people using Mata as a form of transportation to get to work, and that it would be more convenient to have the last line up be between 9 and 10p.m. Monday-Friday since these are the busiest days of the week. Also, instead of the frequency being every hour and twenty minutes; why not it be every thirty minutes for major routes. The frequency would be inconvenient for people that are working or disabled. Furthermore, MATA should have schedules available on every bus for passengers. I believe these suggestions should be taken into consideration before making final decisions. Thank you.

Sincerely,
Levern Couch

From: Hunter Oppenheimer <hunteropp@gmail.com>
Sent: Sunday, December 17, 2023 5:08 PM
To: Public Comments <publiccomments@matatransit.com>
Subject: MATA Board of Commissioners Meeting

Memphis needs a BETTER TRANSIT SYSTEM, not a cut to service!

Thank you.

Sincerely,
Hunter Oppenheimer
2038 Carr Ave

MATA PUBLIC COMMENT CARD
MEMPHIS AREA TRANSIT AUTHORITY

Name: Dennis Lynd

Representing Organization: W

Topic you wish to discuss: Sierra Club
Sound Card

PLEASE GIVE YOUR COMMENT CARD TO A COMMUNICATIONS STAFF MEMBER

MATA PUBLIC COMMENT CARD
MEMPHIS AREA TRANSIT AUTHORITY

Name: Christina Clift

Representing Organization: Disability Connection Midsouth

Topic you wish to discuss: Service Time Stoppage

PLEASE GIVE YOUR COMMENT CARD TO A COMMUNICATIONS STAFF MEMBER

MATA PUBLIC COMMENT CARD
MEMPHIS AREA TRANSIT AUTHORITY

Name: Mike

Representing Organization: _____

Topic you wish to discuss: Buses & Public Transportation

PLEASE GIVE YOUR COMMENT CARD TO A COMMUNICATIONS STAFF MEMBER

MATA PUBLIC COMMENT CARD
MEMPHIS AREA TRANSIT AUTHORITY

Name: Tye Dodson

Representing Organization: _____

Topic you wish to discuss: 39 South Third

PLEASE GIVE YOUR COMMENT CARD TO A COMMUNICATIONS STAFF MEMBER

MATA PUBLIC COMMENT CARD
MEMPHIS AREA TRANSIT AUTHORITY

Name: Tiffany Tucker

Representing Organization: _____

Topic you wish to discuss: Discuss how wheelchair people are getting unfairly mistreated

PLEASE GIVE YOUR COMMENT CARD TO A COMMUNICATIONS STAFF MEMBER

MATA PUBLIC COMMENT CARD
MEMPHIS AREA TRANSIT AUTHORITY

Name: April B. Buckner

Representing Organization: TN DEPT. OF CORRECTION (TDOC)

Topic you wish to discuss: Bus Route Nonexistent

PLEASE GIVE YOUR COMMENT CARD TO A COMMUNICATIONS STAFF MEMBER

MATA PUBLIC COMMENT CARD
MEMPHIS AREA TRANSIT AUTHORITY

Name: Johnie Masley

Representing Organization: Citizens For Better Service

Topic you wish to discuss: Cuts In Bus Service

PLEASE GIVE YOUR COMMENT CARD TO A COMMUNICATIONS STAFF MEMBER

MATA PUBLIC COMMENT CARD
MEMPHIS AREA TRANSIT AUTHORITY

Name: Elliot Embry

Representing Organization: Nonconnah Corporate Center

Topic you wish to discuss: Elimination of Route 28- Airport

PLEASE GIVE YOUR COMMENT CARD TO A COMMUNICATIONS STAFF MEMBER

MATA PUBLIC COMMENT CARD
MEMPHIS AREA TRANSIT AUTHORITY

Name: Annika Easley

Representing Organization: Self

Topic you wish to discuss: time, MATAplus, wheelchair ramps.

PLEASE GIVE YOUR COMMENT CARD TO A COMMUNICATIONS STAFF MEMBER

MATA PUBLIC COMMENT CARD
MEMPHIS AREA TRANSIT AUTHORITY

Name: Ms. Cecilia Mitchell

Representing Organization: _____

Topic you wish to discuss: Where Did The Grant Money Go From The City \$40 million,

PLEASE GIVE YOUR COMMENT CARD TO A COMMUNICATIONS STAFF MEMBER

MATA PUBLIC COMMENT CARD
MEMPHIS AREA TRANSIT AUTHORITY

Name: Sidnie Whitaker

Representing Organization: regular citizens

Topic you wish to discuss: riders & drivers interaction

PLEASE GIVE YOUR COMMENT CARD TO A COMMUNICATIONS STAFF MEMBER

MATA PUBLIC COMMENT CARD
MEMPHIS AREA TRANSIT AUTHORITY

Name: Lawrie Britton

Representing Organization: Box Town Assoc.

Topic you wish to discuss: Ups & Downs of MATA

PLEASE GIVE YOUR COMMENT CARD TO A COMMUNICATIONS STAFF MEMBER

MATA PUBLIC COMMENT CARD
MEMPHIS AREA TRANSIT AUTHORITY

Name: Mark / Edwin

Representing Organization: _____

Topic you wish to discuss: Wirth Routes

PLEASE GIVE YOUR COMMENT CARD TO A COMMUNICATIONS STAFF MEMBER

MATA PUBLIC COMMENT CARD
MEMPHIS AREA TRANSIT AUTHORITY

Name: Dorothy Conner

Representing Organization: MICAH

Topic you wish to discuss: Transportation

PLEASE GIVE YOUR COMMENT CARD TO A COMMUNICATIONS STAFF MEMBER

MATA PUBLIC COMMENT CARD
MEMPHIS AREA TRANSIT AUTHORITY

Name: Leo Arnoult

Representing Organization: Mizoh

Topic you wish to discuss: Route Changes

PLEASE GIVE YOUR COMMENT CARD TO A COMMUNICATIONS STAFF MEMBER

MATA PUBLIC COMMENT CARD
MEMPHIS AREA TRANSIT AUTHORITY

Name: CYNTHIA BAILEY - Transit Advocate

Representing Organization: MBRU Memphis Riders Union

Topic you wish to discuss: Transportation
No Current Routes & Schedule Cuts Changes

PLEASE GIVE YOUR COMMENT CARD TO A COMMUNICATIONS STAFF MEMBER

MATA PUBLIC COMMENT CARD
MEMPHIS AREA TRANSIT AUTHORITY

Name: SAMMIE HUNTER

Representing Organization: MBRU

Topic you wish to discuss: Cuts, Riders

PLEASE GIVE YOUR COMMENT CARD TO A COMMUNICATIONS STAFF MEMBER

MATA PUBLIC COMMENT CARD
MEMPHIS AREA TRANSIT AUTHORITY

Name: BARBARA D. EVERETT

Representing Organization: _____

Topic you wish to discuss: Time

PLEASE GIVE YOUR COMMENT CARD TO A COMMUNICATIONS STAFF MEMBER

MATA PUBLIC COMMENT CARD
MEMPHIS AREA TRANSIT AUTHORITY

Name: JARRO WILSON

Representing Organization: _____

Topic you wish to discuss: PUBLIC ON BUS

PLEASE GIVE YOUR COMMENT CARD TO A COMMUNICATIONS STAFF MEMBER

MATA PUBLIC COMMENT CARD
MEMPHIS AREA TRANSIT AUTHORITY

Name: RICK TERRELL

Representing Organization: self

Topic you wish to discuss: cutting of service

PLEASE GIVE YOUR COMMENT CARD TO A COMMUNICATIONS STAFF MEMBER

 PUBLIC COMMENT CARD

Name: Stephen Nelson SWNELSON2@Memphis.edu

Representing Organization: Student U of Memphis Health COM

Topic you wish to discuss: Trouble WITH TRANSPORTATION
TO HEALTH ~~FA~~ Providers
+ DISABILITY + School

PLEASE GIVE YOUR COMMENT CARD TO A COMMUNICATIONS STAFF MEMEBER

 PUBLIC COMMENT CARD

Name: Janice Mondle

Representing Organization: student journalist (UAM)

Topic you wish to discuss: Using riders as pawns for bigger
budget from City of Memphis

PLEASE GIVE YOUR COMMENT CARD TO A COMMUNICATIONS STAFF MEMEBER

 PUBLIC COMMENT CARD

Name: L. Rashell

Representing Organization: Self

Topic you wish to discuss: Routes + Times

PLEASE GIVE YOUR COMMENT CARD TO A COMMUNICATIONS STAFF MEMEBER

Passed 12/19/2023

**MEMPHIS AREA TRANSIT AUTHORITY
BOARD OF COMMISSIONERS**

RESOLUTION NO. 23-54

**Resolution to Approve Interlocal Agreement between the City of Memphis and the
Memphis Area Transit Authority**

WHEREAS, MATA relies on federal funds from the DOT/FTA for operating assistance and capital purchase; and

WHEREAS, With the delay of federal funds due to the lack of a federal budget for the fiscal 2024 year, funds which are normally available in October are currently not available; and

WHEREAS, MATA does not currently hold or budget any reserve funds to protect it from delays in cash flow; and

WHEREAS, the City of Memphis has in the past and currently holds budget reserves for unforeseen fiscal issues including cash flow due to the timing of grant applications and appropriations; and

WHEREAS, the City Counsel of Memphis has approved and seeks to enter into an Interlocal Agreement to provide up to \$20 million in cash flow.

NOW THEREFORE BE IT RESOVED BY THE MEMPHIS AREA TRANSIT AUTHORITY BOARD OF COMMISSIONERS, that the MATA president/CEO is authorized to execute the above-mentioned Interlocal Agreement between the City of Memphis and the Memphis Area Transit Authority.

MEMO 23-54**TO: MATA Board of Commissioners****FROM: Gary Rosenfeld****DATE: December 19, 2023****RE: RESOLUTION TO APPROVE AN INTERLOCAL AGREEMENT WITH THE CITY OF MEMPHIS**

With the delay in the federal budget, MATA cannot secure its federal grant funds from the Federal Transit Administration. Indications are that the FTA will prepare the apportionment tables at the time of the adoption of a federal budget or after the January 19 continuing resolution (CR), whichever occurs first. MATA would then be able to submit our grant applications and go through the review process and likely be able to begin drawing down funds in May of 2024.

The city has approved an agreement to provide up to \$20 million in cash flow to see us through these lean cash months. We would immediately pay back any draws against this cash upon the arrival of our federal funds. If our apportionment falls short of our projections, the city will reduce our grant next year to cover any shortages.

Staff recommends approval of this agreement.



Resolution to Approve Interlocal Agreement between the City of Memphis and the Memphis Area Transit Authority

WHEREAS, the City of Memphis (the City) desires to collaborate with the Memphis Area Transit Authority (MATA) in its effort to provide transit services to the Citizens, and

WHEREAS, federal funding to MATA for Fiscal Year 2024 has been delayed due to potential “shut-down” of federal government services, and

WHEREAS, such delay in federal funding will present cash flow challenges for MATA to continue operations without interruption, and

WHEREAS, MATA has requested that the City of Memphis provide funding to subsidize the estimated shortfall in operating cash, and

WHEREAS, such subsidy transaction, upon Council approval, is to be formalized in an Interlocal Agreement between the City and MATA representing a loan from the City to MATA in an amount not to exceed \$20,000,000 with repayment of any and all loan amounts to be due immediately upon restoration and receipt of federal funding by MATA , and

WHEREAS, the city desires to formalize the Interlocal Agreement and have it considered in unification with this resolution.

NOW, THEREFORE BE IT RESOLVED that the Memphis City Council approves, and authorizes the mayor to execute, the Interlocal Agreement, substantially in the form attached hereto, between the City and MATA outlining the transactional elements of a loan from the City to MATA in an amount not to exceed \$20,000,000, with repayment to the City of all draws on the loan to be transacted immediately upon receipt by MATA of federal funding amounts for Fiscal Year 2024. If the outstanding loan payment from MATA is not received by the City prior to the end of the 2024 fiscal year (June 30, 2024), the City reserves the right to offset the outstanding loan amount due against any Fiscal Year 2025 grant allocation and appropriation to MATA.

THEREFORE, BE IT FURTHER RESOLVED that the funding for this initiative will be provided through the allocation and appropriation of unassigned fund balance in the General Fund, and that the Fiscal Year 2024 Operating Budget be amended in an amount up to \$20,000,000 in accordance with Tennessee Constitution Article 2 § 24, TCA § 9-1-116, Municipal Budget Law of 1982 to accommodate the execution of the Interlocal Agreement between the City of Memphis and Memphis Area Transit Authority.

Sponsored by City Administration

November 21, 2023

**INTERLOCAL AGREEMENT BETWEEN THE CITY OF MEMPHIS,
TENNESSEE, AND THE MEMPHIS AREA TRANSIT AUTHORITY**

This Interlocal Agreement, effective as of December __, 2023 (the “Effective Date”), is entered into by and between the City of Memphis, Tennessee (the “City”), and the Memphis Area Transit Authority (“MATA”).

WHEREAS, the City desires to collaborate with MATA in its effort to provide transit services to the citizens of the City; and

WHEREAS, MATA is a component unit of the City and meets the requirements of GASB No. 14 as a legally separate organization; and

WHEREAS, federal funding to MATA for its Fiscal Year ending June 30, 2024 (“FY 2024”), has been delayed due to the potential “shut-down” of federal government services; and

WHEREAS, such delay in federal funding will present cash flow challenges for MATA to continue operations without interruption; and

WHEREAS, MATA has requested that the City provide a bridge loan to address the estimated shortfall in MATA operating funds; and

WHEREAS, the Director of the Division of Local Government Finance in the Tennessee Comptroller’s Office has advised the City that an Interlocal Agreement is the proper tool for the City to enter into a loan with a component unit such as MATA; and

WHEREAS, pursuant to the provisions of Tenn. Code Ann. §12-9-101 *et seq.*, any two (2) or more public agencies may enter into agreements with one another for joint or cooperative action; and

WHEREAS, the City administration has determined it to be in the best interest of the City that the City enter into this Interlocal Agreement for the purpose of making a loan to MATA in an amount not to exceed \$20,000,000 (the “Loan”), which Loan is intended to allow MATA to continue operations without interruption until the receipt by MATA of federal funds; and

WHEREAS, advances under the Loan are subject to appropriation by the Council of the City; and

WHEREAS, MATA has agreed to repay the Loan immediately upon receipt of federal funds.

NOW, THEREFORE, in consideration of the foregoing and of the mutual covenants set forth below, the receipt and sufficiency of which are hereby acknowledged, the City and MATA agree as follows:

1. Authority and Purpose. Tennessee Code Annotated §12-9-101 *et seq.* authorizes any two or more public agencies to enter into agreements for the joint or cooperative exercise of

any power, privilege or authority exercised or capable of exercise individually by such public agencies. The parties hereto are public entities within the meaning of these laws.

2. Loan. Subject to appropriation by the City Council, the City is hereby authorized to make a drawdown loan (the “Loan”) to MATA in an amount not to exceed \$20,000,000 for the purpose of allowing MATA to continue operations.

3. Request for Advance. The Loan shall be originated by the City on a drawdown basis, and the proceeds of the Loan shall be advanced by the City in installments upon receipt of MATA’s written notice to the City in the form of a Request for Advance. Each Request for Advance shall be signed by an authorized representative of MATA and shall specify: (1) the principal amount of the advance to be made; (2) that the aggregate amount of the requested advance shall be used solely to fund operations of the transit system; and (3) after giving effect to such advance, the aggregate principal amount of all advances made hereunder. Additionally, each Request for Advance shall include financial statements for the current and year-to-date periods. Each Request for Advance shall be emailed to the Deputy Chief Financial Officer of the City.

4. Repayment of the Loan. MATA shall repay the Loan to the City immediately upon receipt by MATA of any federal funds, including, but not limited to, grants, awards and other financial assistance from the United State Department of Transportation, the Federal Transit Authority and any other federal agency, department or other entity.

5. Offset. If the Loan or any portion thereof is not repaid prior to the end of FY 2024, the City may offset such amount against any grant allocation, appropriation or other funds the City would have provided MATA in Fiscal Year ending June 30, 2025.

6. Termination. This Agreement shall terminate upon payment in full of the Loan.

7. Amendment. No amendment, change, modification, alteration or termination of this Agreement shall be made other than pursuant to a written instrument signed by the parties to this Agreement.

8. Miscellaneous.

(a) The City and MATA hereby agree that this Agreement shall not become effective until it has been approved by the City Council of the City and the Board of Commissioners of MATA.

(b) If any paragraph or part of a paragraph of this Agreement shall be declared null and void or unenforceable against any of the parties hereto by any court of competent jurisdiction, such declaration shall not affect the validity or enforceability of any other paragraph or part of a paragraph of this Agreement.

(c) In the event any agreement contained in this Agreement shall be breached and such breach shall thereafter be waived, such waiver shall be limited to the particular breach so waived and shall not be deemed to waive any other breach hereunder.

(d) This Agreement shall inure to the benefit of the City and MATA and shall be binding upon the City and MATA and their respective successors and assigns.

(e) This Agreement shall be governed as to validity, construction and performance by the laws of the State of Tennessee.

(f) This Agreement may be executed in any number of counterparts, each of which, when so executed and delivered, shall be an original; but such counterparts shall constitute but one and the same agreement.

(g) The descriptive headings of the several paragraphs of this Agreement are inserted for convenience only and do not constitute a part of this Agreement.

Signature page to follow

IN WITNESS WHEREOF, the parties hereby have caused this Agreement to be duly executed as of the date set forth hereinabove with actual execution on the dates set forth in the acknowledgements hereto.

I. CITY OF MEMPHIS, TENNESSEE

By: _____
Mayor

**II. MEMPHIS AREA TRANSIT
AUTHORITY**

By: _____
President

ADD-ON AGENDA

AND REQUEST FOR SAME NIGHT MINUTES

ITEM #4, ITEMS #10-#14, ITEM #33, ITEM #36, AND ITEM #40

36. RESOLUTION to provide (\$20,000,000.00) in cash flow to Memphis Area Transit Authority (MATA) until Federal Transit funds are distributed. All Council Districts. This Resolution is sponsored by the Administration.

Carlisle
Chairman,
Budget
Committee
SNM

ACTION REQUESTED: Adopt the Resolution

37. **ORDINANCE** to establish City Council Meeting Dates for 2024, up for F I R S T read Ordinance No. 5891 is sponsored by Chairman Jones.

Jones
Chairman,
Executive
Session
Consent

ACTION REQUESTED: Adopt the Ordinance on First Reading

38. **ORDINANCE** to fix and determine the salary and compensation of the Mayor pursuant to Home Rule Amendments, up for F I R S T reading. Ordinance No. 5892 is sponsored by Chairman Jones.

Jones
Chairman,
Executive
Session
Consent

ACTION REQUESTED: Adopt the Ordinance on First Reading

39. **REFERENDUM ORDINANCE** pursuant to Article XI, § 9 of the Constitution of the State of Tennessee (Home Rule Amendment), to amend provisions of the Charter of the City of Memphis, the same being Chapter 11 of the Acts of 1870, as amended, relative to Mayor, Council, and Appointed Salaries, up for F I R S T reading. Ordinance No. 5893 is sponsored by Chairman Jones.

Jones
Chairman,
Executive
Session
Consent

ACTION REQUESTED: Adopt the Ordinance on First Reading

40. RESOLUTION to grant (\$1,000,000.00) to Alliance Healthcare Services for Behavioral Health Crisis Center. All Council Districts. This Resolution is sponsored by the Administration.

Carlisle
Chairman,
Budget
Committee
SNM

ACTION REQUESTED: Adopt the Resolution

ACTION TAKEN BY COUNCIL ON THIS DATE

1. Approved
2. Held until December 5, 2023
3. & 4 – Approved
5. Approved, as amended
6. Approved
7. Held until December 19, 2023
8. Through 26 – Approved
27. & 28 – Held until December 5, 2023
29. Held until the first meeting of February 2024
30. Through 40 – Approved

ACTION TAKEN BY COUNCIL ON THE MINUTES OF THE NOVEMBER 7, 2023 MEETING

Approved, as amended

ACTION TAKEN BY COUNCIL ON THE MINUTES OF ITEMS #4, #10, #11, #12, #13, #14, #33, #36, FROM TONIGHT'S MEETING

Approved

Passed 12/19/2023

**MEMPHIS AREA TRANSIT AUTHORITY
BOARD OF COMMISSIONERS**

RESOLUTION NO. 23-58

RESOLUTION TO ADOPT MATA HOLIDAY AND FARE SCHEDULE

WHEREAS, MATA must adjust its holiday services levels to meet changing ridership demands and balance its budget on an annual basis; and

WHEREAS, each calendar year holiday calendar observance dates and scheduled special events may change due to various scheduling needs; and

WHEREAS, MATA intends to provide as much public notice in advance for its customers, employers, and the general public to schedule future transit trips based on the upcoming holiday calendar; and

WHEREAS, the MATA Board of Commissioners have the authority to determine public transportation service levels and to establish fares; and

WHEREAS, Adoption of the Holiday Service and Fare Schedule will supersede any prior notices or publications for all modes

NOW THEREFORE BE IT RESOVED BY THE MEMPHIS AREA TRANSIT AUTHORITY BOARD OF COMMISSIONERS, that the MATA Holiday and Fare Schedule be adopted for Calendar Year 2024 and the month of January 2025.

2024 OPERATING CALENDAR

2024 Holiday	Date	Service Level	Fare Structure	MATA Admin Offices
New Year's Day	Monday, January 1, 2024	None	N/A	Closed
MLK Day	Monday, January 15, 2024	None	N/A	Closed
Regular Board Meeting	Tuesday, January 23, 2024	N/A	N/A	Open
President's Day	Monday, February 19, 2024	Weekday	Regular	Closed
Regular Board Meeting	Tuesday, February 27, 2024	N/A	N/A	Open
Regular Board Meeting	Tuesday, March 19, 2024	N/A	N/A	Open
Good Friday	Friday, April 7, 2024	Weekday	Regular	Closed
APTA Get on Board Day	TBD	TBD	TBD	Open
Regular Board Meeting	Tuesday, April 23, 2024	N/A	N/A	Open
Memorial Day	Monday, May 27, 2024	None	N/A	Closed
Regular Board Meeting	Tuesday, May 28, 2024	N/A	N/A	Open
Juneteenth Day	Wednesday, June 19, 2024	None	Free	Closed
Regular Board Meeting	Tuesday, June 25, 2024	N/A	N/A	Open
Independence Day	Thursday, July 4, 2024	None	N/A	Closed
Regular Board Meeting	Tuesday, July 23, 2024	N/A	N/A	Open
Regular Board Meeting	Tuesday, August 27, 2024	N/A	N/A	Open
Labor Day	Monday, September 2, 2024	None	N/A	Closed
Regular Board Meeting	Tuesday, September 24, 2024	N/A	N/A	Open
Regular Board Meeting	Tuesday, October 22, 2024	N/A	N/A	Open
Veteran's Day	Friday, November 11, 2024	Weekday	Free for Veterans	Closed
Regular Board Meeting	Tuesday, November 26, 2024	N/A	N/A	Open
Thanksgiving Day	Thursday, November 28, 2024	None	N/A	Closed
Day after Thanksgiving	Friday, November 29, 2024	Saturday	Regular	Closed
Regular Board Meeting	Tuesday, December 17, 2024	N/A	N/A	Open
Christmas Eve	Tuesday, December 24, 2024	N/A	N/A	Closed
Christmas Day	Wednesday, December 25, 2024	None	N/A	Closed

2025 Holiday	Date	Service Level	Fare Structure	MATA Admin Offices
New Year's Day	Wednesday, January 1, 2025	None	N/A	Closed
MLK Day	Monday, January 20, 2025	None	N/A	Closed
Regular Board Meeting	Tuesday, January 28, 2025	N/A	N/A	Open