

## **QUESTIONS AND ANSWERS FOR RFP #2019-01**

### **Question 1: Is GNRC or MPO connected in any way to the Nashville MTA Nashville nMotion Long-Range Transit Plan?**

**Answer:**

Yes, the GNRC administers the MPO program. The Nashville MTA is a member of the MPO and the MPO coordinates regional transportation planning for its members.

Specifically, the MPO helped lay the groundwork for the regional transit plan entitled “nMotion.” The MPO and local elected officials first developed and adopted the long-range vision for transit in Middle Tennessee in 2010, and carried forward as part of the MPO’s 2040 Regional Transportation Plan (RTP), Middle Tennessee Connected. The nMotion Transit Plan was developed before the Nashville Area MPO integrated into the GNRC, and the MPO’s involvement was primarily focused on providing data support. The MPO provided future population and employment figures and distribution derived from the transportation demand model to guide future transit needs.

The nMotion Transit Plan was a regional plan, yet state-enabling legislation requires counties to pursue funding referendums county-by-county. Thus, Let’s Move Nashville was developed as Metro Nashville-Davidson County’s plan for a city-wide, public transit system. The plan included many components of nMotion, however two major projects, the downtown tunnel and the Northwest Corridor light rail line, were included in Metro’s Transportation Solution that were not included in nMotion. The plan proposed funding by a referendum that sought to raise surcharges on sales, hotel/motel, motor vehicle, and businesses taxes. Unfortunately, the referendum failed on May 1, 2018.

Transit planning is still ongoing in the region. The MPO is in the process of conducting The South Corridor Transit Alternatives Analysis. The study is intended to provide the transit agencies, community leadership, and stakeholders within the MPO area a series of short-, mid-, and long-term recommendations to implement the vision for rapid transit between Nashville and communities along the south corridor into Maury County, as defined by the MPO’s 2040 Regional Transportation Plan and the nMotion Strategic Plan developed by the RTA and the Nashville MTA.

### **Question 2: How should consultant respond if unable to certify the first bullet under “Part 1. Cover Letter?”**

**Answer:**

The language is poorly worded in the RFP instructions. The intent is to ensure that the selected firm will not use the contract to benefit any recent or current GNRC employee or member of the GNRC board with responsibilities related to the project. The Offeror is only asked to certify what they can control. Please see below for a revised statement:

“No employee of GNRC or member of its governing body exercising any functions or responsibilities with respect to this project shall during her/his tenure, or for one year thereafter, receive compensation, directly or indirectly, from [offering firm] with proceeds from a contract resulting from this solicitation.”

**Question 3: What is the extent of member jurisdictions?**

**Answer:**

GNRC is owned by and operated on behalf of its local government membership comprised county and metropolitan governments in the counties of Cheatham, Davidson, Dickson, Houston, Humphreys, Montgomery, Robertson, Rutherford, Stewart, Sumner, Trousdale, Williamson, and Wilson, Tennessee, and all 52 incorporated municipalities located within these counties.