



# **GREEN LIGHTS AHEAD: A CHOOSE HOW YOU MOVE PROCUREMENT PREVIEW**

## **Q&A/Comments Submissions**

### **Architectural Services and Transit Centers**

**Q: Will the SoBro Transit Center Design (A&E) and Construction Documentation be included in the scope of services for the Nolensville Pike project? Or will that be a subsequent RFQ? If so, will WeGo procure those services?**

**A:** The SoBro Transit Center will not be included as part of the upcoming Nolensville scope. A parallel SoBro Transit Center process may be underway and will need to be integrated with Nolensville planning, but the exact schedule for that is still to be determined.

**Q: Will there be upcoming opportunities specifically for the design of transit centers or other vertical infrastructure separate from corridor planning?**

**A:** Yes, opportunities are anticipated, but details are not yet available.

**Q: As part of the Choose How You Move (CHYM) projects mentioned today, will there be any forthcoming scope for architectural services?**

**A:** Related opportunities to provide architectural services may potentially emerge at a future date – for example, as part of economic development strategies along All-Access Corridors or transit-center design.

### **Procurement**

**Q: Will you be releasing the attendee list and/or a copy of the presentation for this session?**

**A:** Both the attendee list and the presentation will be released and posted.

**Q: We are a small PM/CM DBE seeking to partner with other companies. How can we access a current list of authorized partners through Metro and WeGo?**

**A:** Both Metro Government and WeGo Public Transit are committed to supplier diversity and recognize Choose How You Move as an opportunity to expand participation from small, women-, and minority-owned businesses. Firms are encouraged to connect early and explore teaming opportunities through the following channels:

- **Metro Procurement:** Email [Dennis.Rowland@nashville.gov](mailto:Dennis.Rowland@nashville.gov). The Procurement [Business Assistance Office](#) maintains a comprehensive supplier list, supports diverse vendors, and can help facilitate connections.
- **WeGo Public Transit:** Email [Kim.Hereford@nashville.gov](mailto:Kim.Hereford@nashville.gov) to request current contractor information and [learn about partnership opportunities](#).

DBEs are also encouraged to attend pre-bid meetings whenever possible. Following these meetings, an addendum is typically issued listing participating firms and contacts – a valuable resource for networking and potential sub/prime teaming.

**Q: What will they (project manager) lead, versus what a subconsultant will lead for the All-Access Corridors (AACs)?**

**A:** Choose How You Move is seeking assistance from both prime and sub consultants. CHYM expects to evaluate proposals from both a prime/lead consultant with extensive experience in project-managing the development of similar corridors, with support from subconsultants for specific needs such as outreach and community engagement, modeling, and market analysis.


**Q: Will right-of-way acquisition services be needed for the Nolensville AAC project?**

**A:** Right-of-way (ROW) analysis and potential acquisition are anticipated as part of the Nolensville AAC scope. Early corridor work will evaluate where additional space may be needed—whether for transit priority treatments, safer pedestrian crossings, accessible sidewalks, or intersection and safety improvements. Any ROW strategy will be closely tied to the corridor’s performance goals, including improving on-time transit reliability, enhancing safety, and delivering ADA-compliant, comfortable accommodations for people walking, bicycling, and using assistive devices. The intent is to take a thoughtful, context-sensitive approach that supports a “Complete the Street” vision while balancing community impacts, cost, and long-term operational performance.

## Timing

**Q: Is there an expected RFP release date for the Nolensville AAC? Is a forecast available for when the various CHYM programs will be procured and in what sequence?**

**A:** We anticipate the Nolensville Pike AAC RFQ/RFP **sometime this month**. It will be posted to the [WeGo Portal](#). There is no current forecast available for remaining program-related opportunities, but we encourage you to register for WeGo’s dual-system registration



process to stay informed. You can do this by [registering as a vendor](#) on WeGo’s website and also signing up via the [OpenGov procurement platform](#).

## Experience/Qualifications

**Q: Can you provide insight into any specific firm or staff qualifications that may be required, such as minimum personnel requirements?**

This will be detailed in the RFP.

**Q: How important is multimodal planning + design compared to outreach, modeling, market analysis? Are you looking for bike/ped expertise?**

**A:** CHYM envisions AACs as whole-corridor retrofits aligned with a “Complete the Street” approach, meaning designs must safely and comfortably accommodate people walking, bicycling, rolling with assistive devices, and using transit alongside vehicular travel.


Because AACs are high-capacity transit corridors, multimodal enhancements —such as wider sidewalks, safe crossings, and an improved public realm— are considered transit-supportive investments that improve the WeGo customer experience, enhance safety, and expand equitable access to stations and service. Teams should demonstrate expertise that balances strong technical analysis (traffic modeling, ridership forecasting, and market context) with a deep understanding of Metro’s broader vision for a connected, countywide network that supports access to active transportation.

Successful teams will integrate multimodal design thinking alongside outreach, analytics, and implementation planning to help deliver corridors that function as complete, inclusive transportation environments — not just transit projects.

**Q: Is the Project Manager required to have experience with CIG (FTA Capital Improvement Grants)?**

**A:** Experience with FTA’s Capital Investment Grants (CIG) program –the Federal Transit Administration’s primary funding source for major transit capital projects such as Bus Rapid Transit (BRT), is significantly preferred. Nolensville Pike, as an early All-Access Corridor, is being positioned to be competitive for future federal funding opportunities, including potential CIG pathways, so familiarity with federal processes, documentation, and expectations can be valuable.

This RFP is primarily focused on corridor planning and design activities (such as Alternatives Analysis, NEPA, and preliminary engineering). The CHYM Program Management Team (PMT), led by HNTB, will guide overall federal strategy, CIG application materials, and program-level coordination related to CIG and other funding sources.



However, corridor teams will collaborate closely to ensure technical work products, multimodal design decisions, and public engagement efforts support federal competitiveness and align with FTA best practices. Prior CIG experience will significantly elevate the competitiveness of bids.

**Q: What public relations, marketing, and engagement opportunities will be needed for All Access Corridors since HNTB is the Program Management Team (PMT)?**

**A:** Public involvement and communications remain a cornerstone of the All-Access Corridor development process. The PMT provides program-level coordination and consistency, while corridor teams will help translate that framework into effective, on-the-ground engagement that supports planning, design, and implementation to reflect community needs and priorities. Consultant teams should anticipate opportunities to:

- **Deliver coordinated communications aligned with CHYM branding and program-wide messaging**, working closely with the PMT’s communications team to maintain continuity, reinforce clear explanations of benefits and timelines, and tailor outreach approaches to corridor-specific community contexts.
- **Lead inclusive, corridor-level outreach and engagement** grounded in strong local knowledge and culturally competent practices, reaching transit riders, people walking and bicycling, accessibility advocates, businesses, and historically underrepresented communities so public input meaningfully informs design decisions.
- **Coordinate engagement milestones** with NEPA phases (Purpose & Need, Alternatives Development, Environmental Analysis, Decision Document) and design milestones (30%).

## Conflicts of Interest

**Q: Are firms on the CHYM Program Management team and/or NDOT-led IDIQ excluded from proposing?**

**A:** Conflict of Interest (COI) requirements, including any potential exclusions or participation limitations, will be provided in the forthcoming Nolensville Pike All-Access Corridor RFP. Once the solicitation is released, vendors will be able to review the COI framework, understand eligibility requirements, and additional steps needed, as appropriate.



**Q: Will all vendors be able to respond to the Nolensville Pike All-Access Corridor RFP (or only those on NDOT's IDIQ)?**

**A:** The Nolensville Pike All-Access Corridor RFP is not limited to vendors who have a pending IDIQ agreement with NDOT.

## Program Related

**Q: What will be the sequence of AAC corridors: 1) Nolensville, 2) Gallatin, 3)..?**

**A:** Ten corridor segments are identified as All-Access Corridors under Choose How You Move, and they are not advancing in a strict linear sequence. While Nolensville Pike is among the first corridors to move forward, sequencing is based on readiness, community needs, funding alignment, and coordination with partner agencies.

Nolensville Pike requires substantial upfront technical work and is well positioned for federal funding, making it an early priority. Planning and preparation for the remaining corridors continues in parallel, supporting timely delivery across all corridors.