

MINUTES
MEETING OF THE BOARD OF DIRECTORS
OPERATIONS & SAFETY COMMITTEE
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
November 20, 2014

The Board of Directors Operations & Safety Committee met on November 20, 2014 at 10:09 a.m. in the Board Room on the 6th Floor of the MARTA Headquarters Building, 2424 Piedmont Road, Atlanta, Georgia.

Board Members Present

Harold Buckley, Sr.
Jim Durrett
Roderick E. Edmond, *Chair*
Freda Hardage
Barbara Babbit Kaufman

MARTA officials in attendance were: Chief Operating Officer Richard A. Krisak; Chief Administrative Officer Edward L. Johnson; Chief Financial Officer Gordon L. Hutchinson; Chief of Staff Rukiya S. Eaddy; Chief Counsel Elizabeth O'Neill; AGMs Wanda Dunham, Ming His, Reginald Mason, Ryland McClendon and Louise Williams-Jackson (Acting); Executive Director Ferdinand Risco; Sr. Directors Cynthia Beasley, LaShanda Dawkins, Joseph Erves, Jeff Masisak (Acting) and Amanda Rhein; Directors Donna Jennings, Pat Minnucci, Warren Taylor (Acting) and William Taylor (Acting); Manager Sherma Sobers; Executive Manager to the Board Rebbie Ellisor-Taylor; Sr. Executive Administrator Brenda L. Williams; Finance Administrative Analyst Tracy Kincaid. Others in attendance Davis Allen, Fredrick Askew, Nicholas Gowens, Aston Greene, Saba Long, Erik Leach and Tuan Vo.

Also in attendance Steve Hausler of Archer Western; Jim Schmid and Carlos Rivera of HNTB; Pamela Alexander of LTK Engineering.

Consent Agenda

- a) Approval of the September 25, 2014 Operations & Safety Committee Meeting Minutes

On motion by Mr. Durrett seconded by Mr. Buckley, the Consent Agenda was unanimously approved by a vote of 3 to 0, with 3 members present.

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Individual Agenda

Resolution Authorizing the Award of a Contract for AC Traction Motor Overhaul and Repair Services, CP B33498

Mr. Warren Taylor presented this resolution for Board of Directors' approval authorizing the General Manager/CEO or his delegate to award a contract for AC Traction Motor Overhaul and Repair Services to Swiger Coil Systems, a Wabtec Company, in the amount of \$6,214,390.00

On motion by Mr. Durrett seconded by Mr. Buckley, the resolution was unanimously approved by a vote of 3 to 0, with 3 members present.

Resolution Authorizing Additional Funding For Procurement of Ninety-Four (94) Paratransit Lift Vans, RFP P31610

Mr. William Taylor presented this resolution for Board of Directors' approval authorizing the General Manager/CEO or his delegate to authorize additional contract funds in the amount of \$1,662,664.08 to purchase twenty-four (24) additional Paratransit Lift Vans.

On April 17, 2014, MARTA entered into a contract for the procurement of ninety-four (94) Paratransit Lift Vans under RFP P31610 against the State of Georgia National Joint Powers Alliance (NJPA) Mass Transit National Contract Vendor Number 022210-IBG with Alliance Bus Group, Inc. in the amount of \$6,512,100.98 for a term of nine months. Additional funding in the amount of \$1,662,664.08 is required to purchase twenty-four (24) additional Paratransit Lift Vans to support expansion of services into Clayton County and regular services

On motion by Mr. Durrett seconded by Mr. Buckley, the resolution was unanimously approved by a vote of 4 to 0, with 4 members present.

Resolution Authorizing Additional Funding for Vehicle Security Camera System, RFP P23113

Sgt. Greene presented this resolution for Board of Directors' approval authorizing the General Manager/CEO or his delegate to increase the authorized contract amount for the Vehicle Security Camera System P23113 contract between the Authority and Apollo Video Technology, Inc. by \$2,800,000.00 in order to accommodate the additional buses, software procurement and any additional unanticipated changes required by the Project Sponsors.

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On motion by Mr. Durrett seconded by Mr. Buckley, the resolution was unanimously approved by a vote of 5 to 0, with 5 members present.

Briefing – Security & Emergency Management

Sgt. Greene provided the Committee an overview of MARTA's Security and Emergency Management Program and update on MARTA's Facility Hardening Plan.

- The MARTA Security and Emergency Management Program consists of three key areas to address MARTA's Tier I status: to prevent, mitigate, respond to, and recover from all hazards man-made or natural in origin
- These pillars are dynamic, layered and focused to meet 21st century threats with expertly designed and customized 21st century solutions

Law Enforcement/Police Force

- Uniformed Patrol
 - High Visibility Uniforms
- Canine (K-9) Program/ TSA Supported
- Bomb Assessment Team (Equipped with
- Bomb Robot and Containment Vehicle)
- Criminal Investigations Unit (CIU)
- Behavioral Detection Officers (BDO's)
- Special Operations Response Team (SORT) (HAZMAT Trained)
- Active Shooter Response Training

Emergency Management

- Hazards HSEEP Training & Exercises
- Mobile Command Vehicle
- Public Awareness Campaign (See & Say Application)
- Security & Emergency Preparedness Plan (SEPP)
- Winter Storms, H1N1, H1N5, Ebola Preparations
- Continuity of Operations Plan (COOP) Program/Emergency Operations Plan
- MATRIX Team

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- National Incident Management System/ICS

System Security

- Emergency Operations Center
- Vehicle Security Camera System
- Video Analytics
- Physical Security Information Management (PSIM)
- Security Breach Committee
- Physical Security
- Security Design Certification/Criteria Program
- Crime Prevention through Environmental Design (CPTED), DHS, FEMA, FTA, Target Hardening Standards
 - Lighting, Access Control, Fencing, Gates, Cameras
 - ASIS-Protection of Assets (POA) Guidance

Physical Security

- MARTA's Threat Vulnerability Assessments (TVAs) along with After Action Reports and intelligence from Federal partners (TSA, DHS, FTA) contribute to making target hardening, facility security recommendations to maintain MARTA's resilience and security profile
- This is a layered security approach with physical security at all MARTA facilities as the first line of defense; cyber security included

Physical Security Funding

- MARTA's capital program funds two projects dedicated to these initiatives:
 - Facilities Security Upgrades (FTA and DHS Funding)
 - Security Related Equipment (FTA and DHS Funding)
- These efforts are ongoing to support new threats and vulnerabilities

Physical Security Theory

- Key Concept – Crime Prevention through Environmental Design (CPTED):

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- The proper design and effective use of the built environment can lead to the reduction in the incidence and fear of crime and thereby improve the quality of life; in other words, if a site is laid out well, the likelihood of it being targeted for a crime may be reduced
 - Natural Surveillance
 - Territorial Reinforcement
 - Natural Access Control Maintenance
 - Lighting, Access Control, Cameras, Gates, Fencing, Intrusion Detection
- Security Design Criteria incorporates CPTED Principles

Physical Security – Facilities Hardening Plan

- Laredo Garage
 - All new perimeter fencing with gaps closed up
 - Fencing before was 6 feet with three strains of barb wire; new Criteria is 8 feet of chain link, with three stains of barb wire
 - Facility scheduled for completion December 2014
 - Cost of the contract (CP B24310) \$935,706.45

Physical Security – Facilities Hardening Plan Scope

- Provide all new perimeter fencing to meet the new Authority standard fence height for security
- Secure all new pedestrian gates with electronic controlled entrance with access controls tied to C-cure
- Add security vertical gates with card readers and intercom at employee parking lot & entrances and monitored from the facility's office
- Add CCTV security cameras to various locations on the site to provide perimeter security
- Provide additional LED site lighting where needed, to assist the optical performance of the CCTV cameras
- Address ADA access from the street for bus drivers

Physical Security – Facilities Hardening Plan Next Steps

- The next facility will be Perry Garage, to address the facility's bone yard and fencing cameras, lighting and gates
- Hamilton has incorporated the hardening criteria into its design
- The Yards and other facilities will be completed on an average of one per year (based on current resources)
- Adding interior cameras and improved access control will be expanded in future efforts

Dr. Edmond asked what does the K-9 unit do.

Sgt. Greene said typically bomb detection. MARTA has vapor wake detection K-9, trained to signal the handler if a person in the vicinity has a scent of a bomb-making element.

Briefing – FY14 Bus and Mobility Collision Data

Mr. Mason briefed the Committee on the September FY14 Bus and Mobility Collision Data.

Bus Collisions/100,000 miles

- Target – 3.7
- Actual – 4.03

Preventable/Non-Preventable Bus Collisions

- Preventable – 45
- Non-Preventable – 43
- Bus Preventable Rate – 2.06

Bus Collisions by Type & Grade

- Auto
 - Preventable – 24
 - Non-Preventable – 41
- Fixed Object
 - Preventable – 20

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- Non-Preventable – 2
- Pedestrian
 - Preventable – 1
 - Non-Preventable – 0

Route Collisions by Type

- Sideswipe collisions are historically higher on the preventable side
- Top Three Routes – 110-Peachtree Street/"The Peach", 99-Boulevard/Monroe Drive, 6-Emory

Bus Collisions by Years of Experience (April – September 2014)

- 0-5 years of experience – 41%
- 6-10 years of experience – 22%
- 11-20 years of experience – 28%
- 21-30 years of experience – 8%
- 31-40 years of experience – 1%
- Contributing Factors:
 - Operators with 0-5 years of experience are contributing to 41% of total collisions
 - 42% of the collisions are due to collisions with fixed objects
 - 35% of the collisions are due to sideswipe collisions

Mobility Collisions/100,000 miles

- Target – 2.85
- Actual – 2.65

Preventable/Non-Preventable Mobility Collisions

- Preventable – 50
- Non-Preventable – 52
- Bus Preventable Rate – 0.56

Mobility Collisions by Type & Grade

- Auto
 - Preventable – 0
 - Non-Preventable – 10
- Fixed Object
 - Preventable – 4
 - Non-Preventable – 5
- Pedestrian
 - Preventable – 0
 - Non-Preventable – 0

Mobility Collisions by Years of Experience (April – September 2014)

- 0-5 years of experience – 51%
- 6-10 years of experience – 28%
- 11-20 years of experience – 20%
- 31-40 years of experience – 1%
- Contributing Factors:
 - Operators with 0-5 years of experience are contributing to 51% of total collisions
 - 45% of the collisions are due to operators colliding with with fixed objects

Corrective Actions & Next Steps

- Implemented mirror stations at Laredo Garage
- Focus on reducing preventable accidents
- Perform route hazard analysis
- Implement operator retraining
- Conduct safety ride checks
- Modify new hire operator training

Mr. Buckley asked why do Routes 6, 99 and 110 have the highest amount of accidents.

Mr. Mason said it depends on several factors including time of day and size of the street.

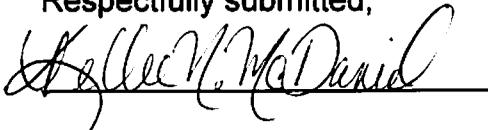
Other Matters

No other matters came before the Committee.

Adjournment

The meeting of the Operations & Safety Committee adjourned at 10:55 a.m.

Respectfully submitted,

A handwritten signature in cursive script, reading "Kellee N. McDaniel", written over a horizontal line.

Kellee N. McDaniel
Sr. Executive Administrator to the Board