

**MINUTES**  
**MEETING OF THE BOARD OF DIRECTORS**  
**OPERATIONS & SAFETY COMMITTEE**  
**METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY**

**January 27, 2014**

The Board of Directors Operations & Safety Committee met on January 27, 2014 at 10:02 a.m. in the Board Room on the 6<sup>th</sup> Floor of the MARTA Headquarters Building, 2424 Piedmont Road, Atlanta, Georgia.

**Board Members Present**

Harold Buckley, Sr.  
Frederick L. Daniels, Jr.  
Jim Durrett, *Chair*  
Roderick E. Edmond

MARTA officials in attendance were: General Manager/CEO Keith T. Parker, AICP; Chief Operating Officer Richard A. Krisak; Chief of Staff Rukiya S. Eaddy; Chief Administrative Officer Edward L. Johnson; Chief Financial Officer Gordon L. Hutchinson; Chief Counsel Paula Nash (Acting); AGMs LaShanda Dawkins (Interim), Wanda Dunham, Shyam Dunna (Interim), Rod Hembree (Acting), Cheryl King; Ryland McClendon and Terry Thompson; Senior Directors Rhonda Briggins, David Springstead and Donald Williams; Directors Pat Minnucci; Executive Manager to the Board Rebbie Ellisor-Taylor; Senior Executive Administrator Brenda L. Williams; Finance Administrative Analyst Tracy Kincaid. Others in attendance Davis Allen, Frederick Askew, Larry Bowden, Dontaye Brown, Reginald Bryant, Howard Condit, Christopher Dorsey, Diane Graham, Cathy Jordan, Anthony Merriweather, Anthony Pines, Srinath Remala, Uladia Taylor, Bob N. Thomas.

Also in attendance Scott Hughes and Sherre Kahrs of Corvel; Matt Pollack and Helen McSwain of MATC; Patti Slade of URS.

**Consent Agenda**

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Mr. Durrett requested a motion to approve the following item on the Consent Agenda:

- a) Approval of the November 18, 2013 Operations and Safety Committee Meeting Minutes

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

**Individual Agenda**

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**Resolution Authorizing Negotiations with Selected Environmental Engineering Consultant, A/E 30754**

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Ms. Jordan presented this resolution for Board of Directors' approval authorizing the General Manager/CEO or his delegate to commence the process of negotiating a satisfactory contract to provide Environmental Engineering Consulting Services in accordance with the MARTA Act, Authority policies and other applicable laws and regulations.

The current contract for Environmental Engineering Consulting Services will expire January 25, 2015. MARTA staff completed a selection process and recommends approval to enter into negotiations with the most qualified firm, with URS Corporation.

Mr. Daniels said in the past the Board received a copy of the evaluations.

Ms. Jordan said staff can provide that information. She added that the scoring was very close.

Mr. Daniels asked what were some of the determining factors.

Ms. Jordan said specialized experience and being local to the Atlanta area.

Mr. Daniels asked what made URS stand out.

Ms. Jordan said URS rated at least 4.8 to 5 in each category.

Mr. Krisak pointed out that another firm on the short list for this contract, BVNA (Bureau Veritas North America, Inc.), ended up receiving a second contract with MARTA.

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

**Briefing – Results of Public Meetings – Title VI Update**

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Ms. Briggins and Mr. Williams briefed the Committee on the results of Public Meetings – Title VI Update.

*Compliance with Title VI*

- What is Title VI
  - Title VI of the Civil Rights Act of 1964 addressed discrimination in most areas of public life in the U.S.
  - Title VI states: "No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."
- Why is Title VI Important
  - Title VI ensures that public services, including transportation, are provided in a nondiscriminatory manner
  - Title VI requires opportunities for public participation in decision-making without regard to race, color or national origin, including populations with Limited English Proficiency (LEP)
  - Title VI provides access to public services by LEP Populations

*Public Engagement*

- FTA Requires Public Input Process Before Board Adoption
  - Policies shared with the public
  - Open and interactive processes
  - Broadly advertised
  - Meetings, small group briefings, social media
  - Printed informational materials including alternative formats
  - Report feedback to the Board

*Public Meeting Notification Methods*

- Email Blast
- Direct Distribution
- Phone Calls
- Advertisement in local newspapers
- MARTA Website

*Advertisement*

- Social Media
- Publications

- Mundo Hispanico
- ACEI I I/Champion
- CrossRoads News
- Atlanta Daily World
- Atlanta Voice
- Atlanta Inquirer
- Georgia Asian News Online

*Flyer Distribution (sample of locations)*

- Chinese Community Center both Bulletin Board and Table
- Dinho Super Market-Chinatown Bulletin Board
- Vietnamese Market on Buford Highway
- Hong Kong Market on Jimmy Carter Boulevard
- Super H-Mart at Doraville, Peachtree Industrial and I-285
- Buford Farmers Market Media Distribution Desk
- Asian American Resource Center Gwinnett
- Korean Community Center on Buford Highway
- Ho Pin Market Media Table
- Atlanta Chinese Community Church
- Center for Pan Asian American Community Services
- Chamblee and Doraville MARTA Stations

*Direct Outreach (sample of locations)*

- Latin American Association (LAA): December 10, 2013
- Vietnamese Community Center: December 10, 2013
- Latin American Chamber of GA (LACCG): December 11, 2013
- Refugee Resettlement and Immigration Services of Atlanta (RRISA)
- Helene Mills Senior Center
- Frazer Center: December 5, 2013
- Bobby Dodd: December 4, 2013
- Center for the Visually Impaired: December 5, 2013

- Disability Link: December 6, 2013
- Center for Pan Asian Community Services (CPACS): December 10, 2013

*Outreach in MARTA Stations*

- External Affairs staff conducted additional outreach in the stations listed below by distributing public hearing and the proposed route modification information to our customers at a table set-up in the bus bay and on the community bus at the park and ride lot.
  - Five Points Station:  
December 5, 2013, 3:00 p.m. to 6:00 p.m.
  - Decatur Station:  
December 6, 2013, 3:00 p.m. to 6:00 p.m.

*Community Meetings*

- MARTA provided an overview of the proposed Title VI service and fare policies at three meetings which gave the public an opportunity to ask questions and give input
- December 9, 2013  
MARTA Headquarters  
1:00 p.m. to 3:00 p.m.
- December 10, 2013  
DeKalb Recreation Center  
6:30 p.m. to 8:30 p.m.
- December 12, 2013  
MARTA Headquarters  
6:00 p.m. to 8:00 p.m.
- Written materials were available to the public in translated formats (Spanish, Korean, Vietnamese and Chinese)
- Spanish language interpreter was available for each session

*Community Outreach Summary*

- Public Meeting – MARTA HQ
  - December 9, 2013

- Attendance – 17
- Public Comments – Why was a 25% reduction chosen; that is just too much
- Public Meeting – DeKalb Recreation Center
  - December 10, 2013
  - Attendance – 8
  - Public Comments – Consider incorporating something in relation to the cumulative effects of minor service changes over a period of time
- Public Meeting – MARTA HQ
  - December 12, 2013
  - Attendance – 9
  - Public Comments – None
- Five Points Station
  - December 5, 2013
  - 2,500 flyers distributed
- Decatur Station
  - December 6, 2013
  - 1,500 flyers distributed
- Chamblee/Doraville Stations
  - December 2, 2013
  - 4,800 flyers distributed
- Neighborhoods/Community Distribution
  - 120 High Rise/Senior Facilities (18 visited)
  - 26 NPU's City of Atlanta
  - 20 schools in Service Area
- Newspapers (Advertising)
  - 7 local newspapers targeting Spanish, Asian, African-Americans and other minorities

*Requirements of the New Circular*

- Transit agencies must develop policies for:
  - Major service changes
  - Any fare change
  - Disparate impact
    - Measures negative effects on Minority population
  - Disproportionate burden
    - Measures negative effects on Low Income population
- Also required:
  - Evidence of a public input process for reviewing these policies Federal Transit Administration (FTA)
  - Board meeting minutes and/or resolutions demonstrating policy approval

**Resolution for Approval of MARTA's Title VI Program Update**

Mr. Williams presented this resolution for Board of Directors' approval authorizing the Title VI Fare and Service Equity Analysis Policies and its submission to the Federal Transit Authority (FTA).

Mr. Daniels said Public Meetings attendance was low and it did not seem like a true representation of the public. He challenged staff to come up with ways to get more public involvement.

Mr. Williams said duly noted.

Dr. Edmond said staff should place more emphasis on social media and allow people to weigh in while at home.

Mr. Williams said staff will do that.

Mr. Durrett said the Buckhead CID Board of Directors has made similar comments regarding public involvement.

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

**Briefing – FY 2014 Capital Improvement Program (CIP) Update**

Mr. Springstead briefed the Committee on the FY 2014 Capital Improvement Program (CIP) Update.

*Capital Improvement Program (CIP)*

- By MARTA Act: Ten (10) Year Capital Program
- Capital Budget is adopted annually: FY14 is \$430M
  - \$289M projects and programs
  - \$141M debt service
- Majority of the CIP is committed to projects in implementation or entering implementation in FY14:
  - 95% of the proposed budget in FY15
  - 92% of the proposed budget in FY16
- Adding new projects or programs in the near term will require additional revenue or offsetting adjustments to existing CIP portfolio
- The CIP provides for the rehabilitation, replacement, enhancement and expansion of MARTA's overall infrastructure: stations/facilities, vehicles, right-of-way and systems
- MARTA has acquired and developed industry leading asset management and decision tools to make meaningful capital investment decisions
- Execution of the program has improved three (3) consecutive years
- MARTA remains a safe and reliable service that ranks amongst the nation's best despite the challenge of growing asset backlog that is outpacing its revenue stream

*MARTA CIP Program by Asset Category*

*\*Based on anticipated FTA groupings under MAP-21*

- Vehicles
  - Bus Vehicles & On Board Systems (AVL, APC)
  - Rail Vehicles & On Board Systems (FIMS)
  - Paratransit (Lifts, AVL)
  - Non-Revenue (Police, Maintenance)
- Facilities & Stations
  - Stations
  - Bus Facilities & Equipment
  - Rail Facilities & Equipment
  - Buildings/Offices & Equipment
  - Parking Lots & Decks

## **Operations & Safety Committee**

**1/27/2014**

**Page 9**

- Paving, Structures & Drainage
- Roofing & Skylights
- Underground Storage Tanks
- Maintenance of Way
  - Track/Trackway
  - Track Structures
  - Special Equipment
- Systems
  - Revenue Collection
  - Automatic Train Control
  - Electrical Power & Equipment
  - Lighting Tunnel Ventilation
  - Fire Protection
  - Elevators & Escalators
  - Radio/Communications
  - IT Hardware/Software
  - Fuel Systems
- Non-Asset
  - Environmental Sustainability
  - Transit Planning
  - Performance Management
  - Customer Service
  - Safety & Regulatory
  - Design Criteria/Standards
  - Finance

### ***Backlogged Assets***

- The good news is that MARTA, based on FTA's Transit Economics Requirements Model (TERM) and KPMG Study documentation, through an internal analysis can now look at all of its assets and compartmentalize them – this has shown that while MARTA does not have a lot of money, the Authority has used its money wisely.
- Backlogged Assets Grouped by Priority
  - Life Safety Critical – 31%
  - Operations Support – 33%
  - Operations Critical – 35%

- Operations Enhancement – 1%
- Backlogged Assets Grouped by Condition
  - Poor – 3%
  - Marginal – 6%
  - Adequate – 64%
  - Good – 26%
  - Excellent – 1%

*FY14 CIP Performance*

- Several opportunities exist to accelerate projects and meet budget execution target; i.e., accelerate new bus delivery, additional fixed-route buses in FY14

*Composition of FY14 CIP by anticipated FTA Asset Category*

- Maintenance of Way – 5%
- Vehicles – 23%
- Systems – 45%
- Facilities & Stations – 19%
- Non-Asset – 8%

*Project Highlights*

*Bus Procurement*

- Project Cost: \$140M
- Contract Cost: \$138M
- Scope: On-going program to replace buses per the guidelines established by the FTA
- Benefits: Maintain a safe, reliable and improve customer experience while riding MARTA buses
- Status: 88 of the 265 buses received to date

*Fire Protection Systems Upgrade*

- Project Cost: \$45.9M
- Contract Cost: \$39.6M

- **Scope:** Upgrade fire detection, suppression and notification systems at 105 MARTA facilities
- **Benefits:** Provide an improved safe environment for the public and MARTA employees
- **Status:** Installation complete Winter 2015

*Hamilton Bus Facility*

- **Project Cost:** \$65M
- **Contract Cost:** \$47M
- **Scope:** Improve the Hamilton's Bus Facility operations and maintenance services; project also includes a new Industrial Wastewater Treatment Plant
- **Benefits:** Enhance the Authority's assets and services while providing a safe and efficient working environment for MARTA employees
- **Status:** Contract to be awarded Spring 2015

*Audio Visual Information System (AVIS)*

- **Project Cost:** \$92M
- **Contract Cost:** \$72M
- **Scope:** Replace existing audible and visual communication systems with new integrated and synchronized system in stations and bus loops; includes new public address system and video displays for normal and emergency use
- **Benefits:** Improve safety security and incident management; ADA compliance; synchronized communications from a single workstation; improve diagnostic capability for reduced downtime and maintenance
- **Status:** Contract award early Summer 2014

*Brady Mobility Facility*

- **Project Cost:** \$48M
- **Contract Cost:** \$38M
- **Scope:** Construct a new building which combines all Mobility maintenance and operations personnel; construct new fueling, washing and cleaning facilities
- **Benefits:** Improve efficiency of Mobility Services and provide needed facilities to support final fleet size

- Status: Construction complete Summer 2015

*Traction Power Substation (TPSS) & Gap Breaker (GBS) Program*

- Project Cost: \$60.3M
- Contract Cost: Not established
- Scope: Remove & replace end-of-life electrical equipment at each traction power substations & gap breaker stations
- Benefits: Improved safety, reliability, security and diagnostic capabilities
- Status: In the design phase through Fall of 2015

*Tunnel Ventilation Rehabilitation*

- Project Cost: \$145M
- Contract Cost: \$120M
- Scope: Upgrade tunnel ventilation system designed to remove smoke in tunnels to facilitate rescue and evacuation –work includes:
  - 9 miles of tunnel
  - 81 MCC/Fan combinations
  - 75 Dampers
- Benefits: Improved safety (rescue and evacuation), reliability, NFPA compliant system, reduced maintenance and downtime
- Status: Contract to be awarded Spring 2014

*CCTV Expansion*

- Project Cost: \$16M
- Contract Cost: \$7M
- Scope: Expand the CCTV infrastructure to all MARTA facilities, migrate CCTV cameras from silo systems and add over 300 additional cameras
- Benefits: Completed system will allow convenient access to all Authority cameras from any workstation attached to the CCTV system
- Status: Installation complete Summer 2016

**Operations & Safety Committee**

1/27/2014

Page 13

Mr. Daniels asked about the Train Control upgrade.

Mr. Springstead said the project will likely run into 2016.

Mr. Krisak said the contractor for the project is Alstom. The delay is due to the Dulles extension at WMATA.

Mr. Springstead said the hardware is not delayed it is the development that is.

Mr. Krisak said MARTA is very pleased with the equipment.

Mr. Daniels said all the systems have to integrate with each other.

Mr. Krisak said that is correct and MARTA continues to remind Alstom of this.

Mr. Buckley asked about CCTV implementation.

Mr. Springstead said implementation on buses has progressed well and Mobility implementation will start soon. Rail implementation will likely begin within a few months.

Mr. Krisak said there are some concerns about flammability that must be addressed.

Mr. Durrett asked when will the Buckhead station elevators be operational.

Mr. Springstead said absolutely by July 4, 2014.

**Other Matters**

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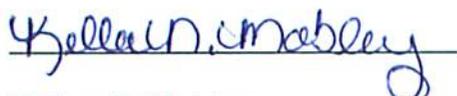
No other matters came before the Committee.

**Adjournment**

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The meeting of the Operations & Safety Committee adjourned at 10:41 a.m.

Respectfully submitted,



Kellee N. Mobley  
Sr. Executive Administrator to the Board