

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

November 30, 2015

The Board of Directors Operations & Safety Committee met on November 30, 2015 at 10:03 a.m. in the Board Room on the 6th Floor of the MARTA Headquarters Building, 2424 Piedmont Road, Atlanta, Georgia.

Board Members Present

Roberta Abdul-Salaam
Robert F. Dallas
Frederick L. Daniels, Jr., *Chair*
Jerry Griffin
Christopher Tomlinson

MARTA officials in attendance were: General Manager/CEO Keith T. Parker, AICP; Chief Operating Officer Richard A. Krisak; Chief Financial Officer Gordon Hutchinson; Chief Administrative Officer Edward L. Johnson; Chief of Staff Rukiya S. Thomas; Chief Counsel Elizabeth O'Neill; AGMs Elayne Berry (Interim), Wanda Dunham, Robin Henry, Ming Hsi, Ryland McClendon and David Springstead (Interim); Executive Director Ferdinand Risco; Sr. Director LaShanda Dawkins; Directors Lisa DeGrace, Johnathan Hunt, Donna Jennings, James Sibert (Acting) and William Taylor; Executive Manager to the Board Rebbie Ellisor-Taylor; Sr. Executive Administrator Brenda L. Williams; Finance Administrative Analyst Tracy Kincaid. Others in attendance Davis Allen, Gary Carter, Abebe Girmay, Kevin Gotell, Nicholas Gowens, Deloris Jacobs, Don Lawrence, Courtne Middlebrooks, LaTonya Pope, Srinath Remala and Jason Ward.

Also in attendance Jack Buckingham of MATC; Jim Schmid of HNTB.

Consent Agenda

- a) Approval of the October 29, 2015 Operations & Safety Committee Meeting Minutes

On motion by Mrs. Abdul-Salaam seconded by Mr. Griffin, the Consent Agenda was approved with a vote 4 to 0, with 5 members present.

Mr. Dallas abstained.

Individual Agenda

Resolution Authorizing Award of Contracts for the Procurement of Bus Tire Lease and Services, CP B36296

Mr. Taylor presented this resolution for Board of Directors approval authorizing the General Manager/CEO or his delegate to enter into a contract for the procurement of Bus Tire Lease and Services, Contract Proposal Number B36296, with Bridgestone Americas Tire Operations LLC, in the amount of \$10,994,675.88.

Mr. Daniels asked why was the accepted bid approximately \$800K lower than the other bids received.

Mr. Taylor responded that the labor costs were the biggest gain in Bridgestone's bid amount.

Mr. Daniels what services will the DBE provide.

Mr. Taylor said the DBE will provide contract labor, service and repairs.

Mr. Parker added that the DBE will do all the work – Bridgestone will supply the tires.

Mr. Risco added that large firms, such as Bridgestone, are able to give good prices. However, this Contract also gives MARTA an opportunity to achieve better DBE participation. The Office of Diversity and Inclusion assigned a 20% DBE goal on the leased services portion of this contract. Bridgestone identified one DBE located in New Hempstead, NY to fulfill the goal requirements on this contract at a participation level of 22.19%. MARTA is very proud of this achievement.

Mrs. Abdul-Salaam said that several years ago tire makers were under a lot of scrutiny for issuing defective tires.

Mr. Taylor said Bridgestone does not fall under that category.

On motion by Mr. Dallas seconded by Mrs. Abdul-Salaam, the resolution was unanimously approved by a vote of 5 to 0, with 5 members present.

Briefing – FY15 (4th Quarter) and FY16 (1st Quarter) Data for Bus and Mobility Collisions

Mr. Siebert briefed the Committee on FY15 (4th Quarter) and FY16 (1st Quarter) Bus and Mobility collision data.

Bus Collisions Rate

- April – 3.7
- May – 3.7
- June – 3.6
- July – 3.0
- August – 3.9
- September – 4.7

Bus Collisions – Preventable Accidents 2014 vs. 2015

- April
 - 2014 – 31
 - 2015 – 25
- May
 - 2014 – 50
 - 2015 – 43
- June
 - 2014 – 35
 - 2015 – 31
- July
 - 2014 – 44
 - 2015 – 21
- August
 - 2014 – 47
 - 2015 – 36

Operations & Safety Committee
11/30/15
Page 4

- September
 - 2014 – 47
 - 2015 – 49

Bus Highest Collisions by Route and Type

- April – September 2014
 - Rte. 110
 - Fixed objects (6)
 - Sideswipe (3)
 - R-end (2)
 - Rte. 6
 - Sideswipe (5)
 - Fixed objects (4)
 - Rear impact (1)
 - Rte. 99
 - Fixed objects (3)
 - Sideswipe (3)
 - Front impact (2)
 - R-end (1)
- April – September 2015
 - Rte. 110
 - Fixed objects (7)
 - Sideswipe (4)
 - R-end (2)
 - Rte. 32
 - Fixed objects (5)
 - Sideswipe (5)
 - R-end (1)
 - Rte. 3

Operations & Safety Committee
11/30/15
Page 5

- Fixed objects (3)
- Sideswipe (4)
- Front impact (2)
- R-end (1)

Mobility Collisions Rate

- April – 2.6
- May – 2.3
- June – 2.2
- July – 1.8
- August – 2.0
- September – 3.2

Mobility Collisions – Preventable Accidents 2014 vs. 2015

- April
 - 2014 – 9
 - 2015 – 12
- May
 - 2014 – 12
 - 2015 – 9
- June
 - 2014 – 10
 - 2015 – 10
- July
 - 2014 – 9
 - 2015 – 10
- August
 - 2014 – 6
 - 2015 – 11
- September
 - 2014 – 6

- 2015 – 24

Mobility Highest Collision Types

- April – September 2014
 - Fixed objects (27)
 - Sideswipes (5)
 - Parked vehicle (5)
- April – September 2015
 - Fixed objects (34)
 - Sideswipe (12)
 - Parked vehicle (10)

Corrective Actions Moving Forward

- Continue to focus on reducing Preventable Accidents
- Continue performing Route Hazard Analysis
- Continue to work with Operations and Training to develop strategies to reduce accidents
- Continue to conduct Safety Ride Checks
- Continue DSQA presence and visibility to promote safety awareness throughout the Authority

Mr. Daniels said there appears to be a trend line going upward in non-preventable accidents.

Mr. Siebert said the target rate is 3.7, and MARTA missed the target in the months of August and September.

Mr. Daniels said preventable accidents have gone up too.

Mr. Siebert said that is correct.

Mr. Daniels said the preventable accident rates in 2014 are relatively flat with some ups and downs then back up in 2015.

Mr. Siebert said that is correct.

Mr. Daniels said this seems adverse to the data that was presented.

Mr. Siebert said it would appear that way because MARTA ran approximately 200K more miles in 2015 than in 2014. This would drop the preventable rate. Even though accidents have increased, mileage has also increased because additional routes have been added.

Mr. Daniels said going forward this data should be presented with clarification on whether the comparisons are accounting for mileage variations.

Mr. Griffin asked how does the cost/value of accidents fit into the evaluation of the overall safety issue.

Mr. Siebert said that has been difficult to flush out. A bus involved in a minor accident typically is not repaired immediately. MARTA knows the costs of the parts but not the labor until the repairs are made. However, the Q-Bus Program is steering the Authority in that direction. With this program, a bus can be taken out for repairs immediately and staff will be able to quantify the costs and provide that information to the Board.

Mr. Daniels asked how has the increased accident rate over the last three months affected MARTA from an insurance and legal perspective.

Mrs. Jennings said due to the large deductible that MARTA carries, insurance rates are not impacted by the accident rates being presented.

Mrs. O'Neill added legally MARTA would be impacted in the event of property damage.

Mr. Daniels said bus camera videos should be incorporated into training operators.

Mr. Siebert said MARTA has begun using accident videos to train new drivers.

Ms. Henry said MARTA's Training Department invested in Smith Training this summer. The first group of students graduated in October. MARTA anticipates a decrease in preventable accidents going forward. In addition, incident videos are being incorporated in post-accident and recertification training.

Mrs. Abdul-Salaam asked how often are operators recertified.

Ms. Henry said annually.

Mr. Dallas asked if MARTA has a recognition program for operators that drive really well.

Mr. Siebert said MARTA is looking to reinstate its recognition program.

Mr. Dallas asked how does MARTA's collision data compare with that of its peers.

Mr. Parker said staff will gather the data and provide the information to the Board.

Other Matters

a) Briefing – Bus Toll Lanes (BTLs)

Mr. Tomlinson briefed the Committee on the Bus Toll Lane concept.

What is the Bus Toll Lanes Concept?

- A transit concept that combines the strengths of tolling & transit to:
 - Provide a sustainable ongoing operational fund source for the transit routes utilizing the lanes
 - Encourage greater transit use
 - Reduce traffic congestion
 - Potentially pave the way for rail expansion
- BTLs offer premium transit service on new capacity highway lanes for the primary benefit and use of transit

What are Bus Toll Lanes?

- New capacity highway lanes planned with Bus Rapid Transit (BRT) service
- Lanes allow for limited access of toll paying vehicles, but prioritizes transit's need and use of available capacity
- Price management for free flow operations and preservation of transit capacity
- New inflation sensitive operating revenue for transit
- Compatible with GDOT's Managed Lane Plan & Policies

- Performance requirements/funding obligations negotiated & documented via inter-governmental agreements

How are Bus Toll Lanes Funded?

- Federal, State, and Local Stakeholders fund the construction and operation of an economically sustainable facility dedicated to providing high level transit service
 - Construction
 - Public – Public Partnership to allow combining of capital funds (FTA Grants, FHWA Funds, Toll Revenue Bonds, MFT)
 - Transit is an "equity shareholder" in the revenue stream
 - Operation
 - The Transit Agency operates & maintains rolling stock
 - The Toll Agency operates toll collection system
 - DOT maintains the lanes
 - Revenue sharing provides operating revenue for all

What Could Bus Toll Lanes Look Like?

- Arterial Que Jump BTL
- BTL on Limited Access Facility
- BRT/Express Bus Stations

Economic Benefits

- Revenue sharing provides public transit agencies with a sustainable source of operating funds
- A new transit fare box structure is developed: Passenger Fares + Toll Revenue yield an inflation sensitive, sustainable revenue stream for transit

Proof of Concept Study

- A proof of concept study was completed by the Tampa Hillsborough Expressway Authority
- Three major networks were evaluated

- All appear to be financially feasible, and the BTL concept significantly improves person throughput
- For all three networks, modeling indicated that the BTL concept, with its high level of transit service, significantly increased transit ridership in the study corridors

BTLs in Georgia

- Potential service enhancement on MARTA's existing Phase 1 BRT plans for I-20 East Transit Initiative
- Potential precursor to I-20 East rail service
- Maximize transit benefit of GDOT's proposed I-20 Express Lanes
 - Opportunity to develop sustainable operating revenue and ridership for transit
 - Transit benefits can more quickly be realized in the corridor
- Phase 1 BRT is proposed to Wesley Chapel Road
- BTLs might allow expansion of service to the Mall at Stonecrest
- Coordination of station location between initial BTLs and rail development could further benefit eventual rail expansion

Planning/Funding Partnership

- A potential partnership between FTA, FHWA, MARTA, GDOT, GRTA, and SRTA with ownership of the revenue stream based on the capital contribution of the partners

Considerations

- Continued discussions & policy assistance/guidance from FTA is needed
- A federal legislative change to the definition of “fixed guideway” under New Starts is needed

Why Consider Bus Toll Lanes?

- An additional tool in the Transit Toolbox
- A sustainable source of transit operating revenue that addresses the fare box shortfall issue
- Maximize benefits to transit from BRT facilities

Adjournment

The meeting of the Operations & Safety Committee adjourned at 11:08 a.m.