

MINUTES

PLANNING & CAPITAL PROGRAMS COMMITTEE

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

January 30, 2020

The Board of Directors Planning & Capital Programs Committee met on January 30, 2020 at 9:33 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
Jim Durrett
Roderick E. Edmond, **Chair**
William "Bill" Floyd
Roderick A. Frierson
Jerry Griffin
Freda B. Hardage
Alicia M. Ivey
John "Al" Pond
Rita A. Scott
Christopher S. Tomlinson*

MARTA officials in attendance were: General Manager/ CEO Jeffrey A. Parker; C-Suite Team Members Chief Administrative Officer Luz Borrero, Chief of System Safety, Security & Emergency Management/Police Wanda Dunham, Chief of Bus Operations Collie Greenwood, Chief Financial Officer Kevin Hurley (Interim), Chief Counsel Elizabeth O'Neill, Chief of Capital Programs, Expansion & Innovation Franklin Rucker and Chief of Rail Operations David Springstead; AGMs Marsha Anderson-Bomar, LaShanda Dawkins, Dean Mallis, Kirk Talbott, Emil Tzanov and Tom Young (Interim); Executive Director Paula Nash; Senior Director Don Williams; Directors Rhonda Allen, David Emory, Robert Goodwin, Jacqueline Holland (Acting), Jonathan Hunt, Connie Krisak and Shelley Peart; Manager MARTA Board of Directors Rebbie Ellisor-Taylor; Sr. Executive Administrator Kenya Hammond. Others in attendance Hunter Abel, Adrian Carter, Keith Chambers, Michael Copeland, Jolando Crane, Amar Gannarapu, Abebe Girmay, Cedric Griffin, Andrew McBurney, Cedric McKitt, Courtne Middlebrooks, LaTonya Pope and Demeka Wallace (Contract).

Also in attendance Peter Bruno of HNTB; Pam Hobson of NSC; Jeanie Hunter of Synergy Construction; Atta Kwadwo of Kimley Horn; Devin McClain of NSC; Keith Parker of Clayton County Citizens Advisory Group and Ralph Phillips of Synergy Construction.

* **Christopher S. Tomlinson is Executive Director of Georgia Regional Transportation Authority (GRTA) and is therefore a non-voting member of the MARTA Board of Directors**

Approval of the November 21, 2019 Planning & External Relations Committee Meeting Minutes

On motion by Mr. Durrett seconded by Mr. Pond, the minutes were unanimously approved by a vote of 8 to 0 with 9* members present.

Resolution Authorizing the General Manager/CEO or his Delegate to Enter into a Contract for Construction Management at Risk (CMAR) Services for Station Rehabilitation Program, RFP P44312

Mrs. Bomar-Anderson presented a resolution authorizing the General Manager/CEO or his delegate to enter into a Contract for the procurement of Construction Management at Risk (CMAR) with Bryson Constructors, Inc. Carroll Daniel/Moody, JV, New South-Synergy, JV and Reeves Young-CERM, JV.

The procurement would be funded with 100% Local Capital Funds for FY2020 for a five-year (5) base term, in the amount \$3M.

MARTA has instituted a Station Rehabilitation Program with a commitment to rehabilitate thirty-eight (38) stations to a state of good repair.

The program discussed today, will cover the first nineteen (19) stations, which includes eighteen MARTA stations plus the Atlanta Airport.

It is estimated that the expenditures at each station, other than the Atlanta Airport would be approximately \$10-\$15M. Considering the amount of projects at the airport, it is estimated that the airport would utilize approximately \$30M.

The Architecture and Engineering (A&E) group has put together a preliminary scope and prioritization for each station. MARTA's staff will work closely with the A&E firms and the CMAR's to refine the program at each station.

Staff has committed to provide an update to the MARTA Board on a quarterly basis. This would keep everyone well informed and well engaged as decisions and changes are made.

It is recognized that staff would be using a new delivery method. In using this new method, we want to ensure that the MARTA Board is comfortable and know that every decision counts as a good decision for the Authority.

Dr. Edmond asked if staff would verify the accuracy of the actual and guaranteed maximum cost.

Mrs. Anderson-Bomar said yes, MARTA has external estimators who are very experienced in developing cost estimates. These estimators would prepare cost estimates from the contractor and compare them to the Authority's estimates to ensure that the guaranteed maximum cost is accurate.

Dr. Edmond asked are there specific terms in the agreement dealing with the contingency of when and if there is a disagreement between MARTA and the contractor regarding guaranteed maximum cost.

Mrs. Anderson-Bomar said if there are disagreements regarding the guaranteed maximum cost, MARTA would have the opportunity to sit down with the contractor and sub-contractor to discuss and negotiate any discrepancies until an agreement is reached.

Dr. Edmond said this is one of the larger expenditures that the MARTA Board has been asked to approve. This is also the first time that CMAR has been presented to the Board. He asked if CMAR was used in the procurement at the Atlanta Airport.

Mr. Rucker said yes, the majority of projects completed at the Atlanta Airport are constructed using Construction Management at Risk (CMAR).

Dr. Edmond asked what happens when there is a disagreement between MARTA and the contractor regarding the guaranteed maximum cost.

Mr. Rucker said upon discovering a disagreement between both parties, negotiations would be made until all parties agree upon a guaranteed maximum cost.

Ms. Ivey asked how are unforeseen conditions addressed in this process.

Mr. Rucker said unforeseen conditions are addressed through an owner's contingency.

Mrs. Anderson-Bomar said of greatest importance is an opportunity for the Department of Diversity and Inclusion (D&I) to be included on all MARTA's projects.

D&I has set a DBE participation goal of 34% for this procurement.

All firms that the Authority is recommending are at or above the 34% commitment.

The selection process was to first come before the MARTA Board seeking permission to proceed with this procurement. Staff held a pre-bid conference in the Atrium with approximately two hundred (200) productive attendees. From the two hundred (200) attendees, staff received (10) proposals that were all deemed responsive. The Source Evaluation Committee members went through and scored each proposal, which included approximately 700-800 pages of information.

After the scoring process, Contracts & Procurement (C&P) collected and compared the scoring components.

Based on the results, staff invited seven (7) of the ten (10) firms to interview with the Authority.

After interviews were conducted, members of the Source Evaluation Committee were given the opportunity to re-score the firms with the new information. C&P pulled those results together and presented the results back to the Evaluation Committee.

As a result, four (4) teams were the most qualified and had the best interest for the Authority:

- | | |
|--|--------------|
| ▪ Reeves-Young / CERM | 34% DBE goal |
| ▪ New South / Synergy | 34% DBE goal |
| ▪ Carroll Daniel Construction / CD Moody | 36% DBE goal |
| ▪ Bryson Constructors | 34% DBE goal |

Three (3) of the four (4) are DBE firms.

Dr. Edmond asked where are the firms located.

Mrs. Anderson-Bomar said all qualified firms are local firms.

Dr. Edmond thanked Mrs. Anderson-Bomar for a thorough presentation.

On motion by Mr. Griffin seconded by Mrs. Hardage, the resolution was unanimously approved by a vote of 10 to 0, with 11* members present.

Briefing – Proposed Service Modifications for April 2020

Mr. Williams briefed the MARTA Board of Directors on proposed modifications for Routes:8, 79,82,114,124, 126, 192 and 295.

Background and Overview

- Service modifications occur three times per year
 - April
 - August
 - December
- MARTA Act requires public input before major service modifications
- MARTA's Service Standards establishes performance measures that guide the planning, programming and distribution of services
- Strategic focus is to implement the Comprehensive Operations Analysis (COA) framework of service as adopted in 2016

Key Objectives

- Operational and Safety Requirements
- Service Efficiency and Effectiveness
- Community and Stakeholder Input

Avondale Station (Routes 8 & 14)

- Corrects safety concern on Talley Street to address and avoid safety concerns with school congestion
- Eliminates underutilized service elements
- Provides more direct service to Avondale Station

East Point Station (Routes 79 & 192)

- Corrects delays associated with railroad crossing
- Eliminates underutilized service segments
- Improves on-time performance and schedule reliability

Camp Creek / South Fulton Parkway (Route 82)

- Provides schedule consistency
- Eliminates underutilized service segments
- Improves on-time performance

Pleasantdale Road (Route 124)

- Corrects delays associated with railroad crossing
- Eliminates underutilized service segments
- Improves on-time performance

Chamblee-Tucker Road (Route 126)

- Provides schedule consistency
- Eliminates underutilized service segments
- Improves on-time performance

Metropolitan Campus Express

- Provides more direct service between Oakland City Station and Metropolitan campuses

Public Hearing Schedule

- When and Where:
 - Week of February 10th, DeKalb and East Point
- Time:
 - 6:00 PM Community Exchange
 - 7:00 PM Public Hearing
- For patrons unable to attend, comments may be submitted by:
 - Leaving a message at 404-848-5299
 - Writing to MARTA's Office of External Affairs:
2424 Piedmont Road, N.E.
Atlanta, GA 30324-3330
 - Completing an online comment card at www.itsmarta.com
 - Faxing comments to 404-848-4179
- All comments must be received by Week of February 17th 2020

Mr. Tomlinson asked was there an increase in service by discontinuing the service for Route 295 – Lakewood/Ft. McPherson to Oakland City.

Mr. Williams said yes, by eliminating service from Route 295, there was an increase in the overall service between Oakland City and Metropolitan.

Mr. Floyd said in Union City, MARTA has a bus line that services a local Supercenter Wal-Mart. Behind the Wal-Mart is a clothing distributor that employs approximately 400-500 employees. Unfortunately, the MARTA bus line does not service the area behind Wal-Mart and those employees must walk quite a bit to catch the bus. He asked, has staff looked into starting new service for the clothing store employees.

Mr. Williams said staff would go out and evaluate the area to discuss potential service.

Mr. Floyd said it has been mentioned that the owner of that clothing store asked for an extension of that bus line to service his employees.

Mr. Williams said staff will research this line of service and follow up.

Ms. Abdul-Salaam asked where does the service for Route 192 originate in Clayton County.

Mr. Williams said Route 192 originates from the Justice Center in Clayton County.

Dr. Edmond expressed concern that the communities east of the Metropolitan areas do not have access to MARTA bus service. He asked how was the ridership between Lakewood/Ft. McPherson and Metropolitan.

Mr. Williams said because of very low ridership between Lakewood/Ft. McPherson and the Metropolitan area, the recommendation was to modify the route.

Mrs. Hardage asked what is the next step for this modification process.

Mr. Williams said staff will receive feedback from the next Public Hearing and address issues and concerns regarding these modifications.

Other Matters

* * *

Adjournment

The meeting of the External Relations Committee adjourned at 10:23 a.m.