

**MINUTES**  
**MEETING OF THE BOARD OF DIRECTORS**  
**OPERATIONS & SAFETY COMMITTEE**  
**METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY**  
**September 28, 2018**

The Board of Directors Operations & Safety Committee met on September 28, 2018 at 11:14 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**

Frederick L. Daniels, Jr.  
Jim Durrett  
William 'Bill' Floyd  
Jerry Griffin, Chair  
John 'Al' Pond

MARTA officials in attendance were: General Manager/ CEO Jeffrey A. Parker; Chief of Police & Emergency Management Wanda Dunham, Chief Financial Officer Gordon L. Hutchinson Chief of Staff Melissa Mullinax and Chief Counsel Elizabeth O'Neill; AGMs Elayne Berry, Perfidia Collier (Acting), Torrey Kirby (Acting), Emil Tzanov and Tom Young (Interim); Chief Information Security Officer Dean Mallis; Senior Director Donald Williams; Directors Rhonda Allen, Lisa DeGrace, Tim Elsberry, Jonathan Hunt, Pat Minnucci and William Taylor; Managers Davis Allen, Jacquelyn Bentley and John Cochran. Manager Executive Office Administration Tyrene Huff; Sr. Executive Administrator Board of Directors Tonya Gantt (Contract); Sr. Executive Administrator Keri Lee. Others in attendance Stephen Alexander, Adrien Carter, Abebe Girmay, Mark Harclerode, Erik Leach, Courtne Middlebrooks, Terry Ponder and William Thomas.

Also in attendance Jennifer Kirby.

**Approval of the August 30, 2018 Operations & Safety Committee Meeting Minutes**

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On motion by Mr. Durrett seconded by Mr. Pond, the minutes were unanimously approved by a vote of 5 to 0, with 5 members present.

**Resolution Authorizing Award of a Contract for the Procurement of Preventative Maintenance and Repair Services for Bus Fire Suppression and Gas Detection, IFB B41132A**

Mr. Taylor presented this resolution authorizing the General Manager/CEO or his delegate to enter into a Contract for the Procurement of Preventive Maintenance and Repair Services for Bus Fire Suppression and Gas Detection, IFB B41132A with CINTAS Fire Protection, Inc.

The procurement is being funded with Local Operating Funds (100%) from the approved Fiscal Year 2019 budget. Funds for the subsequent fiscal years will be included in the subsequent annual budgets.

Each MARTA bus is equipped with an on-board fire suppression system. In addition, CNG fueled buses are also equipped with a gas detection system. Both systems are critical safety items and require specific expertise to perform maintenance and repair. The selected certified contractor has a proven record of effective coordination, communication and compliance in maintaining these systems. Both systems require periodic preventive maintenance by a certified technician to maintain a state of good repair. The contractor performs these functions at MARTA facilities, which precludes buses from being taken out of service for preventive maintenance.

Mr. Floyd asked if there is a savings on the insurance policy.

Ms. O'Neill said MARTA is self-insured for the first five years.

Mr. Pond said he there is a strong sense that we struggle with procurement requirements. He suggested that MARTA simplify the procurement steps.

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

**Resolution Authorizing Award of a Contract for the Procurement and Disposal of Bus Batteries, IFB B41545**

Mr. Taylor presented this resolution authorizing the General Manager/CEO or his delegate to enter into a Contract for the Procurement and Disposal of Bus Batteries, IFB B41545, with Battery Distributors, Inc.

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The procurement is being funded with Local Operating Funds (100%) from the approved Fiscal Year 2019 budget. Funds for the subsequent fiscal years will be included in the subsequent annual budgets. The average annual expenditure in the base years will be approximately \$445,040.

Each MARTA bus contains a minimum of two (2) and a maximum of four (4) automotive batteries. Traditionally, MARTA has utilized "flooded cell" batteries, which require periodic maintenance and refilling, especially during summer months. MARTA has determined through testing that the bus fleet will be changed over to newer technology, "Absorbed Glass Mat" (AGM) batteries, which require no maintenance and are less susceptible to elevated temperatures. New buses are being equipped with AGM batteries by the bus manufacturers and existing buses will be converted to AGM batteries during this contract duration. These batteries are required to both start and operate the bus. The Office of Bus Maintenance requires the Contractor to dispose of used batteries using industry standard practices.

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

**Resolution Authorizing Approval of the Fiscal Year 2019 Bus, Rail and Mobility Service Standards**

Mr. Williams presented this resolution requesting approval from the MARTA Board of Directors for the FY 2019 Service Standards.

The MARTA Act requires that Service Standards for the Authority be adopted and published not later than 120 days after the end of each fiscal year. Additionally, any adjustments to the amounts to be charged for transportation service to the public will occur during the same 120 days.

Mr. Daniels noted that he read the entire report and have the following comments:

- We see 40' buses with 2-3 passengers. There are other transits using passenger vans and mobility vans instead. MARTA cannot continue using 40' buses with no one in them. This runs up huge expenses
- The DeKalb CEO and Commission have asked for more bus shelters in DeKalb County
- Regarding the Atlanta Streetcar, we should change the moniker on Streetcar and call it light rail

On motion by Mr. Durrett seconded by Mr. Pond, the resolution was unanimously approved by a vote of 4 to 0, with 5 members present.

Mr. Daniels abstained.

**Resolution Authorizing Award of a Sole Source Contract for the Procurement of Hydraulic Passenger Elevator Installation at Oakland City Station, RFP P42633**

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Mr. Thomas presented this resolution authorizing the General Manager/CEO or his designee to enter into a Sole Source Contract for the Procurement of Hydraulic Passenger Elevator and Installation at Oakland City Rail Station, RFP P42633 with Schindler Elevator Corporation.

The procurement is being funded with Local Capital Funds (100%) from the approved Fiscal Year 2019 budget in the amount of \$548,787. Funds for subsequent fiscal years will be included in subsequent annual budgets as required.

New development on the Murphy Street side of the station now warrants the installation of the new elevator. ADA concerns dictate that this additional vertical transportation access is needed. The contract provides for installation of a new two-stop passenger elevator at Oakland City Station.

The installation will utilize an existing, vacant elevator hoist way that was included as part of the original design at Oakland City Station to address future needs. The hydraulic jack hole was originally drilled and sleeved with a PVC liner. The existing hole must be verified to be clear and plumb before the new PVC liner can be installed to properly seal the hole from water intrusion. There is a \$50,000 allowance included in the total cost of this contract for unforeseen issues related to the hydraulic jack hole. Funds not used from the allowance will not be charged to the project.

Mr. Durrett asked if the request came from the community.

Mr. Thomas said it was brought up by Councilmember Joyce Sheperd.

Mr. Floyd asked if the elevator is within the fare gates.

Mr. Thomas responded they were.

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

**Resolution Authorizing Award of a Contract for Track Renovation Phase IV, CP B31586**

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Mr. Elsberry presented this resolution authorizing the General Manager/CEO or his delegate to enter into a contract for Track Renovation Phase IV, CPB B31586 with Railworks Track Systems, Inc.

This procurement is being funded with Local Operating Funds and Federal Funds from the approved Fiscal Year 2019 budget. This procurement is being funded with Local Operating Funds and Federal Funds from the approved Fiscal Year 2019 budget. Funds for subsequent fiscal years will be included in the subsequent annual budgets.

MARTA maintains its track infrastructure in accordance with FRA, APTA and MARTA Track Standards. Continuous train traffic wears the track components requiring rehabilitation or replacement. Along with the aforementioned standards, automated track geometry, ultrasonic rail, rail profile and electronic ride quality inspections are performed to ensure system safety and provide data for capital planning. It is imperative that MARTA maintain the track components in a state of good repair to ensure safety to our patrons, employees and surrounding communities.

This is the fourth project in our Track Renovation Program. Track Renovation Phase I (TR-I) was focused primarily on concrete crosstie replacement. TR-II was a combination of rail and switch replacement. TR-III was a continuation of rail and switch components that were not replaced in TR-II plus switch tie replacement in the Avondale and South Yards.

The scope of Track Renovation Phase IV (TR-IV) includes the replacement of approximately 50,000 rail fasteners, 190,000 feet of running rail, steel ties and fasteners in 20 ballasted turnouts and 3 ballasted double-crossovers, switch steel and fasteners in 14 direct fixation turnouts and 3 direct fixation double crossovers, 26,000 concrete ties, 8 hi-rail access points and 29 bumping posts.

Mr. Durrett asked where are the Federal funds coming from.

Mr. Elsberry said the FTA. It is formula money.

Mr. Floyd said this is a huge contract. He asked where does it rank with other projects in terms of money.

Mr. Springstead said it is in the top 10 projects.

Mr. Durrett asked when will the Authority need to go through this type of renovation again.

Mr. Elsberry replied there will be another renovation in ten (10) years.

Mr. Pond asked what were the bonding requirements.

Mr. Elsberry said he would get that information to the Board.

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

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**Adjournment**

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The meeting of the Operations Committee adjourned at 12:13 p.m.