

## **MINUTES**

### **OPERATIONS & SAFETY COMMITTEE**

#### **METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY**

**November 21, 2019**

The Board of Directors Operations & Safety Committee met on November 21, 2019 at 10:33 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**

Roberta Abdul-Salaam  
Roderick E. Edmond  
William 'Bill' Floyd  
Roderick A. Frierson  
Ryan C. Glover  
Jerry Griffin, Chair  
Freda B. Hardage  
Alicia M. Ivey  
John 'Al' Pond  
Rita A. Scott

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, Virgil Fludd, Gena Majors, Dean Mallis, Kirk Talbott, Emil Tzanov and Tom Young (Interim); Senior Directors Colleen Kiernan and George Wright; Directors David Emory, Jacqueline Holland (Acting), Jonathan Hunt, Connie Krisak, Addi Matthew, Remy Saintil and William Taylor; Manager Stephany Fisher and Erik Leach; Manager MARTA Board of Directors Rebbie Ellisor-Taylor; Sr. Executive Administrator Karen Harper. Others in attendance Adrian Carter, Alphonso Eugene Amar Ganarapu, Abebe Girmay, Courtne Middlebrooks, Eric Petersen and LaTonya Pope.

Also in attendance Pam Alexander of LTK Engineering; Jasper De Lange of Arcadis; Anna Bianca George of CERM; Adam Halpin of Arcadis; Helen McSwain of Rohadfox; Keith Parker of Clayton County Citizen Advisory Group; Eula Rate of Siv, Inc.; Jim Schmidt of HNTB; Soji Tinubu of WR&J and Bobbie Unger of Wendel.

**Approval of the October 31, 2019 Operations & Safety Committee Meeting Minutes**

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On motion by Mrs. Hardage seconded by Mr. Pond, the minutes were unanimously approved by a vote of 10 to 0, with 10 members present.

**Resolution Authorizing the Solicitation of Proposals for the Procurement of UPS Preventive Maintenance and Services, RFP P43068**

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Mr. Saintil presented a resolution requesting the Board of Directors to authorize solicitation of proposals for the procurement of Uninterruptible Power Supply (UPS) Preventive Maintenance and Services in the amount of \$3,319,990.

The estimated amount would cover a term of three (3) base years with two (2) one (1)-year options.

MARTA is seeking proposals from firms qualified and interested in functioning as its Preventive Maintenance and Service Contractor for its Uninterruptible Power Supply (UPS) systems. MARTA's main purpose in selecting a Preventive Maintenance Contractor will be to perform quarterly/semiannual/annual preventive maintenance and services at the following locations:

- MARTA (HQ) Headquarters Data Center
- MARTA (IOC) Integrated Operations Center Data Center
- MARTA Candler Park Date Center

MARTA currently does not have a preventative maintenance contract for the UPS systems for these administration locations. This poses a significant risk to the electrical distribution, network, CCTV, firmware, and Information Technology (IT) systems. The preventative maintenance contract is vitally important to ensure that the UPS systems are tested, inspected and maintained, which protects and extends the life cycle and performance of sensitive equipment.

On motion by Mr. Pond seconded by Mr. Floyd, the resolution was unanimously approved by a vote of 10 to 0, with 10 members present.

**Resolution Authorizing an Award of a Contract for the Bus and Rail Detergent/Degreaser, B44237**

Mr. Taylor presented a resolution authorizing the General Manager/CEO or his delegate to enter into a contract for the procurement of bus and railcar detergent/degreaser, IFB B44237 to Spenergy, LLC for Group 1 – bus detergent and IPAX Atlantic-Michigan, LLC for Group 2 – railcar degreaser.

This is a two (2) year firm fixed unit price contract for a term of two (2) years with one, (1) year option in the amount of \$646,650 for Group 1 and \$96,000 for Group 2.

The contract is recurring funded with Local Operating Funds (100%) from the approved fiscal year 2020 budget.

The contract would provide Bus and Rail Car Maintenance with a pre-mixed cleaning product that will remove heavy grease, lubricants, rust oxide and general contaminants common to transit bus operations.

Bus Maintenance estimates an approximate cleaner usage level per year of 135,000 gallons of pre-mixed, ready -to-use cleaner. Rail Car Maintenance is projected to use 8,000 gallons of concentrated mix per year.

The product is suitable for use with bus washer equipment and hand washing processes and is deemed “environmentally friendly”.

Spenergy, LLC submitted the lowest bid in the amount of \$646,650 for Group 1 and was determined to be a responsive and responsible bidder for this separately awardable procurement.

JAZFAM Associates submitted the lowest bid in the amount of \$89,520 for Group 2 and was determined to be a non-responsive bidder for this separately awardable procurement.

IPAX Atlantic-Michigan, LLC submitted the second lowest bid in the amount of \$96,000 for Group 2 and was determined to be responsive and responsible bidder for this separately awardable procurement.

On motion by Mr. Pond seconded by Mr. Floyd, the resolution was unanimously approved by a vote of 10 to 0, with 10 members present.

**Resolution Authorizing the Award of Contracts for Architectural and Engineering Design Services for MARTA's Station Rehabilitation Program, AE43955**

Mr. Leach presented a resolution authorizing the General Manager/CEO or his delegate to enter into a contract for the Procurement of Architectural and Engineering Design service for MARTA's Station Rehabilitation Services, AE43955 with six (6) Architectural and Engineering (A/E) Consultant firms: Arcadis U.S., Inc., Axis Infrastructure, LLC, Chasm Architecture, LLC, Parsons Transportation Group, Inc., Perkins and Will, Inc., and Pond & Company.

On March 28, 2019, the Operations & Safety Committee was briefed on the plan to conduct a qualifications-based selection process to solicit firms to provide Station Rehabilitation Services. At the time, it was reported that the design cost would be \$25M. The addition of the two (2) – one-year options with costs of \$8.33M each has been added to the contract to cover the possible costs of Design Services During Construction (DSDC).

Notices of Request for Expression of Interest (REI) and Qualification Statements for MARTA's Station Rehabilitation Services was advertised on May 14, 2019, in the Atlanta Journal-Constitution, the Georgia Procurement Registry, the Georgia Local Government Access Marketplace and on MARTA's website.

On the Qualification Statement deadline date and time of August 15, 2019 at 2:00PM qualification statements were received from fifteen (15) architectural firms.

The Authority's Source Evaluation Committee (SEC) reviewed and evaluated the responses against the evaluation criteria identified in the REI. After the SEC's initial review and evaluation, twelve (12) firms were considered to be in competitive range. All twelve (12) firms were invited to make oral presentations to the SEC.

After interviews of the twelve (12) firms were conducted, six (6) firms were found to be most qualified to address the scope of work for the Station Rehabilitation Program.

As reported on March 30, 2019 in the briefing, the architecture and engineering contract would be \$25M for a base of three (3) years using 100% local Capital Funds.

Additionally, two (2) one (1) year options have been included in the proposal award to cover the design services during construction for the Station Rehabilitation Program as well as additional design services to support the overall Capital Program.

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The Station Rehabilitation Program is proposed as a customer-facing multi-year initiative that includes architectural rehabilitation to all of MARTA's thirty-eight (38) stations.

MARTA's Diversity and Inclusion Department have set a goal of 25% for each contractor.

As part of the program six (6) elected architecture and engineering firms will provide specific services such as design and engineering, design management and architecture and engineering design services related to the Authority's asset for rehabilitation for nineteen (19) of the thirty-eight (38) stations.

As part of an on-going Authority-Wide effort to increase ridership these services are designed to provide a better customer experience by addressing aging, worn and damaged areas within the stations and replace them with new updated materials.

The six (6) selected firms have provided sixteen (16) individual local Atlanta DBE firms. One (1) entire team consist of al DBE firms with prime and subs. These sixteen (16) DBE firms make up 55% of all the sub-consultants within the six (6) teams.

Ms. Ivey expressed concern with unreadiness and discussed perception. She said it is recognized and appreciated that fellow MARTA Board Member, Mr. Pond is no longer associated with Pond & Company and does not have ownership of the company, but she is concerned about optics of Pond & Company conducting business with MARTA. She said she also discussed this matter with Ms. O'Neill who indicated that Mr. Pond has no ownership interest. However, it is an issue of optics and as a Board, we should be very clear about that.

Dr. Edmond asked if fellow Board member, Mr. Pond had any equity interest in the business awarded with this particular resolution.

Ms. O'Neill said no, when Mr. Pond was initially appointed to the MARTA Board, he and Mr. Highsmith drafted a document that clearly indicated Mr. Pond no longer had any interest in Pond & Company. Pond & Company was acquired by employees of the firm. Mr. Highsmith presented documentation to the former Board Chair. During that time, the Chairman ruled it be no conflict of interest.

Dr. Edmond asked if any of Mr. Pond relatives had equity interest in Pond & Company.

Ms. O' Neill said no, there are no relatives of Mr. Pond that have equity interest in Pond & Company.

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Mr. Frierson said it is exciting to see that there were 55% DBE Consultants involved in this process. It is important to include DBE participants in this type of procurement. It is also understood that there will be eighteen (18) stations involved in this project. He asked if DeKalb County was included in those stations.

Mr. Leach said yes, staff divided the stations to have equal representation across the Authority's counties and cities.

Mr. Floyd asked who makes the decision as to which firm participates.

Mr. Parker said it is a qualification-based system that determines which firm would get to participate. Once the most qualified firm has been selected to complete the work, at a particulate station, staff would negotiate a scope of work and a fee in order to engage them to actually do the work.

Ms. Scott asked would the projects take place across the various jurisdictions simultaneously.

Mr. Parker said with some stations being more complex than others, staff would complete six (6) stations simultaneously and stagger the remaining stations until eighteen stations are completed.

Ms. Abdul-Salaam asked how is the awarded amount determined to each contractor.

Mr. Parker said staff would issue a scope of work to define what elements within the station need to be completed. In some cases, it could be landscaping, flooring or structural elements. Both the information provided from the vendor plus supplemental information about each individual station play a major role. Then, a Selection Committee would make a decision regarding the most qualified firm to complete the work.

Ms. Abdul-Salaam asked who would make up the Selection Committee.

Mr. Leach said the Selection Committee would consist of architectural and engineering, project management and management that oversees the Capital Development Group.

Ms. Abdul-Salaam asked if the Authority was at a point where there is mechanism in place for the primes to ensure that are doing right by the subs.

Ms. Nash said there is a mechanism in place. MARTA staff monitors contracts which includes visiting the site to ensure the identified DBE is performing up to their commitment.

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Dr. Edmond said as everyone may know, the actual integrity and perceived integrity of MARTA, it has taken us well over a decade to rehabilitate our image in the eyes of the public and taxpayers. It is most important that we are acting with integrity and that we are perceived with integrity. Obviously, having the name of a Board member on an award of a contract of this magnitude and size has the potential to attract attention. It is great that the Board has discussed two issues. One is that fellow Board member, Mr. Pond does not have any equity interest in the company that we are awarding business. Secondly, none of Mr. Pond's relatives have any equity interest in the business. The third issue is to ensure that there is no perception that Mr. Pond sold his equity interest in his company understanding that he was going to come on the MARTA Board and give Pond & Company MARTA business. Thereby, essentially realizing higher value in the purchase price knowing he was going to sell the business. Mr. Pond was appointed to the MARTA Board in 2016 and there was no thought of coming to the MARTA Board at that time. He has acknowledged that he sold his equity interest in his company in 2012 and that completely quiets that allegation.

Ms. Scott asked if the interest in Pond & Company was sold to employees in 2012.

Mr. Leach said yes, the interest was sold to the employees.

On motion by Mrs. Hardage seconded by Mr. Frierson, the resolution was approved by a vote of 7 to 0, with 10 members present.

Mr. Glover, Ms. Ivey and Mr. Pond abstained.

### **Resolution Authorizing the Modification of a Sole Source Contract for Autonomous Track Inspection System (ATIS) Pilot Program, P38738**

Mr. Matthew presented a resolution authorizing the General Manager/CEO or his delegate to increase the contract value and term for Autonomous Track Inspection System (ATIS) Pilot Program with ENSCO, Inc.

On December 20, 2016 MARTA received a \$4.225M grant from the Federal Transit Administration (FTA) Office of Research, Demonstration and Innovation for research and development of Autonomous Track Inspection System (ATIS).

Under the guidance of the FTA, MARTA will form a partnership with ENSCO, Inc. and Transportation Technology Center, Inc. (TTCI) to perform this demonstration. ENSCO is the only vendor approved by the FTA to perform this research and development project.

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The procurement would be funded 90% Federal and 10% Local Capital funds approved in the FY20 Capital Improvement Plan (CIP).

The FTA designed the project to be implemented in multiple phases. The Board authorized release of Phase I on September 12, 2017 by entering into an agreement with ENSCO Rail in the amount of \$1,542,592. Phase I work is nearing completion and staff is now requesting the Board to authorize a modification to the ENSCO's original agreement to include an additional \$1,788,218 for completion of Phase II work.

### **ATIS Phase II – Benefits to MARTA**

MARTA will:

- Be the industry's first transit operator to demonstrate this technology
- Realize an improved State of Good Repair with frequent autonomous track inspections
- Create a high-resolution video-based asset inventory from data collected
- Decrease reliance from manual on-track inspection
- Reduce inspection costs and improve worker safety
- Receive near real-time alerts of track issues

Mr. Griffin asked if this program had been in effect during the recent fires on the Authority's train system, would it have helped staff identify the problem beforehand.

Mr. Matthew said yes, the tracker has an infrared camera mounted to the train. Had areas on the train heated up before the fire started, staff would have been able to detect the issue beforehand.

Ms. Scott asked what determined MARTA to be the first transit operator to demonstrate this technology.

Mr. Matthew said there is no other transit Authority that has this type of technology on their revenue trains.

Mr. Springstead said originally, there were track walkers who manually measured revenue trains. This program allows the Authority to use a sophisticated piece of equipment to collect data. No other Authority is running a revenue service train where maintenance vehicles are being replaced. Staff could contact a firm to contract this work out. However, if MARTA can collect data daily from a revenue train that could flag an issue, it would allow the Authority to immediately respond and address any issue before it becomes a service disruption. Through the grant, the FTA asked MARTA to



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put the equipment on the vehicle and demonstrate a proof of performance. That would allow to the rest of the industry to see that this is possible. MARTA has an advantage and it is a great opportunity for the Authority to test the equipment.

On motion by Mr. Frierson seconded by Mr. Pond, the resolution was unanimously approved by a vote of 10 to 0, with 10 members present.

**Resolution Authorizing the Modification of a Sole Source Contract for Autonomous Track Inspection System (ATIS) Independent Evaluation Services, P38775**

Mr. Matthew presented a resolution authorizing the General Manager/CEO or his delegate to increase the contract value and term for Autonomous Track Inspection System (ATIS) Independent Evaluation Services Phase II with Transportation Technology Center, Inc (TTCI).

MARTA was awarded a grant from the FTA Office of Research, Demonstration and Innovation to test and evaluate a new track inspection technology in a rail transit setting and demonstrate 'autonomous capability' of these technologies.

As per grant requirements, TTCI would provide "Third-Party Oversight" services for MARTA and the FTA in support of the ATIS initiative.

The procurement would be funded 90% Federal and 10% Local Capital funds approved in the FY20 Capital Improvement Plan (CIP).

Funds for subsequent fiscal years would be included in the subsequent annual budgets.

FTA has envisioned multiple phases for this demonstration and has already secured funds for a second phase for MARTA and ENSCO to further advance these technologies. This sole source procurement is only for support of the second phase.

On motion by Ms. Abdul-Salaam seconded by Mrs. Hardage, the resolution was unanimously approved by a vote of 10 to 0, with 10 members present.

**Resolution to Enter into an Intergovernmental Agreement with Georgia Piedmont Technical College (GPTC) for Transit Operator Training Courses, Request for Proposals P45519**

Mr. Petersen presented a resolution authorizing the General Manager/CEO or his delegate to enter into a three (3) year Intergovernmental Agreement with Georgia Piedmont Technical College (GPTC) for Transit Operator Training.

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This program includes training to prepare a Bus Operator Candidate to pass the State CDL Examination and provides them with the CDL Examination.

Over thirteen (13) years ago, MARTA discontinued its primary drivers' training and DCL licensure training programs, which were held in the Lakewood Station parking lot.

At that time, DeKalb Technical School (now known as Georgia Piedmont Technical College (GPTC)) began providing this training for MARTA.

The Authority currently hires approximately 450 Transit Coach Operators annually; 50% of these hires will require training to obtain CDL licensure.

In addition, a large percentage of skilled craft workers hired by the Authority must obtain a CDL to fully qualify for their positions.

Georgia Piedmont Technical College offers a program that provides CDL training for Transit Coach Operators. Training includes: CDL training and testing (for Transit Coach Operators), and for craft employees requiring a CDL.

This course includes safe operations, pre-trip inspection, basic vehicle operations, vehicle maneuvers, road practice and CDL testing upon completion of the course.

Following the successful completion of the training program through GPTC, individuals are transitioned into MARTA's internal eight (8) week training program.

GPTC has both the facility for testing and the State certified CDL examiners.

Ms. Abdul-Salaam said there has been discussion for a few years regarding Clayton County High students being interested in the dual enrollment program. There is now a full location at Atlanta Technical College in Riverdale on Georgia Highway 85. It would be great for MARTA to consider offering the Transit Operator Training Course on the southside of Metro Atlanta.

Ms. Scott asked would the Transit Operator Training Course be offered at all GPTC campuses.

Mr. Petersen said no, GPTC has a specific training facility designated for bus operators.

Mr. Griffin asked for an update on bus simulators.

Mr. Petersen said meetings with the bus simulators vendors have taken place and it is expected to have simulators on site very soon.

Ms. Ivey said it would be great to increase public relations (PR) regarding the status of bus simulators to inform the general public. It could be a great opportunity for succession, retention and attraction.

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

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### **Adjournment**

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The meeting of the Operations & Safety Committee adjourned at 11:26 a.m.