

MINUTES

OPERATIONS & SAFETY COMMITTEE

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

September 26, 2019

The Board of Directors Operations & Safety Committee met on September 26, 2019 at 10:27 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 A. Frierson
Ryan C. Glover
Jerry Griffin, **Chair**
Freda B. Hardage
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 Collie Greenwood, Chief Financial Officer Gordon L. Hutchinson, Chief of Staff Melisa Mullinax, 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 (Acting), Kirk Talbott, Emil Tzanov and Tom Young (Interim); Chief Information Security Officer Dean Mallis; Executive Director Paula Nash; Senior Directors Kevin Hurley, Colleen Kiernan and Erica Pines; Directors Jacqueline Holland (Acting), Jonathan Hunt, Sherrie Johnson, Douglas Miller Steve Perry (Acting) and William Taylor; Manager Leslie Hubble; Manager MARTA Board of Directors Rebbie Ellis-Taylor; Sr. Executive Administrator Kenya Hammond and Sr. Executive Administrator Karen Harper. Others in attendance Adrien Carter, Alphonso Eugene, Abebe Girmay, Courtne Middlebrooks, Delton Quarles, Tracie Roberson, Ethridge Spencer and Roosevelt Stripling.

Also in attendance Pam Alexander of LTK Engineering; Michael Hightower of the Collaborative Firm and Jim Schmidt of HNTB.

Approval of the August 29, 2019 Operations & Safety Committee Meeting Minutes

On motion by Mr. Durrett seconded by Ms. Abdul-Salaam, the minutes were unanimously approved by a vote of 7 to 0, with 8 members present.

Mr. Griffin abstained.

Resolution Authorizing the Award of a Contract for the Procurement of Non-Revenue Vehicles, IFB B43297

Mr. Taylor presented a resolution authorizing the General Manager/CEO or his delegate to enter into a one-year Contract for the procurement of non-revenue vehicles, IFB B43297, with Wade Ford, Inc., The Bus Center Atlanta, and Nextran Truck Center in the amount of \$1,299,039.00

This procurement is to replace existing non-revenue vehicles with twenty (20) new vehicles. Existing vehicles are close to or have reached the end of their useful life based on mileage, hours or equipment age.

These twenty (20) revenue vehicles are replacement vehicles that have met the Authority's criteria of 100,000/150, 000 miles, ten (10) years of aged or have suffered catastrophic mechanical failures or collision damages with estimated cost to repair these vehicles that exceed the value of those vehicles.

Sixty-five percent (65%) met the age requirement, thirty percent (30%) met the mileage requirements and five percent (5%) were mechanically un-repairable.

The contract will be funded one hundred percent (100%) with local Capital Funds.

On April 8, 2019, Notices to Bidders were sent to twelve (12) vendors for the Procurement of Non-Revenue Vehicles.

Notices of invitation for bids were advertised in the Atlanta Journal Constitution, the Georgia Procurement Registry, the Georgia Local Government Access Marketplace and on MARTA's website.

Thirty-one (31) firms retrieved the online solicitation.

At the bid opening date and time of May 3, 2019, at 2:00pm, three (3) bids were received:

- Wade Ford, Inc. submitted the single bid for line items 1, 2, 4, 5 and 7 in the amount of \$800,939 and was determined to be a responsive and responsible bidder for this separately awarded procurement.
- The Bus Center Atlanta submitted the lowest bid in the amount of \$365,600 for line item 6 and was determined to be a responsive and responsible bidder for the

- Nextran Truck Center submitted the lowest bid in the amount of \$132,500 for line item 3 and was determined to be a responsive and responsible bidder.
- The Department of Audit conducted a price analysis and determined the price to be fair and reasonable for line items 1, 2, 4, 5 and 7.
- Although there are no DBE goals assigned, Wade Ford is a minority owned dealership and will be awarded 62% of this contracts value.

On motion by Mr. Durrett seconded by Mr. Pond, the resolution was unanimously approved by a vote of 8 to 0, with 8 members present.

Resolution Authorizing the Award of a Contract for the Procurement of Fleet Card Services, RFP P44378 Utilizing the State of Georgia Contract

Mr. Taylor presented a resolution authorizing the General Manager/CEO or his delegate to enter into a Contract for Procurement of MARTA Fleet Fuel Card Services with WEX Inc., utilizing the State of Georgia Statewide Contract #99999-001-SPD0000112-0001 in the amount of \$4,357,635.00.

MARTA has 19 hi-rail access points that allow MARTA equipment to access the wayside and mount the rails.

Non-Revenue Specialty Vehicles

- Pickup Standard Cab (2)
- Semi-Tractor (1)
- Single Axle Dump Truck (3)
- Bucket Truck (1)
- Braun Mobility Vans (10)
- Service Truck, 1 Ton 4 x 4 (3)

As requested by the MARTA Board, staff researched components of the minority industry. Team members that worked collectively with the Bus Maintenance Department presented their investigative findings that they completed for this contract.

Mr. Hurley said the Finance Department went through a similar process a few years ago during the Merchant Debit Card Processing Contract. This process researched every aspect of the card processing business seeking the capability to include DBE participation. Through that process, it was determined that there were no opportunities to provide DEB activity.

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Mr. Griffin asked was the card processing contract similar to banking operations.

Mr. Hurley said the card processing business is similar to a credit card processing operation. The company is responsible for marketing the service but processing the payment which flows similar to a credit card transaction.

Ms. Nash said the Diversity and Inclusion Department researched to see if there were any DBE financial institutions. It was determined there are no DBE Banks in the state of Georgia. There are some minority banks, but no DBE certified banks were found. Based on concerns raised from the Committee meeting when this Agenda item was presented, staff also looked into finding DBE gas stations. There was one DBE gas station within the Authority's service area, located in the City of Atlanta. Being that there was only DBE gas station, staff looked to see if there were any minority or female owned gas stations within the service area. MARTA does not have an MBE or FBE program, so staff reached out to local jurisdictions and asked them to view their database seeking registered female or minority owned gas stations. A report indicated one gas station in Clayton and DeKalb Counties were registered within MARTA's jurisdictions.

Mrs. Holland said due to concerns regarding the Wex Card, the Contracts and Procurement Department surveyed other transit agencies and organizations to see how they fueled their non-revenue vehicles. Fifty percent of the organizations surveyed used the Wex card; piggybacking off of their state contracts. Thirty-four percent fueled their vehicles in-house and approximately sixteen percent compete for pricing. Out of the fifty percent piggybacking off their state contract, eighty percent of those organizations use Wex.

Mr. Springstead asked if staff contacted peer transit agencies to review and compare their process.

Mrs. Holland said yes, staff contacted Maryland Transportation Authority, Bay Area Rapid Transit (BART), Ramada and Massachusetts Bay Transit Authority. These are the transit agencies that fueled in house. New York, Chicago, Dallas, Florida Department of Transportation and the USDA piggyback using Wex.

Mr. Springstead said the Authority still utilizes internal fueling when dead head miles are not a problem. He asked what is the percentage of gas pumped in-house versus gas pumped using Wex.

Mr. Taylor responded approximately fifty-five percent pump gas in-house and approximately forty-five percent pump gas percent utilize Wex.

Ms. Abdul-Salaam asked what is the prohibition from finding service providers outside of the Authority's jurisdictions.

Mr. Taylor said there is no prohibition. It is most efficient and economical to stay within the Authority's service area.

Mr. Griffin thanked Mr. Taylor for addressing the concerns of the Board with a thorough report.

On motion by Mr. Durrett seconded by Mr. Pond, the resolution was unanimously approved by a vote of 8 to 0, with 8 members present.

Resolution Authorizing an Increase in the Authorization for Safety, Health and Industrial Hygiene Consulting Services AE 24109

Ms. Hubble presented a resolution authorizing a \$4,750,00 increase in the authorization for Safety, Health and Industrial Hygiene Services by Apex Companies, LLC (formerly Bureau Veritas North America, Inc.)

Contract Information

- Five (5) year base contract with five (5), one (1) year options
- On-call contract with Apex Companies (formerly BVNA)
- Contract Executed on April 10, 2013
- Total Board Authorized Value = \$7,000,000
- Average burn rate = \$860,683 / fiscal year
- Two (2) option years have been exercised early to access funds
- Scope include, but is not limited to:
 - Assessments, oversight and abatement of asbestos, led-based paint, and other hazardous building materials
 - Assessments, oversight, abatement of mold, sewage, avian waste and other biological materials
 - Industrial hygiene and indoor air quality
 - Safety tasks such as: confined space, job hazard analysis, etc.

Reasons for Increase Request

- Increased focus on Confined Space safety with ArcGIS database

- Increase need to support asbestos and other hazardous material abatement activities for CIP projects
- Large scale projects required significant level of support
- Projects encountered unforeseen environmental issues

Ongoing / Upcoming Funded CIP Projects Requiring Support

- DSQA Regulatory Programs
- Rehab Tunnel Ventilation Fans
- Station Rehabilitation / CMAR / Airport Station
- Roofing Rehabilitation
- Renovate Pedestrian Bridges
- Elevator / Escalator Rehabilitation
- Facilities Upgrade Program (JOC)
- Rail Car Programs
- Other: AVIS, ESCO, UPS

Request

Current Board Authorized Contract Value (10 year)	7,000,000.00
Contract Spend (FY13-19)	-5,164,100.85
Current Remaining Balance	1,835,899.15
Projection (FY20-21)	-6,586,867.72
Additional Value Requested	4,750,000.00
Total Board Authorization Requested	11,750,000.00

Mobility at a Glance

- Mobility Ridership – Increasing
- KPU Performance – Greatly Improved
- Future Service Delivery Model – Competition and Efficiency Gains
- GTS Status Update – Processing
- MV Status Update – Increased Capacity
- Procurement Update – Developing

Mr. Pond said the contract information indicated that the burn rate is \$860,683/ fiscal year. The proposal is approximately \$2.5M higher. He asked why is there a huge increase.

Ms. Hubble said the increase is an over estimate to support future Capital Program projects.

On motion by Mr. Durrett seconded by Ms. Hardage, the resolution was unanimously approved by a vote of 7 to 0, with 8 members present.

Mr. Frierson abstained.

Briefing – Mobility Past, Present and Future

Mr. Young presented an update on the Rail Car Program and introduced his team that help make Rail Car accomplishments possible.

Mr. Perry has been Acting Director for approximately eighteen months.

Mr. Stripling oversees eligibility requirement in reservations.

Mr. Quarles is the supervisor over the Authority's Reservation Office.

Background

The Americans with Disability Act was originally put together by congress in 1990 and played a key role in forming MARTA's Mobility Program. Congress looked at the Authority's regular fixed route system and said that is the point of public accommodation. All of the fixed route buses, including bus stops should be assessible to the people with disabilities.

An advisory group of individuals with disabilities voiced their concerns regarding different type of disabilities. Stating, it does not matter how accessible the fixed route service is made, individuals with certain disabilities will still not be able to use the service. That is when Complimentary Para-Transit Service came into play.

Complimentary Para-Transit Service set out six service criteria that the Authority had to meet, with the most important being:

- Must provide the same hours of service within the same area of service, during the same hours as the fixed route service.

Ms. Scott asked what is the criteria that determines an individual to be disabled.

Mr. Young said an individual must prove that they have a disability which makes it impossible to use the regular fixed route.

Ms. Scott said while attending a Pop-up Breeze location, the question regarding eligibility came up. The individual wanted to verify what was considered to be disabled. She asked does a person who has seizures qualify for para-transit service.

Mr. Young said individuals who have seizures may go through the eligibility process. However, most individuals who have seizure disorders are usually not eligible for para-transit services.

Mr. Frierson thanked Mr. Young for the presentation. He said this is the first chance that he experienced what para-transit riders go through to qualify for service. He said an elderly woman in his community was denied access to the Mobility Service. Although she has a disability, she had to go back and forth trying to meet the qualification process. Board members need to understand what are the qualifying requirements for an individual to use the service.

Ms. Abdul-Salaam acknowledged Mr. Young for presenting an informative presentation. She asked when para-transit applications are received, are they reviewed by medical providers who work for or with MARTA.

Mr. Young said the para-transit applications are composed of two sections. The applicant fills out one section and the medical provider completes the other. The medical provider also verifies that there is a recognizable disability. Once a disability has been confirmed, the remainder of the process is based on the individual's ability. Staff does not look at a medical diagnosis as part of the eligibility determinant process.

Ms. Abdul-Salaam asked what options are offered for individuals who don't qualify for para-transit service.

Mr. Young said conditional eligibility is provided to those individuals who do not qualify the para-transit service.

Ms. Abdul-Salaam said last month para-transit service applications were in the process of being made available on-line. She asked what is the status of those applications.

Mr. Young said para-transit applications have been on-line for approximately four weeks. Currently the application is a PDF document that can be downloaded and printed. The next step is to have the ability to fill out the form and submit it on-line.

Briefing – Rail Card Program Update

Mr. Miller provided an update on the new rail car procurement.

New Card Procurement Status

- Award recommendation – March 2019 to Stadler Us, Inc.
- Board Approval – October 2019
- Notice to Proceed – Fall 2019
- Media Event – Fall 2019
- Design Reviews – 2020 through 2022
 - Soft Mock-up
 - Customer Input
 - Hard Mock-Up
- Pilot Car Delivery – 2022
- Media Event – 2022
- Production Cars Delivered – 2023 through 2023

Contract Details

- The contract term is one hundred fifty (150) months
- Contract Financial Details
 - Base Order – 254 cars for a total of \$640,471,716
 - Option – Technical Support for \$5,812,00
 - Total Contract Award - \$646,283,716

New Rail Car Renderings

- Open Architecture
- Multi-Use Area
- Charging Station
- Wheelchair position

Board Briefing Schedule

- Next Briefing: Q1 2020
 - As Preliminary Designs Evolve
- Board Status Briefings to be given at major milestone over the entire duration of the project
- Sustainability of Existing Fleet
 - 2025 before new rail cars make a significant impact

Other Matters

Ms. Abdul-Salaam announced that Mr. Young, Ms. Pines as well as herself are working on a listening session project for the Mobility para-transit customers and senior citizens. The meeting will be held on Tuesday, October 29th. Additional information will be provided during on a later date.

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Mr. Parker said MARTA will put together a video montage to share with the Abernathy family. If any Board member is interested in capturing some thoughts about former Board member Mrs. Abernathy, please meet Mr. Shumaker in the Board Lounge.

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Adjournment

The meeting of the Operations and Safety Committee adjourned at 11:29 a.m.