

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

May 29, 2014

The Board of Directors Operations & Safety Committee met on May 29, 2014 at 10:05 a.m. in the Board Room on the 6th Floor of the MARTA Headquarters Building, 2424 Piedmont Road, Atlanta, Georgia.

Board Members Present

Juanita Jones Abernathy
Robert L. Ashe III
Harold Buckley, Sr.
Frederick L. Daniels, Jr.
Jim Durrett
Roderick E. Edmond, *Chair*
Kirk Fjelstul*
Freda Hardage

MARTA officials in attendance were: General Manager/CEO Keith T. Parker, AICP; Chief Operating Officer Richard A. Krisak; Chief Administrative Officer Edward L. Johnson; Chief Financial Officer Gordon L. Hutchinson; Chief of Staff Rukiya S. Eaddy; Chief Counsel Elizabeth O'Neill; AGMs LaShanda Dawkins (Interim), Joseph Dorsey (Acting), Ming Hsi, Cheryl King, Ryland McClendon and James Siebert (Acting); Executive Director Ferdinand Risco; Sr. Directors Joseph Erves, Bernard Guida and David Springstead; Directors Pat Minnucci and Knox O'Callaghan; Managers Tesa Gonzales and Beverly Williams; Executive Manager to the Board Rebbie Ellisor-Taylor; Sr. Executive Administrator Brenda L. Williams; Finance Administrative Analyst Tracy Kincaid. Others in attendance Davis Allen, Alphonse Eugene, Ronald Martin.

Also in attendance Jim Schmid of HNTB; Pamela Alexander of LTK Engineering; Helen McSwain and Matt Pollack of MATC; Lysle Tower.

Consent Agenda

- a. Approval of the April 24, 2014 Operations & Safety Committee Meeting Minutes
- b. Resolution to Accept the Contract for Project B20973, System-wide Lighting Control Upgrades

*Kirk Fjelstul is Acting Executive Director of Georgia Regional Transportation Authority (GRTA) and is therefore a non-voting MARTA Board Member

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- c. Resolution Authorizing Additional Funding for Revenue Vehicle Towing Services, CP B23559

On motion by Mr. Durrett seconded by Mr. Daniels, the Consent Agenda was unanimously approved by a vote of 5 to 0, with 6* members present.

Individual Agenda

Resolution Authorizing the Exercise of Option Year Three for the General Engineering Consultant Contract

Mr. Springstead presented this resolution for Board of Directors' approval authorizing the General Manager/CEO, or his delegate, to exercise Option Year Three of the General Engineering Consultant (GEC) contract with Metropolitan Atlanta Transit Consultants (MATC) and provide funding authorization for the GEC contract in support of the delivery/execution of MARTA's FY 2015 Capital Improvement Program, in an amount not to exceed \$28,752,000.

On motion by Mr. Durrett seconded by Mr. Buckley, the resolution was unanimously approved by a vote of 5 to 0, with 6* members present.

Resolution Authorizing the Expenditure of Capital Funds for General Consulting and Professional Services for the Division of Operations and Development in Fiscal Year 2015, RFP P33589

Mr. Springstead presented this resolution for Board of Directors' approval authorizing the General Manager/CEO, or his delegate, to provide funding authorization in an amount not to exceed \$6,970,000 to the Division of Operations and Development for professional and specialized vendors holding valid GSA schedules to support delivery/execution of the FY 2015 Capital Improvement Program (CIP) on an as needed basis over the FY 2015 period of July 1, 2014 through June 30, 2015.

On motion by Mr. Durrett seconded by Mr. Daniels, the resolution was unanimously approved by a vote of 5 to 0, with 6* members present.

Mr. Buckley asked how are the GSA firms selected.

Mr. Springstead said a scope is provided to Contracts & Procurement and they match the best firm from the pool based on their qualifications.

Mr. Buckley asked how does MARTA follow up to ensure the selected firm is competitively priced.

Mr. Guida said MARTA looks for firms with staff members that meet the Authority's requirements. MARTA contacts the firm to request resumes and fee sheets. MARTA also looks at more than one firm. There is always dialogue so the firms know that the Authority is not limiting itself to only them.

Mr. Parker said in the future staff will come back to the Board to provide an update on which firms were selected and why.

Mr. Ashe said a report back to the Board is a great idea. It would helpful to include a subjective comparison and aggregate amount. He added that this type of reporting would not be needed indefinitely but it would give the Board more confidence in the process.

Dr. Edmond suggested that staff provide an update in 4-6 months.

Briefing – Update on Tunnel Ventilation System Rehabilitation and Renewal, RFP 28659

Mr. Springstead provided the Committee an update on MARTA's Tunnel Ventilation System (TVS) Rehabilitation and Renewal.

TVS Program Recap

- MARTA has a safe but aged system that requires renewal
- Staff works closely with State Safety Oversight: FTA and GDOT
- Routinely tested – immediate corrective maintenance performed
- Purpose
 - Allows for safe and orderly evacuation
 - Directs air flow (push or pull) in a tunnel
 - Prevents or minimizes smoke accumulation from engulfing evacuating personnel
 - Scenario based – location and best evacuation path
 - Required by law – local, state and federal codes and standards
 - Failure to comply could result in suspension of service

TVS Major Assets

- 9 Miles of tunnel (dual tracks)
- 11 Non-contiguous sections
- 55 Emergency Fans
- 26 Mid-Tunnel Fans
- 36 Under Platform Fans
- 47 Motor Control Centers
- 75 Fan Dampers
- 60 Bypass Dampers
- Numerous Sensors
- Egress Paths (doorways, catwalks and stairwells)
- Command & Control System (manual & automated)
- Systems Interface (Train Control, SCADA, ETS, etc.)

*Compliant based on "design criteria" at time of construction

- Challenges
 - Majority of assets are over 25 years old
 - Newest assets are over 14 years old
 - System reliability is declining and requires constant resources
 - Active transit system makes rehabilitation complex

TVS Program Evolution Development

- RSCC Stabilization Project Initiated, July 2009 - present
- Comprehensive Safety Critical Systems Study, 2009 -10
- Tunnel Ventilation System (TVS) Task Force, Dec 2009
- System-wide Condition Assessment Performed 2010-11
- Hazard Identification & Risk Assessment - (HIRA) Oct 2012
- TVS Program - Planning & Design Phase
 - Agency Peer Reviews (NYCT, CTA, TTC, etc.)
 - Design Compliance Review
 - Scope, Schedule & Budget Developed

TVS RFP Scope - Rehabilitate and Renew

- Bring TVS to a state of good repair
- Linear Design-Build Project

- Utilize industry expertise and innovation (risk mitigation strategies)
- Realize cost-effective/practical opportunities not re-designing the system
- Integrated with Train Control & SCADA system design
- Testing of systems and sub-systems
- Updating of policies & procedures
- Performance Based Training
- Asset Management Data provisions
- Maintenance & Warranty
- Projected Cost \$145M
- Minimize adverse impacts to operations and safety

Innovative Implementation Strategy

- Goal: Bring the TVS to a State of Good Repair using a linear, Design-Build "systems" approach
- 6-year period of performance post award
 - Assess – Design – Build
 - One year warranty, five year O&M options
- Design Analysis
 - Upgrade Emergency Fire
 - Operations (EFO)
 - Under Platform Fans and EFO
 - Performance beyond state of good-repair
 - Inspection and Testing
 - Potential savings (Wiring, Housing, Motors, & Dampers)
- Design Command and Control Sub-System
 - Remote Control Panel (RCP)
 - Human Machine Interface (HMI)
 - EFO Automation
 - Integration with IOC and RSCC

- Cybersecurity
- Integration with Train Control & SCADA
 - Supervisory Control and Data
 - Acquisition (SCADA)
 - Maintenance Data Warehouse
- Project Life Cycle Improvements
 - Performance Requirements for Reliability, Availability and Maintainability
 - Requirement for Engineering
 - Process Documentation
 - Integrated Training Program and Post-Acceptance Warranty and Support Options

Tunnel Ventilation Program Milestones

- Tunnel Ventilation System (TVS) Stabilization - Ongoing
 - Testing & Analysis
 - Replacement/Refurbishment (immediate needs)
- Award Contract - Q2, FY15
 - Forecasted Cost \$145 - 160M
- Rehabilitate TVS System FY15 - FY21 (dependent upon proponent submittals)

Mr. Durrett said he was interested in a briefing on MARTA's Asset Management Program.

Mr. Springstead said a briefing will be scheduled.

Mr. Fjelstul asked if it is difficult to predict the project's costs.

Mr. Springstead said right now, yes.

Mr. Krisak said it will depend on the firm's approach. It has been a very intensive effort keeping the system healthy.

Mr. Fjelstul asked if there is any chance that new vents are needed.

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Mr. Krisak said MARTA's current system is safe and actually quite sophisticated. Though, if MARTA looked to redesign, it would cost too much.

Mr. Springstead commented that MARTA was invited to present its TVS approach at the APTA Rail Conference in Montreal.

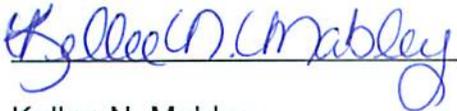
Other Matters

No other matters came before the Committee.

Adjournment

The meeting of the Operations & Safety Committee adjourned at 10:52 a.m.

Respectfully submitted,



Kellee N. Mobley

Sr. Executive Administrator to the Board