



BOARD OF DIRECTORS

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

BOARD MEETING

THURSDAY, MARCH 11, 2021

ATLANTA, GEORGIA

via Webex

MEETING MINUTES

Board Chair Rita Scott called the meeting to order at 1:35 p.m.

Board Members Present	Staff Members Present
Roberta Abdul-Salaam	Jeffrey Parker
Robert Ashe III	Collie Greenwood
Stacy Blakley	Rhonda Allen
Jim Durrett	Luz Borrero
William Floyd	Melissa Mullinax
Roderick Frierson	Elizabeth O'Neill
Ryan Glover	Franklin Rucker
Freda Hardage	Raj Srinath
Al Pond	
Kathryn Powers	
Rita Scott, Chair	
Christopher Tomlinson ¹	
W. Thomas Worthy	

Also, in attendance: MARTA Board General Counsel Justice Leah Ward Sears of Smith, Gambrell & Russell, LLP; other MARTA staff members: Heather Alhadeff, Robin Boyd, LaShanda Dawkins, Tyrene Huff, Jonathan Hunt, Kevin Hurley, Michael Kreher, Patricia Lucek, Paula Nash, Santiago Osorio, Tracie Roberson, Kirk Talbott, Emil Tzanov, and George Wright.

Public Comment (See attached: "2021-03-11 Public Comments")

Chief Counsel Elizabeth O'Neill reported that two comments were received from the public:

- 1) Anonymous
- 2) Ed Williams

¹Christopher Tomlinson is Executive Director of the Georgia Regional Transportation Authority (GRTA). Per the MARTA Act, he is a non-voting member of the Board of Directors.

1. Approval of February 11, 2021 Board of Directors Meeting Minutes

Chair Scott called for a motion to approve the minutes. A motion to approve was made by Board Member Roderick Frierson and seconded by Board Member Freda Hardage. The minutes were approved unanimously by a vote of 12 to 0 with 13 members present.¹

2. External Relations Committee Report

Committee Chair Robert Ashe III reported that the Committee met on Thursday, February 18, 2021 and approved the following resolution:

- a. Resolution Authorizing the Solicitation of Proposals for the Procurement of Transit and Digital Advertising, RFP P48265

Committee Chair Ashe requested approval of the resolution, which was seconded by Board Member Jim Durrett. The resolution was approved unanimously by a vote of 12 to 0 with 13 members present.¹

Committee Chair Ashe reported that the Committee received the following briefings:

- b. Non-Standard Bus Shelter Process
- c. 2021 Legislative Update

3. Planning & Capital Programs Committee Report

Committee Chair John Pond reported that the Committee met on Thursday, February 25, 2021 and approved the following resolutions:

- a. Resolution Authorizing the Award of a Contract for the Procurement of Bus Lifts Remanufacturing and Floor Coverings IFB B47090
- b. Resolution Authorizing the Disposal of Easements to DeKalb County for Permanent and Temporary Easement Rights for a DeKalb County Sewer Project at 3923 and 3941 Durham Park Road, Stone Mountain, DeKalb County, MARTA Parcel 1202AD
- c. Resolution Approving the Sale of MARTA Parcel C3219B, Fee Simple, and Permanent Easement Rights to GDOT for I285 Top End Express Lanes at 6110 New Peachtree Road, Doraville, DeKalb County, Georgia

Committee Chair Pond requested approval of the resolutions, which was seconded by Board Member Durrett. The resolutions were approved unanimously by a vote of 12 to 0 with 13 members present.¹

4. Operations & Safety Committee Report

Committee Chair W. Thomas Worthy reported that the Committee met on Thursday, February 25, 2021 and approved the following resolution:

- a. Resolution Authorizing the Award of a Contract for the Procurement of Mobility Centralized Scheduling and Dispatching Services, RFP P46865

Committee Chair Worthy requested approval of the resolution, which was seconded by Board Member Durrett. The resolution was approved unanimously by a vote of 12 to 0 with 13 members present.¹

Committee Chair Worthy reported that the Committee received the following briefings:

- b. Mobility Update
- c. SMS Implementation

5. Business Management Committee Report

Committee Chair Roderick Frierson reported that the Committee met on Thursday, February 25, 2021 and approved the following resolutions:

- a. Resolution Authorizing the Award of a Contract for the Procurement of Online Benefits Enrollment and Administration Services, RFP P43924
- b. Resolution Authorizing a Modification in Contractual Authorization for Licensing of Various Microsoft Products, P45841
- c. Resolution Authorizing the Placement of Excess Workers' Compensation Insurance for Policy Period April 1, 2021 – April 1, 2022

Committee Chair Frierson requested approval of the resolutions, which was seconded by Board Member Durrett. The resolutions were approved unanimously by a vote of 12 to 0 with 13 members present.¹

Committee Chair Frierson reported that the Committee received the following briefing:

- d. Briefing – FY2021 Second Quarter Financial Highlights and Financial Key Performance Indicators

The following resolution was read into the record by Chair Scott for Board consideration:

- 6. Resolution Authorizing the submittal of a Purchase Offer and Settlement for the Property Acquisition of 5265 Old Dixie Road, MARTA Parcel B097B, City of Forest Park for the Clayton County Multi-Purpose Operations & Maintenance Facility (Large Parcel).**

Board Member Pond made a motion to approve the resolution, which was seconded by Board Member Durrett. The resolution was approved unanimously by a vote of 12 to 0 with 13 members present.¹

The following resolution was also read into the record by Chair Scott for Board consideration:

7. Resolution Authorizing the submittal of a Purchase Offer and Settlement for the Property Acquisition of 5163 Old Dixie Road, MARTA Parcel B097A, City of Forest Park for the Clayton County Multi-Purpose Operations & Maintenance Facility (Small Parcel).

Board Member Durrett made a motion to approve the resolution, which was seconded by Board Member Frierson. The resolution was approved unanimously by a vote of 12 to 0 with 13 members present.¹

8. **Other Matters**

None.

9. **Comments from the Board**

GM Parker thanked MARTA staff for their hard work in advancing the Clayton County Multi-Purpose Operations & Maintenance Facility project.

Adjournment

The Board meeting adjourned at 1:50 p.m.

Respectfully submitted,

A handwritten signature in blue ink that reads "Tyrene L. Huff". The signature is written in a cursive style with a large initial 'T'.

Tyrene L. Huff
Assistant Secretary to the Board

the passage into the MARTA system, they go out the exit door of the airport property, go across to the Sky Trains, and now are getting onto the Sky Train and riding there. And taking up seats and sleeping etc. So, this is a huge problem. MARTA has to be a part of the solution, it should be all of the cities, municipalities that are serviced by MARTA as well as MARTA itself. It is really at pandemic proportions in and of itself and this population, and I have compassion and understanding, but at the same time this population seems to have us as, just the general public, under siege. They have all the rights and all the privileges, and we have none. I was told by an officer recently that now there is a quality of life issue. Therefore, these unsheltered population is actually taking over in so many ways of the MARTA system. It is discouraging many riders from getting onto the system and it's daunting. A part of the practice that they have is to be able to ride all day and all night. Get off at the last train deposit at the Airport Station, go outside the Airport Station, sleep on the sidewalk, and in the first train that comes in the morning from the airport, they are getting on and riding all day. This needs to be looked at and addressed. I understand that police are not, police actually are in short supply, but there are cameras. And those are not being monitored or they're not being looked at. Something is wrong because every time anything is reported and a Police officer will say, well if we didn't see it, there's nothing we can do about it. There are cameras and they need to be utilized. They also, now as best I know, are part of the joint forces command that is part of the Metro Policing system. That needs to be incorporated better into that policing system because many of your criminals are coming onto the MARTA system by pushing into the gate- fare evasion. They're permitted to do that. When you look at the Code of Conduct, and I looked at it, and go point-by-point, it's violated in every possible way. There's a part where it says that they would be suspended, any violators would be suspended for 12-hours. How do you even know who that violator is, if there's no photo taken, if there's no, and if a citation is given it's not observed. So, there are too many things that these criminal patrons know to be able to take advantage of. The open containers, drinking, there was a gentleman yesterday who sat and was drinking beer on the platform. And then he poured both of them onto the platform and was cursing, there's no police officer around. So, we had to ask for one to be provided. One very serious matter is that the airport needs to have police at all times as their gate. That is a horrible situation where fare evasion just runs rampant. You have people pushing through the gate, disrespecting the gate agent, cursing them, threatening them, almost daring them to do anything. And then there are what I call the regulars. These are the ones who ride all the time and do this all the time, and they get away with it. Suspension means nothing. They aren't even suspended cause they're not caught. Something has got to be done in the policing. The Code of Conduct is a joke and it needs to be revamped or it needs to be strictly enforced. MARTA is a horrible, horrible, horrible transit system. It used to be the best in the country, and I was one of the greatest ambassadors and advocates of the system. And now, I ill tell anyone you take your chances. Keep your things close, watch your back, be careful before you sit down because there's no telling what you may sit in. Even though the cleaners keep the trains and stations as clean as they can, the patrons are not to adhere to anything. No littering signs should be posted everywhere. That is a criminal offense and even though many people won't observe it, it gives more strength to the station agents being able to say don't do that. There are too many things that are just ripe with disorganization in the MARTA system. This is not my MARTA, and I'm very ashamed and embarrassed. When people come from all over the world and, literally all over the world, and they ride of MARTA for the first time and the experience is

horrible because they're either solicited to give money, or to try to buy something, or threatened, or cursed at, they're horrible things. Police, someone, must look at the cameras, and observe what's going on in this system. It is horrible and the prediction now is that crime in Atlanta is probably going to go up by about 30% over the next month. MARTA needs to be aware and be prepared to keep that from happening on the system. I will eventually write a letter.

2.) Message date: March 11, 2021

10:01a.m. (via marta.board@itsmarta.com & public@itsmarta.com)

Ed Williams

truthcrushtheearth@gmail.com

Good Afternoon Board Members

My Name is Ed Williams, I am the chair of the group Concerned Citizens for Effective Government. I want to welcome the new board leadership. I hope the leadership can change the culture of the board and the transit authority. The mission of MARTA is to advocate and provide safe, multimodal transit services that advance prosperity, connectivity, and equity for a more livable region. MARTA has failed to take **people where they want to go in the last 5 months and it not doing it today**. MARTA has failed in its purpose of providing an essential transportation service to its service areas. I have seen many buses with one or very people on them, yet MARTA has continued to propagate the myth that routes needed to be doubled up buses on particular routes to ensure safety. There has never been any study done to support any of the claims. The board should demand that MARTA comply with the Title 6 of the Civil Rights Act, the MARTA Act and its contract obligations and hold public hearings and re-establish all the bus routes that were terminated.

MARTA CEO does not have an unfettered right to make changes as stated, because of Title VI of the Civil Rights Act of 1964, the MARTA ACT and any other provision within the law. Many riders need MARTA to get to their jobs to earn a living and are at risk of losing their jobs. Since most of the board members do not ride MARTA and it is the riders and the taxpayers who provide for MARTA existence and fund it. There is a serious disconnect between governance and customer service. This model needs to change.

The MARTA board has abdicated its primary responsibility to represent the interests of the residents in each of the local jurisdictions. There has not been any public hearing or meeting regarding terminating bus routes and modification of services. Yet, the board has met each month to spend the taxpayers' money and award contracts. Not one time has the board even bother to discuss the riders and what they want in a board meeting. A presentation from the CEO is not a public hearing and discussion. Your actions over the last 11 months represent a failure of leadership and your mission is off course and the track. The board should read the complaints that have been made by riders to MARTA's Customer Service. I challenge the board to read them and have a discussion.

What is the need for the MARTA board if the CEO has been delegated all the authority? An emergency does not suspend the law, and temporary actions should not be indefinite and continue for 11 months without a decision of the board or public hearings. The MARTA board

has a fundamental responsibility of oversight, governance, and accountability through its power to adopt resolutions and rules that apply to the employees, and the riders of the system.

The board should include in its decision making, planning, discussions, and appointments a cross-section of residents from throughout three counties in which MARTA provides services. MARTA has failed during the last 11 months to have any hearings regarding the bus routes changes that were eliminated. The board has truly failed in performing your duties as prescribed in the MARTA Act. If you bother to read the MARTA Act as part of your responsibilities as being a director, you should know that it states that the board “shall” be the body that set routes and fares and that this responsibility cannot be delegated. You as directors should not allow unelected bureaucrats to determine policy in which the board is empowered to make.

The directors have the power to request reports from each of the departments to monitor services and outcomes and hold a hearing on specific matters that are specific to your role as an administrative board. The riders expect the CEO and directors to follow the law, and to be proactive and solve problems, and to be competent and diligent in the performance of your duties. The directors should ask the tough questions of the CEO and demand better alternatives from all the advisors and counsel. Don’t just accept the first answer, get a second opinion.

I support the directors when you follow the law and you perform your duties as authorized under the law. I will not support those things that violate the law and are not in the interest of the people. Citizens have a right to know what their government is doing at all times and to participate. I have made several efforts to expose the inequities using the “see something and say something” approach and warn the board. Today, I ask the board not to remain silent. The MARTA board should immediately re-establish the suspended / terminated bus routes. Thank You