

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

April 24, 2014

The Board of Directors Operations & Safety Committee met on April 24, 2014 at 10:08 a.m. in the Board Room on the 6th Floor of the MARTA Headquarters Building, 2424 Piedmont Road, Atlanta, Georgia.

Board Members Present

Harold Buckley, Sr.
Frederick L. Daniels, Jr.
Jim Durrett
Roderick E. Edmond, *Chair*
Kirk Fjelstul*
Freda Hardage
Barbara Babbit Kaufman

MARTA officials in attendance were: General Manager/CEO Keith T. Parker, AICP; Chief Operating Officer Richard A. Krisak; Chief of Staff Rukiya S. Eaddy; Chief Administrative Officer Edward L. Johnson; Chief Financial Officer Gordon L. Hutchinson; Chief Counsel Elizabeth O'Neill; AGMs LaShanda Dawkins (Interim), Wanda Dunham, Rod Hembree (Acting), Ming Hsi, Ryland McClendon, Terry Thompson and Donald Williams (Acting); Executive Director Ferdinand Risco; Sr. Directors Bernard Guida and David Springstead; Director John Crocker; Sr. Manager Jeff Masisak; Managers Joel Ray and James Sibert; Executive Manager to the Board Rebbie Ellisor-Taylor; Sr. Executive Administrator Brenda L. Williams; Finance Administrative Analyst Tracy Kincaid. Others in attendance Davis Allen, Frederick Askew, Ursula Bradley, Abebe Girmay, Anthony Pines, Srinath Remala, Uladia Taylor.

Also in attendance Pamela Alexander of LTK Engineering.

Consent Agenda

- a. Approval of the March 27, 2014 Operations & Safety Committee Meeting Minutes
- b. Resolution Authorizing Negotiations with Selected Geotechnical Engineering Consultants, A/E 31185
- c. Resolution Authorizing Negotiations with Selected Materials Testing Consultants, A/E 31187

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

- d. Resolution Authorizing Negotiations with Selected Surveying Consultants, A/E 31189

On motion by Mr. Durrett seconded by Mr. Daniels the Consent Agenda was unanimously approved by a vote of 4 to 0, with 5* members present.

Individual Agenda

Resolution Authorizing Award of Contract for Environmental Engineering Consulting Services, A/E 30754

Mr. Hembree presented this resolution for Board of Directors' approval authorizing the General Manager/CEO or his delegate to enter into a contract with URS Corporation for Environmental Engineering Consulting Services and to assign tasks by negotiated work order providing that the aggregate value of such tasks does not exceed \$30,000,000 for the five-year base contract term and five (5) individual one (1) year options.

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

Briefing – Red Line Express Service

Mr. Springstead briefed the Committee on the possibility of adding Red Line "Express Service" to the Airport from North Springs Station.

Purpose

- Determine the feasibility of adding Red Line Express Service to the Airport from North Springs Station

Major Constraint

- MARTA's existing North and South Line rail infrastructure

Existing Rail System Infrastructure

- Aerial – 22% (10.6 miles)
- Subway – 18% (8.7 miles)
- At-Grade – 60% (28.7 miles)

Right of Way Configuration

- North Line

- Total Miles = 15.6 mi
- Aerial = 1.8 mi
- Subway = 4.8 mi
- At-Grade = 9.0 mi
- South Line
 - Total Miles = 7.9 mi
 - Aerial = 2.5 mi
 - Subway = 0.4 mi
 - At-Grade = 5.0 mi

Existing Infrastructure Limits the Options

- Canterbury Junction
- GA 400 Aerial Structure
- East Point Station
- Arts Center Portal
- A-B Bridge I-85

Constraints & Risks

1. Limited Right of Way (ROW) - requires property acquisition, new bridges and aerial structures
2. Track Availability (allocation) is limited as numerous projects and maintenance activities are already competing for track time
3. Limited travel time savings
 - a. Train head ways in the trunk (5 minutes) - heavy traffic
 - b. Express Stops at intermodal stations (Lindbergh, Five Points etc.)
 - c. Tunnel section from Arts Center to Garnett "pinch point" - no space for track
4. Limited Return on Investment (ROI) - significant capital and operating cost vs. increased revenue and ridership
5. Impact to other ongoing/planned Capital Projects (TCSU, IVS, etc.) – will require significant re-design and construction
6. Capital Improvement Program is underfunded presently; significant backlog of existing assets requiring replacement/rehabilitation

Cost Summary

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- Construction Costs
 - Total Miles of New Track = 12.0 miles /28.6 miles
 - Aerial = 2.0 (\$75 million/mile)
 - Subway = 0.0 (Tunnels - \$175 million/mile)
 - At-Grade/Walls = 10.0 (\$25 million/mile)
 - Right-of-Way Acquisition = 10.0 miles
 - Includes: infrastructure, track, rail, earthwork, ROW & drainage
 - Existing Track Requiring Modification = 14.0 miles (\$5 million/mile)
- Implementation Costs
 - Engineering & Design
 - Project Management
 - Construction Management
 - Utility Relocation
 - Train Control Upgrades
 - Traction Power Upgrades
 - Insurance
 - Testing, Investigation, Reporting, Assessment
 - Project Reserve
 - Contingency
 - Additional O&M Impacts & Costs
- New Infrastructure
 - Total = (At-Grade x Cost/Mile) + (Aerial x Cost/Mile) = Sum x Implementation Costs
 - Total + ((14.0 x \$5,000,000) x 25%) = TOTAL COST
 - Total Cost = \$822,000,000
 - Cost Per Mile = \$68,500,000
 - Cost value and estimates taken from I-20 East LPA Feasibility Assessment, dated February 2013 and completed by MARTA Planning and HNTB

Opportunities to Improve Customer Experience

- More frequent rail service
- Station signage (electronic/fixed)
- Maps/Information
- Public Address System
- CCTV/Security

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- Rail car interior layout (luggage space)
- Wireless
- Platform improvements (outdoor furniture, receptacles, warning strips, lighting & phones)
- Station Agents & Police
- Way finding signage (off property)

Mr. Durrett asked how long is the ride from North Springs Station to the Airport.

Mr. Springstead said 46 minutes.

Mr. Durrett asked how long would the ride be if MARTA added the express service.

Mr. Springstead said approximately 40 minutes.

Mr. Buckley asked where would the funding come from.

Mr. Springstead said this is just a high level overview – funding sources have not been examined.

Mr. Krisak said if MARTA could get this type of funding it would be much better served for improving the overall system.

Mr. Parker said a refined cost evaluation would need modeling that will cost the Authority money. Other rail systems have this type of express service but it was planned from the beginning and not built in later as MARTA would have to do.

Dr. Edmond asked how will this information be communicated back to those who've inquired.

Mr. Parker said first it will be presented to MARTOC then back to the North Fulton Mayors.

Briefing – Safety & Quality Assurance

Mr. Hembree briefed the Committee on MARTA's Department of Safety & Quality Assurance overview.

Department of Safety and Quality Assurance (DSQA) Mission:

- Develop and successfully implement a comprehensive Safety and Quality Assurance management system that ensures a safe and reliable transit service and workplace.

Office of Safety – Structure of the Organization

- Branches:
 - Environmental Health and Safety
 - Regulatory compliance
 - Risk mitigation
 - Operational Safety
 - Data and trend analysis
 - Hazard identifications and investigations
 - System Safety Programs
 - Safety support of CIP and JOC programs

Office of Quality Assurance and Configuration Management – Quality Management System

- Benefits of system
 - Process efficiency and long-term cost reduction
 - Risk Aversion
 - Customer satisfaction
- Consequences if system does not exist
 - Wasteful expenditures
 - Safety and environmental hazards
 - Loss of business

Office of Quality Assurance and Configuration Management – Structure of the Organization

- Branches
 - Contracts Management
 - Contract compliance
 - Quality Assurance - Audits

- Routine evaluations
- Documentation compliance
- Configuration Management
 - Manage and track Authority's assets
 - EmVision360

Safety and Quality Interdependence

- Quality is the driving force behind Safety
 - Prevents or limit accidents and incidents
- Safe transit system
 - Safety processes protect customers, employees and assets from harm or damage

Safety Initiatives

- Developing a "Safety Pledge" through the Joint Health and Safety Committee that is designed for specific work groups
- Begun a Safety poster campaign to include bus loops, facilities and garages
- Conducting Ride-A-Longs with bus operators to study specific route hazards
- Begun a comprehensive training program for the safety officers to improve the efficiency and effectiveness of their incident investigations and reporting
- Participates in monthly Shop/Unit Level safety meetings
- Provides Safety Bulletins to address specific stakeholder concerns
- Continue data analyses and trending
- Partnering with the Office of Management and Budget to review and update KPI targets

Mr. Buckley said Safety is a number one concern for the Board. He asked for an update on where the Authority stands with its Safety Initiatives.

Mr. Hembree said a briefing can be provided at an upcoming Operations & Safety Committee meeting.

Dr. Edmond asked if MARTA has been able to see a trend in the accidents for example with operators' experience or particular routes.

Mr. Hembree said a trend is not clear – MARTA is hoping that the Ride-A-Longs will give more insight.

Briefing – Train Alert Lights Warning System

Mr. Krisak briefed the Committee on MARTA's Train Alert Lights Warning System.

- The Train Alert Lights Warning System provides an advance visible indication of an approaching train to personnel working on the wayside in blind curves and grades with limited sighting distance
- The advance warning enables wayside personnel to move away from the tracks to a safe area prior to the arrival of a train
- NTSB, FTA and ad hoc investigations recommended several initiatives to improve the safety of track workers – the most extensive initiative was to provide a visual warning to workers of an approaching train
- The use of yellow, high intensity strobe lights was designed to provide visual warning to workers – the visual warning was chosen due to the fact that adjacent noise to the tracks was a contributing factor to one of the accidents in April 2000
- The Train Alert Lights are amber/yellow flashing strobe lights installed along the tracks at spacings of 100ft. inside of tunnels and 50ft. outside of tunnels in natural light
- Current Installations
 - MARTA has installed Train Alert Warning Lights on the Blue and Green Lines from H.E. Holmes to Indian Creek and on the Red and Gold Lines from Lindbergh to the Airport
- Ongoing Installations
 - MARTA is currently installing Train Alert Warning Lights on the Red and Gold Lines from Buckhead to North Springs and from Lenox to Doraville

Other Matters

Dr. Edmond asked for an update on MARTA's natural disaster and terror mock drills.

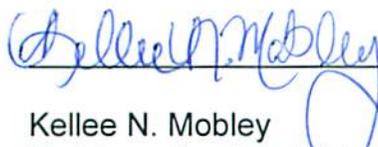
Mr. Parker said staff will report out the Board next month.

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Adjournment

The meeting of the Operations & Safety Committee adjourned at 11:04 a.m.

Respectfully submitted,



Kellee N. Mobley
Sr. Executive Administrator to the Board