



BOARD OF DIRECTORS

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

OPERATIONS AND SAFETY COMMITTEE

THURSDAY, NOVEMBER 16, 2023

ATLANTA, GEORGIA

MEETING MINUTES

1. CALL TO ORDER AND ROLL CALL

Committee Chair Al Pond called the meeting to order at 10:44 A.M.

Board Members

Present:

James Durrett
Roderick Frierson
William Floyd
Sagirah Jones
Al Pond
Rita Scott
Valencia Williamson

Board Members

Absent:

Stacy Blakley
Freda Hardage
Jennifer Ide
Russell McMurry
Jannine Miller
Kathryn Powers
Jacob Tzegaegbe
Thomas Worthy

Staff Members Present:

Collie Greenwood
Rhonda Allen
Peter Andrews
Kevin Hurley
Chief Kreher
Melissa Mullinax
Carrie Rocha
George Wright

Also in Attendance:

Justice Leah Ward Sears, Phyllis Bryant, Charles Chafin, Kevin Ellis, Stephany Fisher, Kenya Hammond, Daniel Hecht, Jacqueline Holland, Tyrene Huff, Jonathan Hunt, Douglas Miller, and Paula Nash

2. APPROVAL OF THE MINUTES

Approval of the October 26, 2023, Operations and Safety Committee Minutes

On a motion by Board Member Williamson, seconded by Board Member Durrett, the motion passed by a vote of 7 to 0 with 7 members present.

3. RESOLUTIONS

Resolution Authorizing the Award of a Contract for Portable Mobile Bus Lifts IFB B50325

Approval of Resolution Authorizing the Award of a Contract for Portable Mobile Bus Lifts IFB B50325. On a motion by Board Member Williamson, seconded by Board Member Scott, the resolution passed by a vote of 7 to 0 with 7 members present.

Resolution Authorizing the Award of a Contract for Wheel Set Overhaul and Repair Services, IFB B50287

Approval of Resolution Authorizing the Award of a Contract for Wheel Set Overhaul and Repair Services, IFB B50287. On a motion by Board Member Durrett, seconded by Board Member Williamson, the resolution passed by a vote of 7 to 0 with 7 members present.

Resolution Authorizing the Award of a Contract for MARTA Decatur Traction Power Supply Substation (TPSS) Phase 1 and Phase 2 Replacement, IFB B50350

Approval of Resolution Authorizing the Award of a Contract for MARTA Decatur Traction Power Supply Substation (TPSS) Phase 1 and Phase 2 Replacement, IFB B50350. On a motion by Board Member Durrett, seconded by Board Member Floyd, the resolution passed by a vote of 7 to 0 with 7 members present.

Resolution Authorizing the Award of a Contract for the Automated Track Geometry Measurement Testing, IFB B50237

Approval of Resolution Authorizing the Award of a Contract for the Automated Track Geometry Measurement Testing, IFB B50237. MARTA Decatur Traction Power Supply Substation (TPSS) Phase 1 and Phase 2 Replacement, IFB B50350. On a motion by Board Member Durrett, seconded by Board Member Williamson, the resolution passed by a vote of 7 to 0 with 7 members present.

4. OTHER MATTERS

(a) FY24 September Key Performance Indicators (Informational Only)

5. ADJOURNMENT

The Committee meeting adjourned at 11:20 A.M.

Respectfully submitted,



Tyrene L. Huff
Assistant Secretary to the Board



**Resolution Authorizing
the Award of a Contract
for Portable Mobile Bus
Lifts,
IFB B50325**

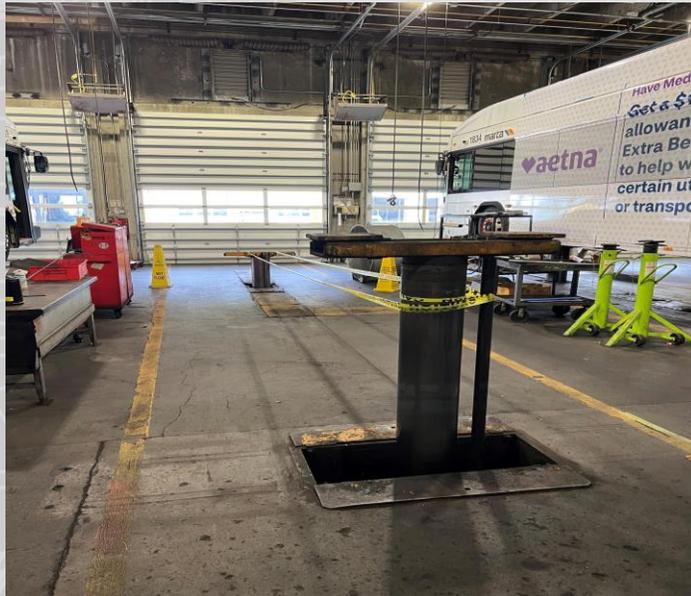
Operations and Safety Committee
November 16, 2023

Charles Chafin
Director of Bus Maintenance



Current State

- Current lifts are inground post lifts
- Not changeable for bus configurations
- Require inground plumbing and hydraulic fluid holding tanks
- Current lifts approximately 30 years old
- Timely to repair and causes a bay to be inoperable for extended periods



Contract Details

- This Contract will:
- Support Browns Mill Heavy Maintenance Bus Lift Rehabilitation
- Replace all existing in-ground lifts with mobile wireless column lifts with 20–25-year Useful Life
- Provide equipment to lift and safely support any MARTA fleet vehicle





marta 

What Is Included

- 16 sets of wireless mobile column lifts (48 each)
- 16 sets of varying height jack stands
- Training for technicians
- 1-year full warranty
- Local repair support

Request to Approve Resolution

- Procurement of Mobile Bus Lifts and Support Stands, B50325
- Contract term is One (1) Year, No Options
- FTA funds will be utilized for this IFB
- Determined Price to be Fair and Reasonable
- No DBE goal assigned
- Two (2) bids received

The Office of Bus Maintenance respectfully requests authorization of the resolution to enter into a contract with Heavy Duty Lift in the amount of \$1,011,004.00 to support MARTA Heavy Bus Maintenance

Questions?

Thank You



**RESOLUTION AUTHORIZING AWARD OF A CONTRACT FOR
PORTABLE MOBILE BUS LIFTS IFB B50325**

WHEREAS, the Authority's Office of Bus Maintenance has identified the need for the Portable Mobile Bus Lifts, Invitation for Bids Number B50325; and

WHEREAS, on August 14, 2023, the Metropolitan Atlanta Rapid Transit Authority duly sent Notice of the Invitation for Bids to potential Bidders; and

WHEREAS, notice of the said Invitation for Bids was advertised in the local newspaper of the largest circulation in the Atlanta metropolitan area, once in each of the two weeks prior to opening bids; and

WHEREAS, all Bidders were given an opportunity to protest the bid instructions, specifications, and/or procedures; and

WHEREAS, on October 3, 2023, at 2:00 p.m., local time, two (2) bids were publicly opened and read aloud; and

WHEREAS, the lowest bid submitted by LiftNow Automotive Equipment Corp. is responsive but determined to be non-responsive; and

WHEREAS, the second lowest bid submitted by Heavy Duty Lift & Equipment, Inc. is responsive and responsible, and the bidder is capable of performing the Contract.

RESOLVED THEREFORE, by the Board of Directors of the Metropolitan Atlanta Rapid Transit Authority that the General Manager/CEO or his delegate be, and hereby is, authorized to execute a Contract on substantially the same terms and conditions as contained in the Invitation for Bids Number B50325, Procurement of Portable Mobile Bus Lifts between the Authority and Heavy Duty Lift & Equipment, Inc., in the amount of \$1,011,004.00

Approved as to Legal Form:

DocuSigned by:
Peter J. Andrews
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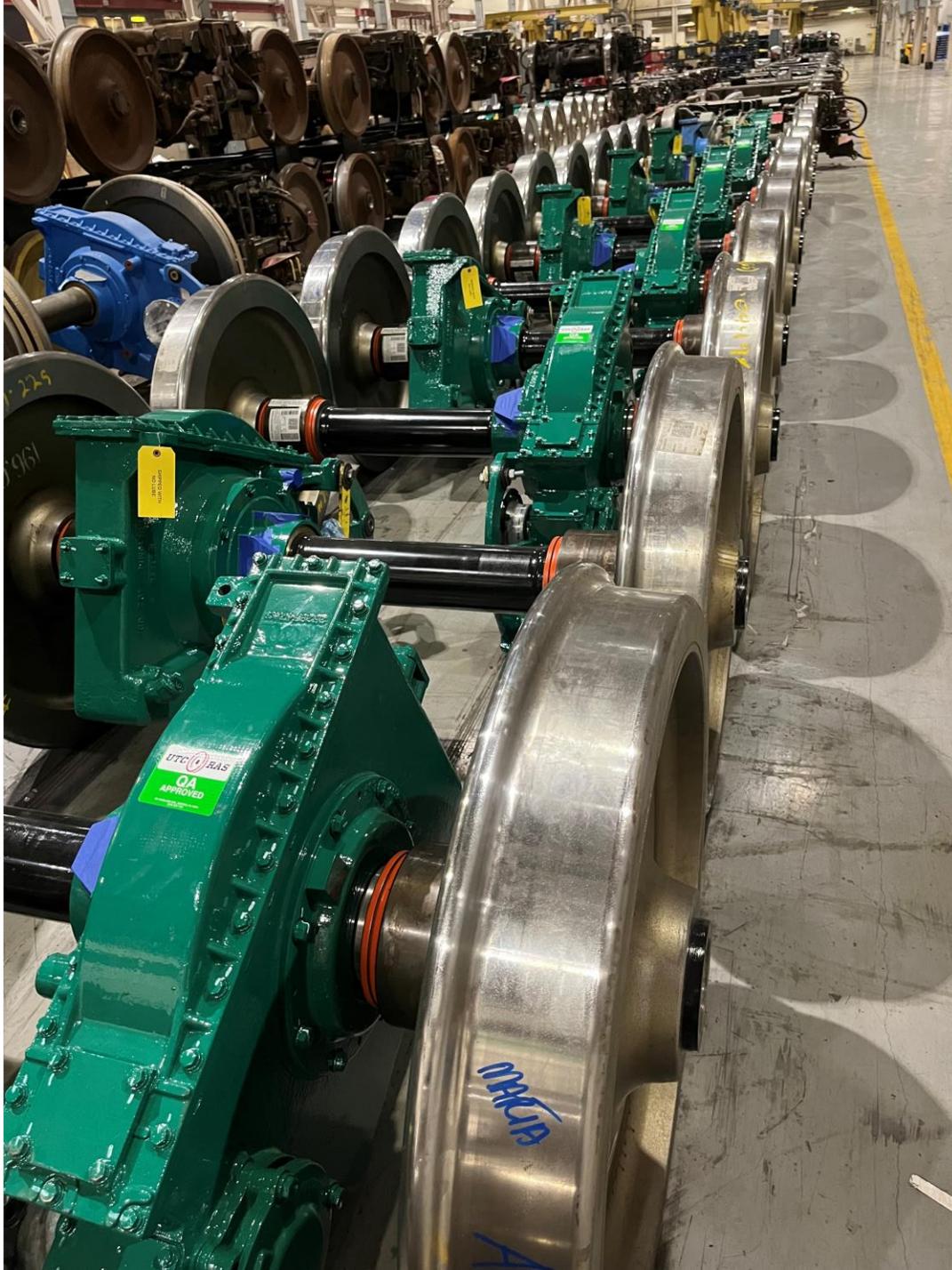
**Chief Counsel, Metropolitan Atlanta
Rapid Transit Authority**

Resolution Authorizing the Award of a Contract for Wheel Set Overhaul and Repair Services, IFB B50287

Operations and Safety Committee
November 16, 2023

Douglas Miller
Director Rail Car Maintenance





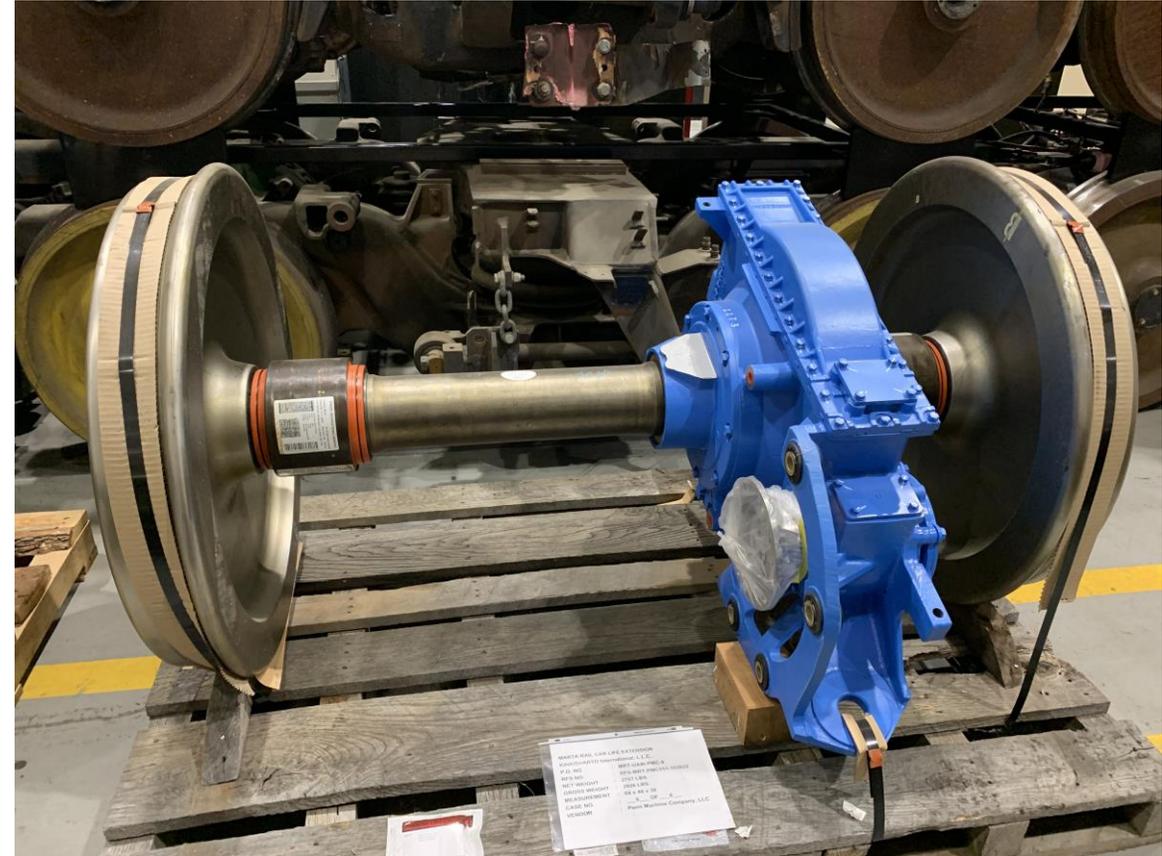
Wheel Set Overhaul and Repair Services, IFB B50287

- Business Purpose
- Financial Considerations
- Procurement Details
- Resolution



Business Purpose

- Critical Component Overhaul
- Support LCARE
- Improved Reliability and Availability



Three (3) Year Base	\$6,734,121.44
One Year Option	\$2,520,662.60
Total	\$9,254,784.04

Financial Considerations

- UTC/RAS
- Local Operating and Capital Funds

Procurement Considerations

- Continuity of Service
- Internal Audit Review
- DBE Considerations



Resolution

- UTC/RAS
- \$9,254,784.04





Thank You

**RESOLUTION AUTHORIZING AWARD OF A CONTRACT FOR
WHEEL SET OVERHAUL AND REPAIR SERVICES, IFB B50287**

WHEREAS, the Authority's Office of Bus Maintenance has identified the need for Wheel Set Overhaul and Repair Services, Invitation for Bids Number B50287; and

WHEREAS, on August 4, 2023, the Metropolitan Atlanta Rapid Transit Authority duly sent Notice of the Invitation for Bids to potential Bidders; and

WHEREAS, notice of the said Invitation for Bids was advertised in the local newspaper of the largest circulation in the Atlanta metropolitan area, once in each of the two weeks prior to opening bids; and

WHEREAS, all Bidders were given an opportunity to protest the bid instructions, specifications, and/or procedures; and

WHEREAS, on September 22, 2023 at 2:00 p.m., local time, one (1) bid was publicly opened and read aloud; and

WHEREAS, the single bid submitted by UTCRAS, LLC, is responsive and responsible and the bidder is capable of performing the Contract.

WHEREAS, The Department of Internal Audit will be requested to conduct a price analysis to determine that the prices are fair and reasonable.

RESOLVED THEREFORE, by the Board of Directors of the Metropolitan Atlanta Rapid Transit Authority that the General Manager/CEO or his delegate be, and hereby is, authorized to execute a Contract on substantially the same terms and conditions as contained in the Invitation for Bids Number B50287, Wheel Set Overhaul and Repair Services between the Authority and UTC/RAS LLC., in the amount of \$9,254,784.04.

Approved as to Legal Form:

DocuSigned by:
Peter J. Andrews
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**Chief Counsel, Metropolitan Atlanta
Rapid Transit Authority**



**Resolution Authorizing the Award
of a Contract for MARTA Decatur
Traction Power Supply Substation
(TPSS) Phase 1 and Phase 2
Replacement,
IFB B50350**

Operations and Safety Committee Meeting
November 16, 2023

Kevin Ellis
Electrical Maintenance Engineer Electrical
Power & Equipment

Traction Power System



- The Traction Power System converts GA Power's 20KV alternating current (AC), to the 750 direct current (DC) which is used to power MARTA's trains.
- **MARTA** has a total of **41 TPSS** that make up our mainline and yards.

Traction Power Equipment Failure



- The Decatur Traction Power Substation experienced a critical failure preventing this substation from producing power.
- Addendum issued to include West Lake repairs.
- The West lake Traction Power Substation is currently operating on ONE primary GA Power feeder.

Traction Power Substation Replacement Program: Wave 1 & Wave 2



- The **TPSS Replacement Program** includes purchase and installation of all new A/C and D/C equipment and associated components.
- **Wave 1** : Estimated completion by November 2026
 - Midtown
 - Five Points East/West & North/South
 - Candler Park
 - 1 Gap Breaker location
- **Wave 2**: Estimated completion by October 2028
 - Arts Center
 - Peachtree Center
 - Avondale
 - King Memorial
 - Two Gap Breaker locations

Stabilization of Equipment - Repair Plan



- Average lifespan of TPSS equipment based on manufacturers support is 20-30 years – much of our equipment is over 40 years old
- This is the first stabilization contract to repair existing equipment at Decatur and West Lake
- This stabilization program runs in parallel with the TPSS replacement program discussed on previous slide
- Stabilization Program Scope: Estimated 4 Months
 - MOBILIZATION** = 1 Month
 - PHASE 1** –Disassemble traction power equipment, take parts offsite for reconditioning (Estimated 90 Days)
 - PHASE 2** – Reassemble equipment, confirm operations and testing (Estimated 90 Days)

Funding



- The procurement is being funded with 100% Capital funds approved in the FY 2024 Capital Improvement Plan.
- South East Switchgear was the single bidder and although non-responsive, a negotiation was reached per the MARTA Act.
- Met 6% DBE Goal
- The audit report indicated that the quote was a fair and reasonable price.



Cost Breakdown

Decatur - \$198,888.00

West Lake- \$187,000.00

Total = \$385,888.00



Thank You



**RESOLUTION AUTHORIZING AWARD OF A CONTRACT FOR
MARTA DECATUR TRACTION POWER SUPPLY SUBSTATION (TPSS) PHASE 1 AND
PHASE 2 REPLACEMENT, IFB B50350**

WHEREAS, the Authority's Department of Operations has identified the need for MARTA Decatur Traction Power Supply Substation (TPSS) Phase 1 and Phase 2 Replacement, Invitation for Bids Number B50350; and

WHEREAS, on July 12, 2023, the Metropolitan Atlanta Rapid Transit Authority duly sent Notice of the Invitation for Bids to potential Bidders; and

WHEREAS, notices of the said Invitation for Bids was advertised in the local newspaper of the largest circulation in the Atlanta metropolitan area, once in each of the two weeks prior to opening bids; and

WHEREAS, all Bidders were given an opportunity to protest the bid instructions, specifications, and/or procedures; and

WHEREAS, on August 10, 2023 at 12:00 p.m., local time, one (1) bid was publicly opened and read aloud; and

WHEREAS, the single bid submitted by South-East Switchgear, LLC was determined to be non-responsive; and

WHEREAS, the Department of Operations negotiated with South-East Switchgear, LLC; and

WHEREAS, the Department of Internal Audit has performed a cost/price analysis and determined the pricing to be fair and reasonable; and

RESOLVED THEREFORE, by the Board of Directors of the Metropolitan Atlanta Rapid Transit Authority that the General Manager/CEO or his delegate be, and hereby is, authorized to execute a Contract on substantially the same terms and conditions as contained in the Invitation for Bids Number B50350, MARTA Decatur Traction Power Supply Substation (TPSS) Phase 1 and Phase 2 Replacement between the Authority and South-East Switchgear, LLC in the amount of \$385,888.00.

Approved as to Legal Form:

DocuSigned by:
Peter J. Andrews
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**Chief Counsel, Metropolitan Atlanta
Rapid Transit Authority**

**Resolution Authorizing the Award of a Contract for the
Procurement of Track Geometry Testing for MARTA Rail System,
IFB B50237**

Operations & Safety Committee
November 16, 2023

Daniel Hecht
Deputy Chief Mechanical Officer



Automated Track Geometry Testing



- MARTA owns and maintains 104 miles of continuous welded rails on our Mainline tracks with an additional 20 miles of Yard tracks.
- MARTA's Track and Structures visually inspect Mainline and Yard rail twice weekly.
- MARTA conducts automated track geometry inspection of its mainline running rails twice each year.



Track Geometry Testing



Track Geometry Testing

- Minimize operational delays
- Ensure safety
- Guides track maintenance

The automated track geometry measures:

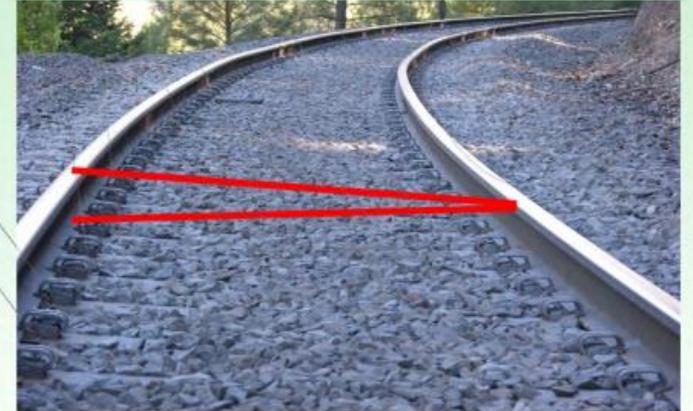
- Gauges (gauge)
 - Curvature C
 - Cross-level
 - Warp
 - Twist
 - Alignment
-
- The system is a non-contacting optical inertia base system that takes a measurement every foot.



Automated Track Geometry Testing



Gage Deviations



Superelevation

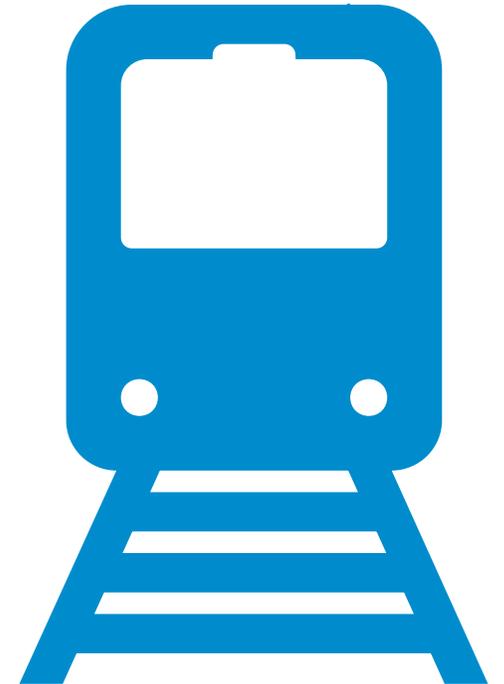
Crosslevel and Alignment Variations



Automated Track Geometry Testing



- THE CONTRACT IS FOR FIVE YEARS
- THREE YEARS BASE : \$411,000.0
- TWO YEARS OPTION: \$ 297,800.00
- TOTAL CONTRACT: **\$708,800.00**
- THIS CONTRACT WILL BE FUNDED OUT OF THE OPERATIONS FUNDS
- 0% DBE





Thank You

**RESOLUTION AUTHORIZING AWARD OF A CONTRACT FOR THE
AUTOMATED TRACK GEOMETRY MEASUREMENT TESTING IFB B50237**

WHEREAS, the Authority's Office of Maintenance of Way has identified the need for the Automated Track Geometry Measurement Testing, Invitation for Bids Number B50237; and

WHEREAS, on July 24, 2023, the Metropolitan Atlanta Rapid Transit Authority duly sent Notice of the Invitation for Bids to potential Bidders; and

WHEREAS, notice of the said Invitation for Bids was advertised in the local newspaper of the largest circulation in the Atlanta metropolitan area, once in each of the two weeks prior to opening bids; and

WHEREAS, all Bidders were given an opportunity to protest the bid instructions, specifications, and/or procedures; and

WHEREAS, on September 20, 2023, at 2:00 p.m., local time, three (3) bids were publicly opened and read aloud; and

WHEREAS, the lowest bid submitted by Holland, L.P. was determined to be responsive, however, the Bidder withdrew their bid; and

WHEREAS, the second lowest bid submitted by Ensco Rail, Inc. is responsive and responsible, and the bidder is capable of performing the Contract.

RESOLVED THEREFORE, by the Board of Directors of the Metropolitan Atlanta Rapid Transit Authority that the General Manager/CEO or his delegate be, and hereby is, authorized to execute a Contract on substantially the same terms and conditions as contained in the Invitation for Bids Number B50237, Automated Track Geometry Measurement Testing between the Authority and Ensco Rail, Inc., in the amount of \$708,800.00.

Approved as to Legal Form:

DocuSigned by:

Peter J. Andrews

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**Chief Counsel, Metropolitan Atlanta
Rapid Transit Authority**

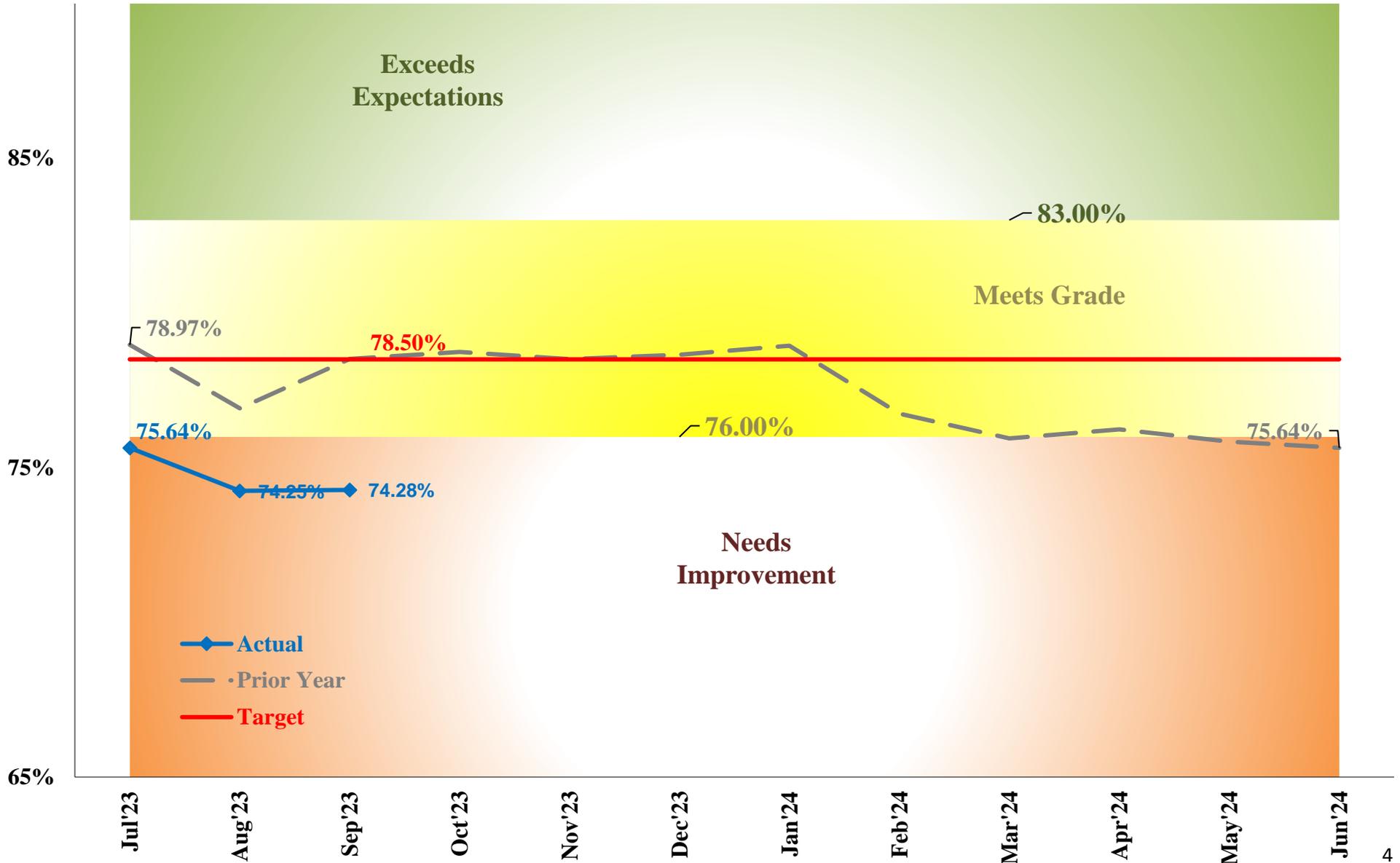
SEPTEMBER FY24
PERFORMANCE
(BUS OPERATIONS)

OFFICES OF
BUS TRANSPORTATION
BUS MAINTENANCE

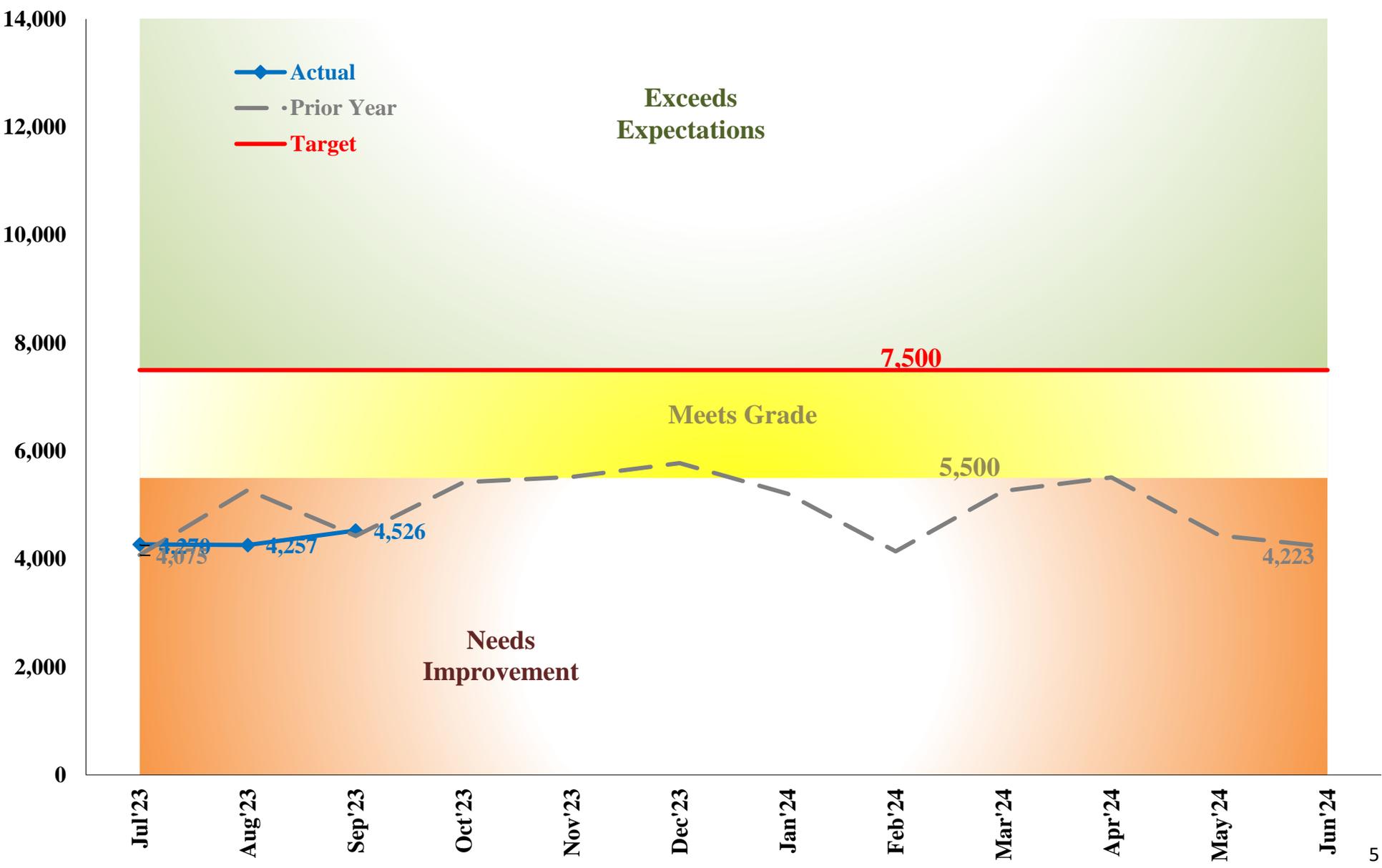
Operations KPIs (Bus)

KPI	FY24 Target	Sept FY24	Monthly Variance vs. Projected	FY24 Year-To-Date	YTD Variance vs. Projected	Variance vs. previous FY
On-Time Performance	78.50%	74.28%	-4.22%	74.69%	-3.81%	-3.43%
Mean Distance Between Failures	7,500	4,526	-2,974	4,361	-3,139	-194
Customer Complaints per 100K Boardings	8.00	10.67	2.67	12.07	4.07	2.22

Bus On-Time Performance measured as percentage of on-time departures from defined time points on a given route. Departure is considered on-time, if made between 0 and 5 minutes after scheduled departure time.

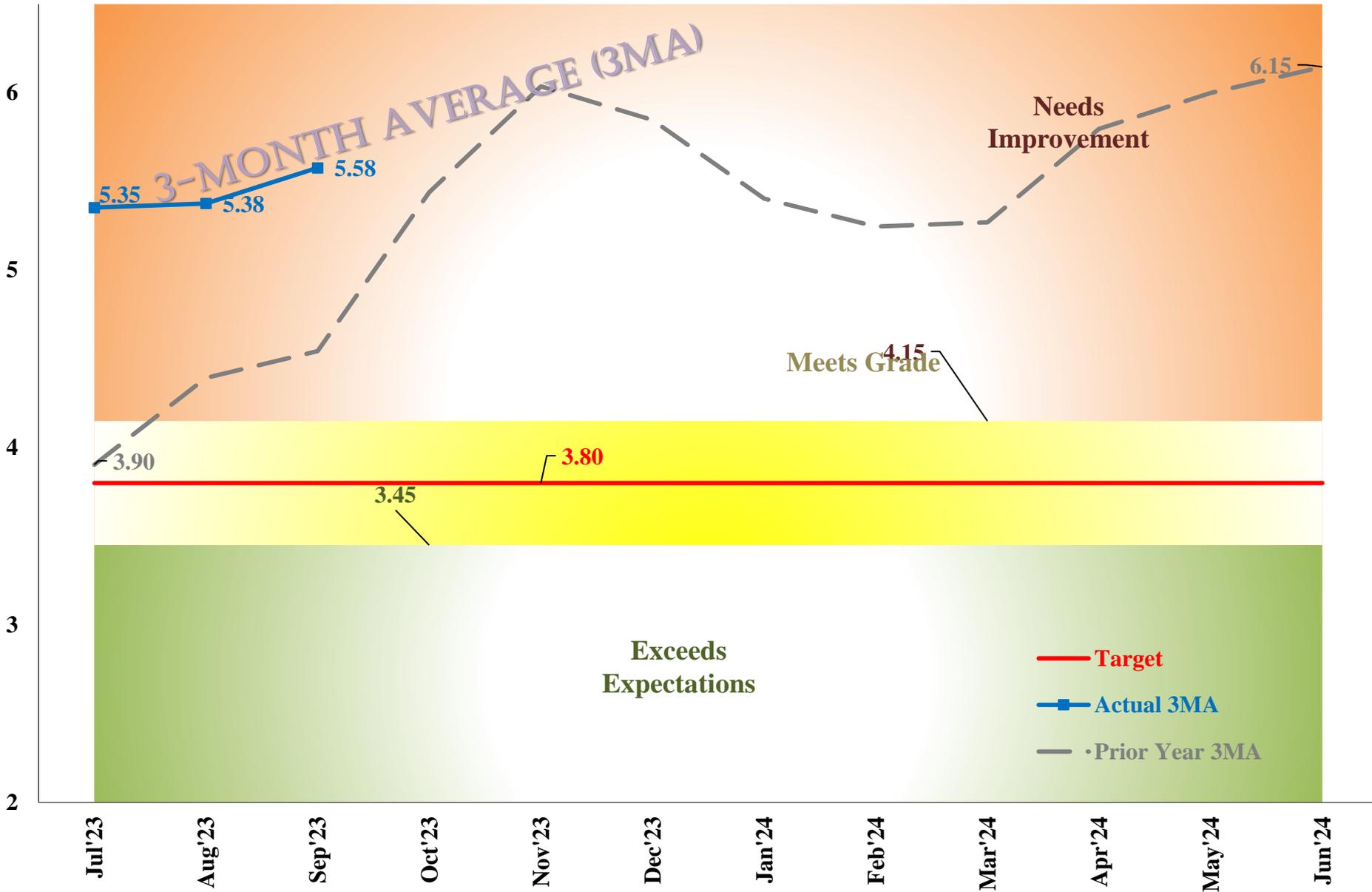


Bus Mean Distance Between Failures measured as the average actual vehicle miles (revenue + deadhead miles) between major mechanical failures reportable to NTD



BUS SAFETY KPI

Bus Collisions per 100K Miles measured as the number of collisions involving bus service per 100,000 hub miles.

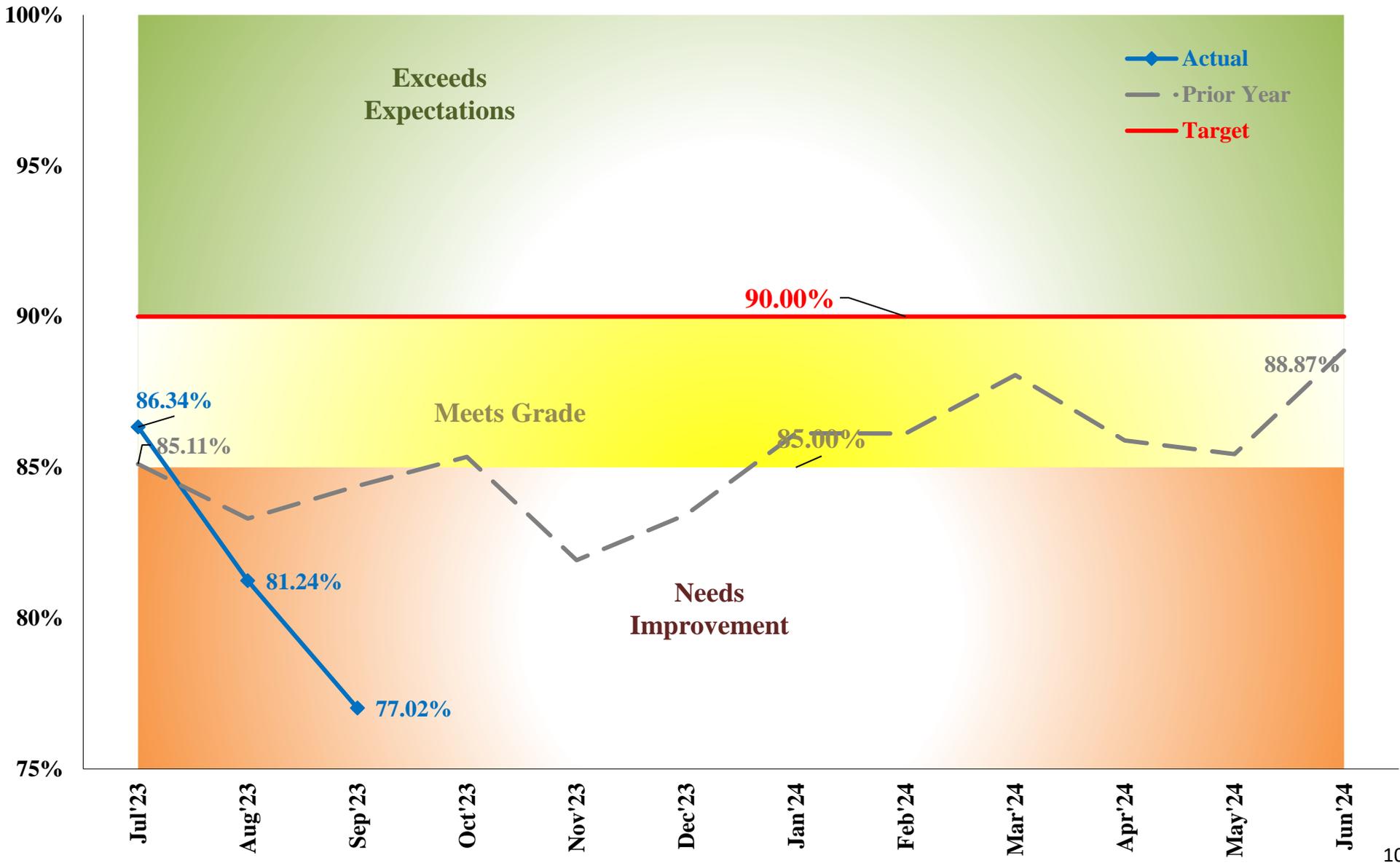


OFFICE OF
MOBILITY

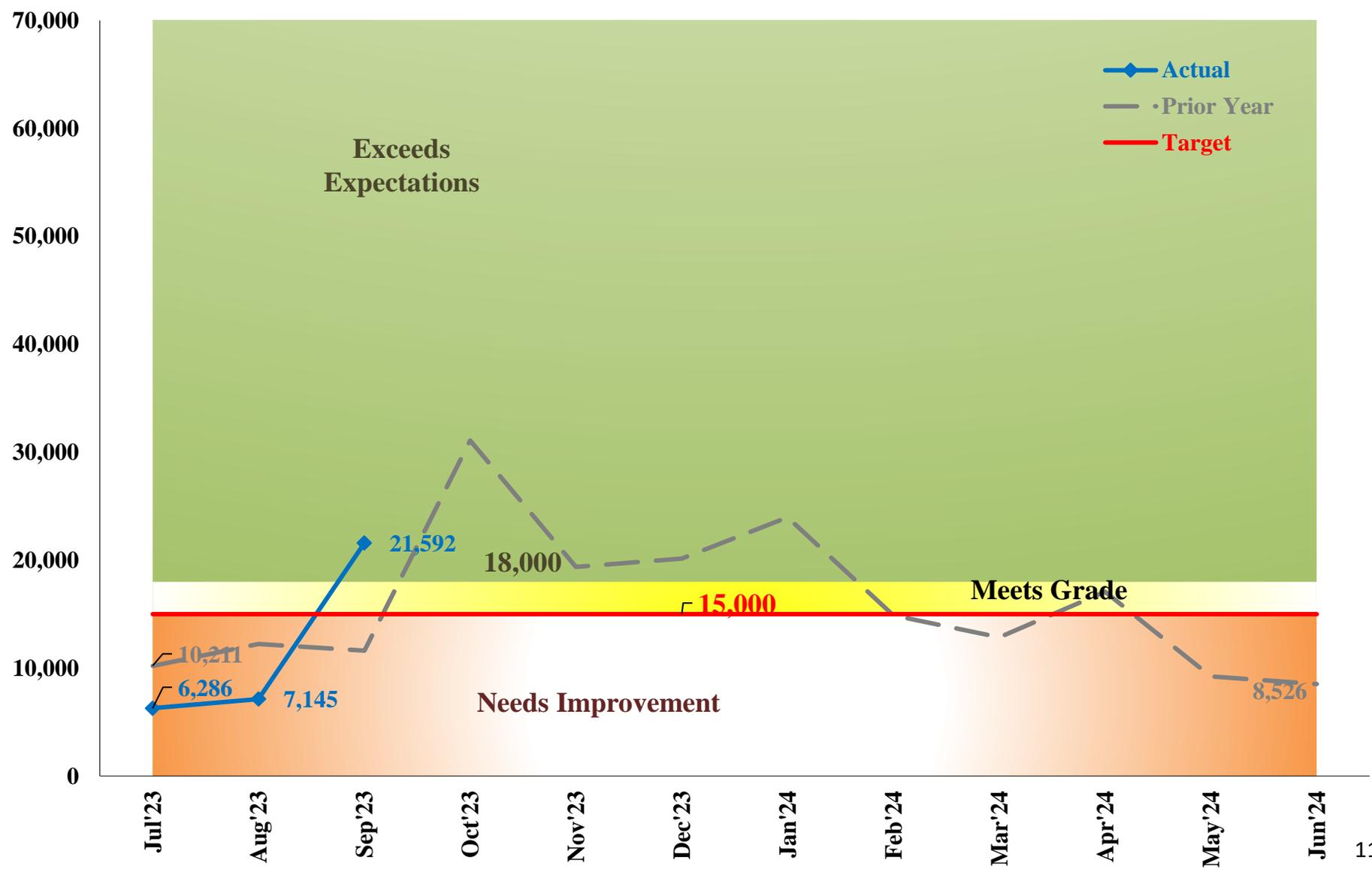
Operations KPIs (Mobility)

KPI	FY24 Target	Sept FY24	Monthly Variance vs. Projected	FY24 Year-To-Date	YTD Variance vs. Projected	Variance vs. previous FY
On-Time Performance	90.00%	77.02%	-12.98%	81.50%	-8.50%	-2.73%
Mean Distance Between Failures	15,000	21,592	6,592	8,719	-6,281	-2,612
Missed Trip Rate	0.50%	2.08%	1.58%	1.16%	0.66%	0.56%
Reservation Average Call Wait Time	2:00	4:00	2:00	2:31	0:31	0:50
Reservation Call Abandonment Rate	5.50%	8.08%	2.58%	5.46%	-0.04%	2.22%
Customer Complaints per 1K Boardings	4.00	7.06	3.06	4.95	0.95	1.39

Mobility On-Time Performance measured as the percentage of MARTA Mobility customer pickups made within 30 minutes from scheduled pickup time.

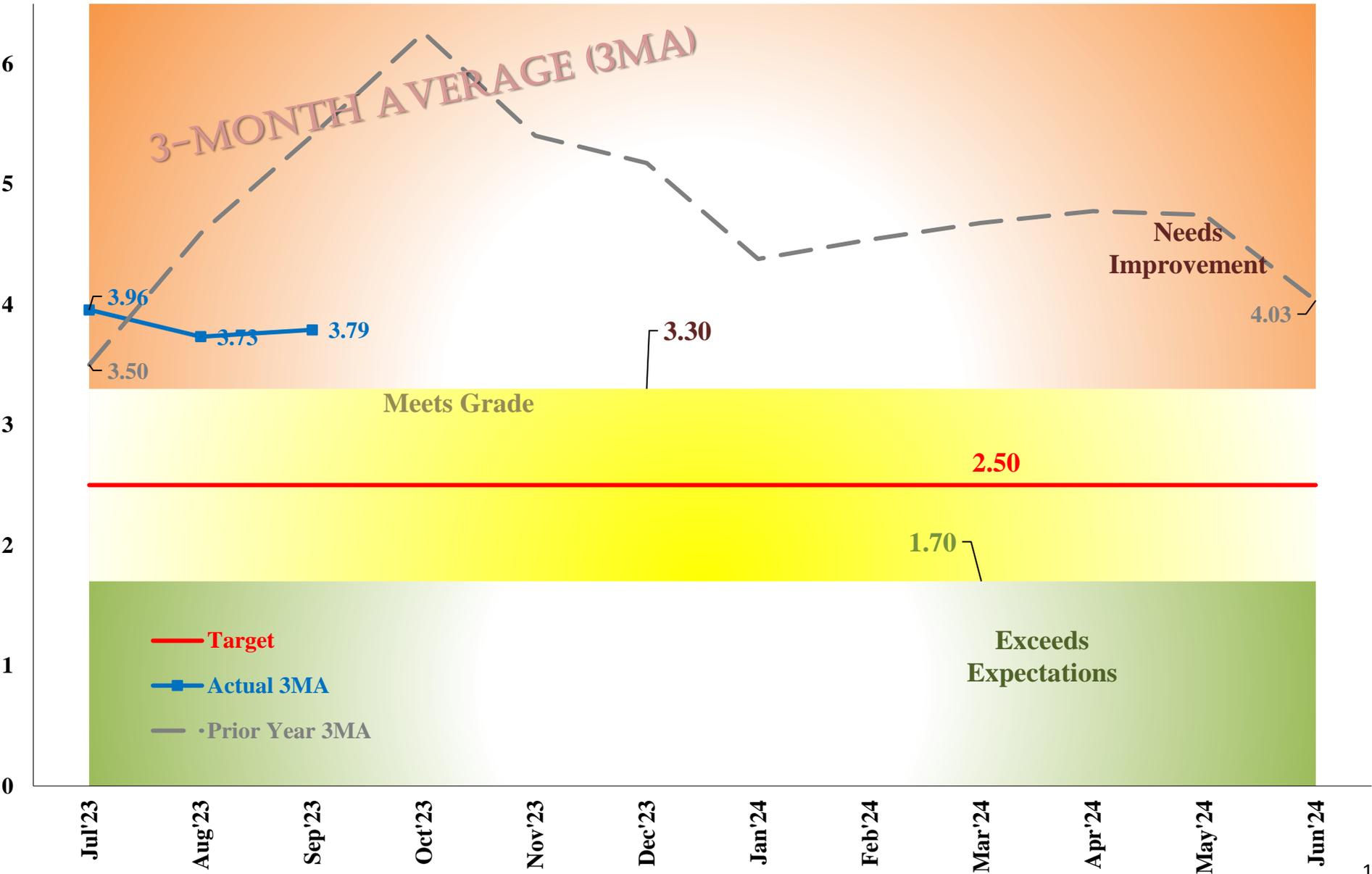


Mobility Mean Distance Between Failures measured as the average Mobility service miles between NTD reportable mechanical failures, i.e., those precluding a revenue vehicle from completing its revenue trip or starting its next scheduled revenue trip.



MOBILITY
SAFETY KPI

Mobility Collisions per 100K Miles measured as the number of collisions involving Mobility service per 100,000 hub miles.



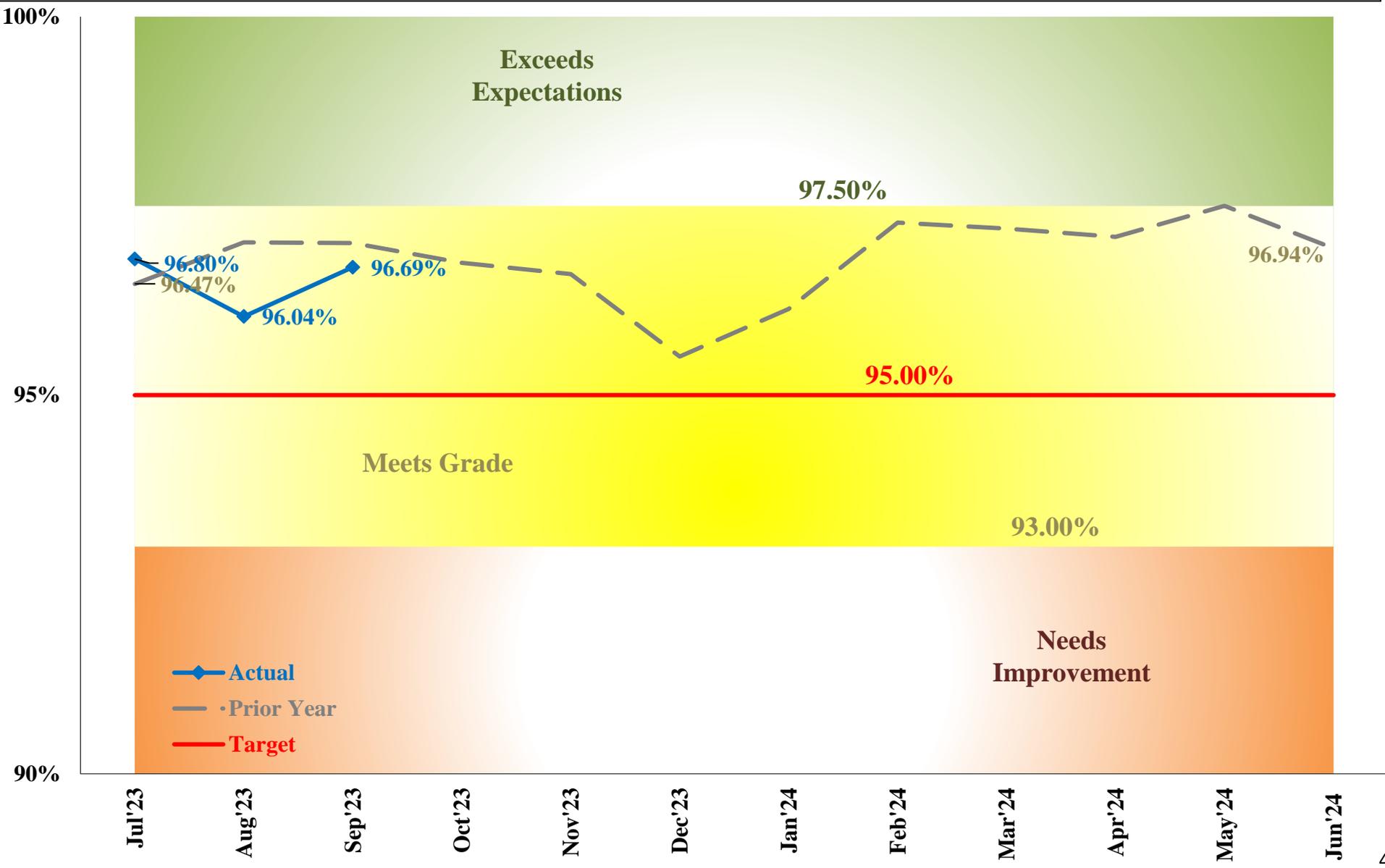
SEPTEMBER FY24
PERFORMANCE
(RAIL OPERATIONS)

OFFICES OF
RAIL
TRANSPORTATION
RAIL CAR
MAINTENANCE

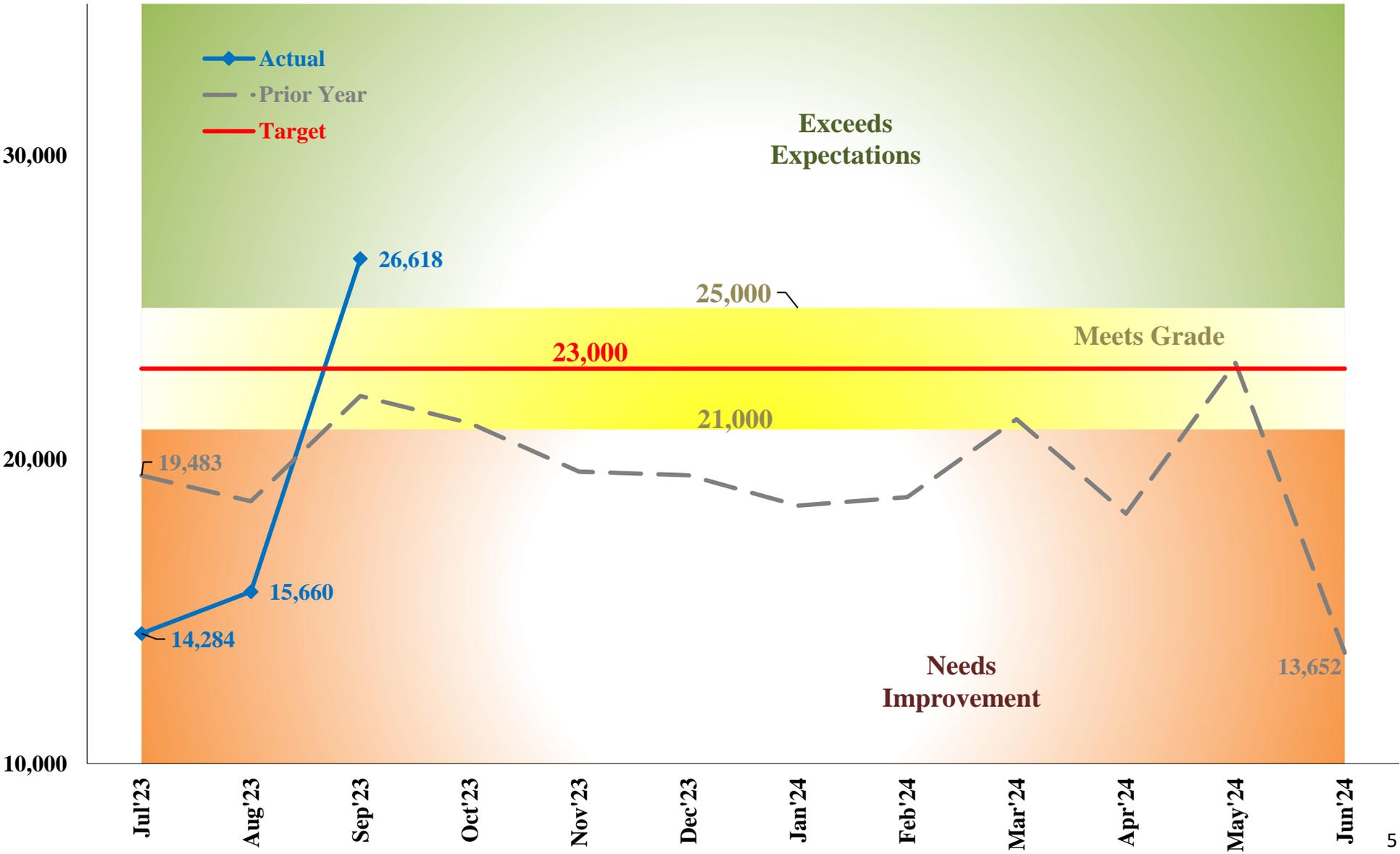
Operations KPIs (Rail)

KPI	FY24 Target	Sept FY24	Monthly Variance vs. Projected	FY24 Year-To-Date	YTD Variance vs. Projected	Variance vs. previous FY
On-Time Performance	95.00%	96.69%	1.69%	96.51%	1.51%	-0.32%
Mean Distance Between Failures	23,000	26,618	3,618	17,631	-5,369	-2,330
Mean Distance Between Service Interruptions	475	467	-8	437	-38	-52
Customer Complaints per 100K Boardings	1.00	0.49	-0.51	0.54	-0.46	0.29

Rail On-Time Performance measured as percentage of scheduled rail trips that originated and ended on-time, i.e., departed time points of origin and/or arrived at time points of destination no later than 5 minutes after scheduled time.



Rail Mean Distance Between Failures measured as the average rail car miles between NTD reportable mechanical failures, i.e., those precluding a rail car from completing its revenue trip or starting its next scheduled revenue trip.



OFFICE OF
VERTICAL
TRANSPORTATION

Operations KPIs (Vertical Transportation)

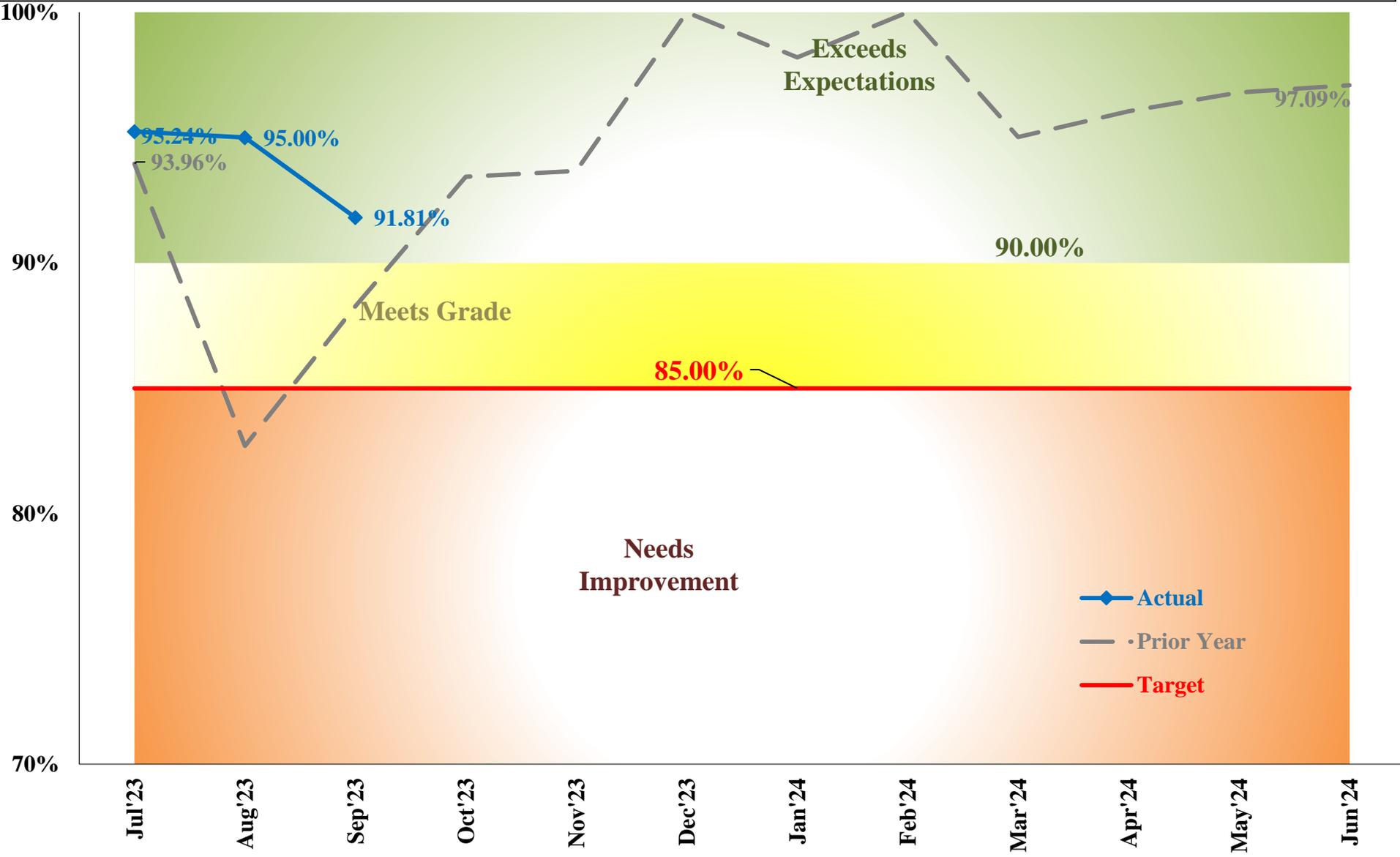
KPI	FY24 Target	Sept FY24	Monthly Variance vs. Projected	FY24 Year-To-Date	YTD Variance vs. Projected	Variance vs. previous FY
Escalator Availability	98.50%	98.52%	0.02%	98.53%	0.03%	-0.04%
Elevator Availability	98.50%	98.62%	0.12%	98.63%	0.13%	-0.08%

SEPTEMBER FY24
PERFORMANCE
(STREETCAR)

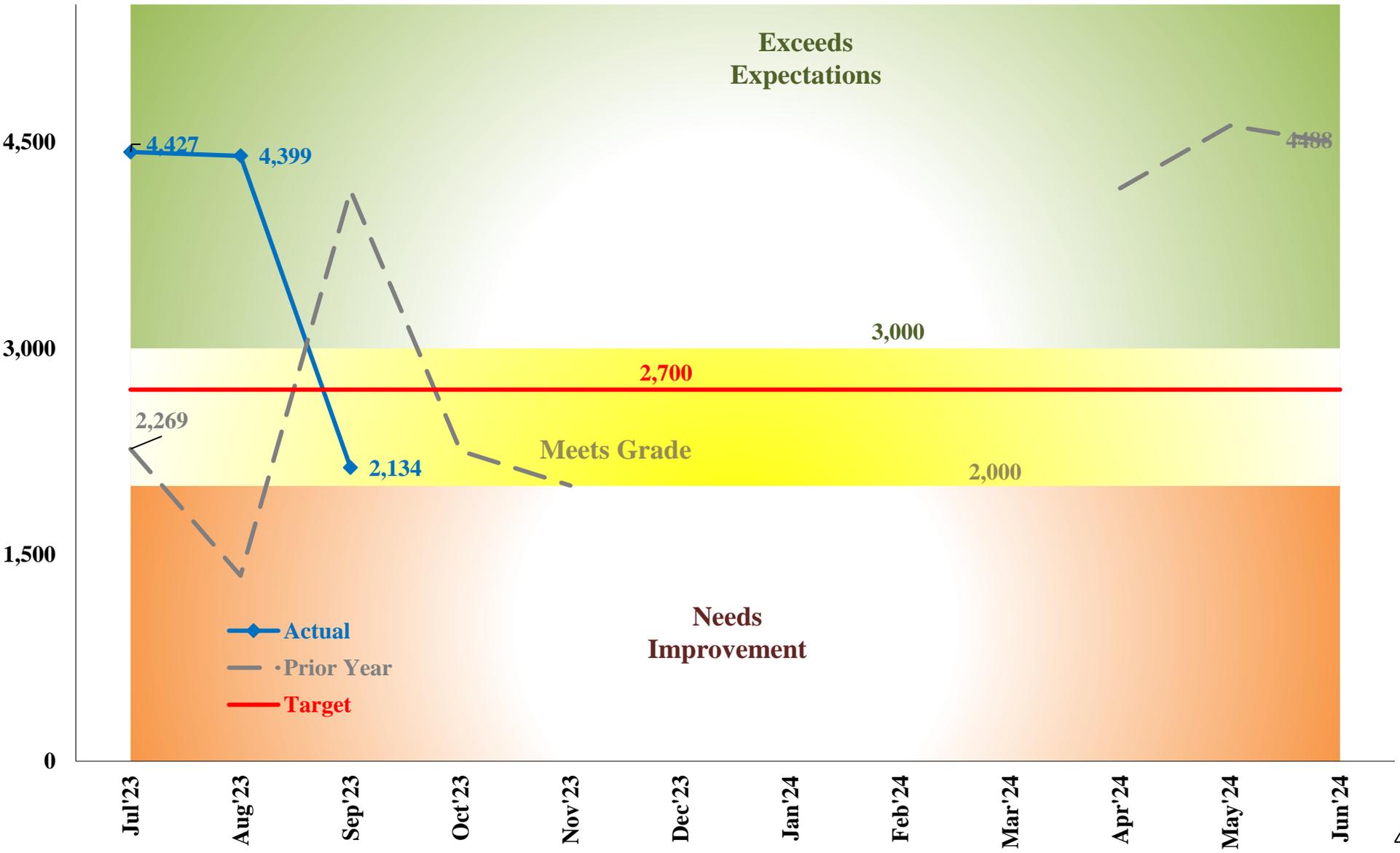
Operations KPIs (Streetcar)

KPI	FY24 Target	Sept FY24	Monthly Variance vs. Projected	FY24 Year-To-Date	YTD Variance vs. Projected	Variance vs. previous FY
On-Time Performance	85.00%	91.81%	6.81%	94.04%	9.04%	5.73%
Mean Distance Between Failures	2,700	2,134	-566	6,547	3,847	4,425
Customer Complaints per 1K Boardings	0.10	0.05	-0.05	0.02	-0.08	0.02

Streetcar On-Time Performance measured as percentage of scheduled trips that originated and ended on-time, i.e., departed time points of origin and/or arrived at time points of destination no later than 5 minutes and 59 seconds after scheduled time.



Streetcar Mean Distance Between Failures measured as the average actual vehicle miles (revenue + deadhead miles) between major mechanical failures reportable to NTD, except for those that occur at the end of the line.



SEPTEMBER FY24

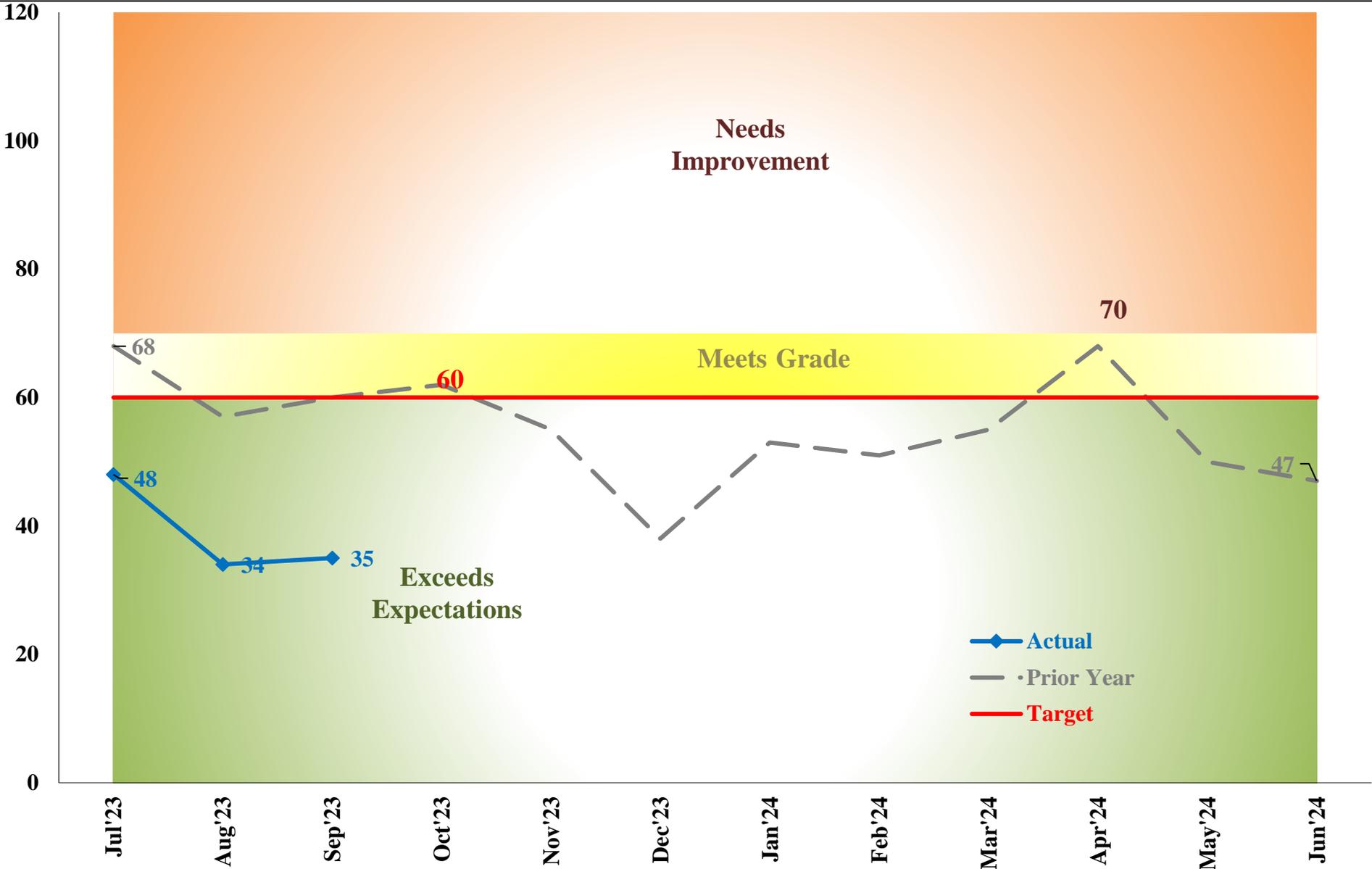
PERFORMANCE

(CUSTOMER SERVICE)

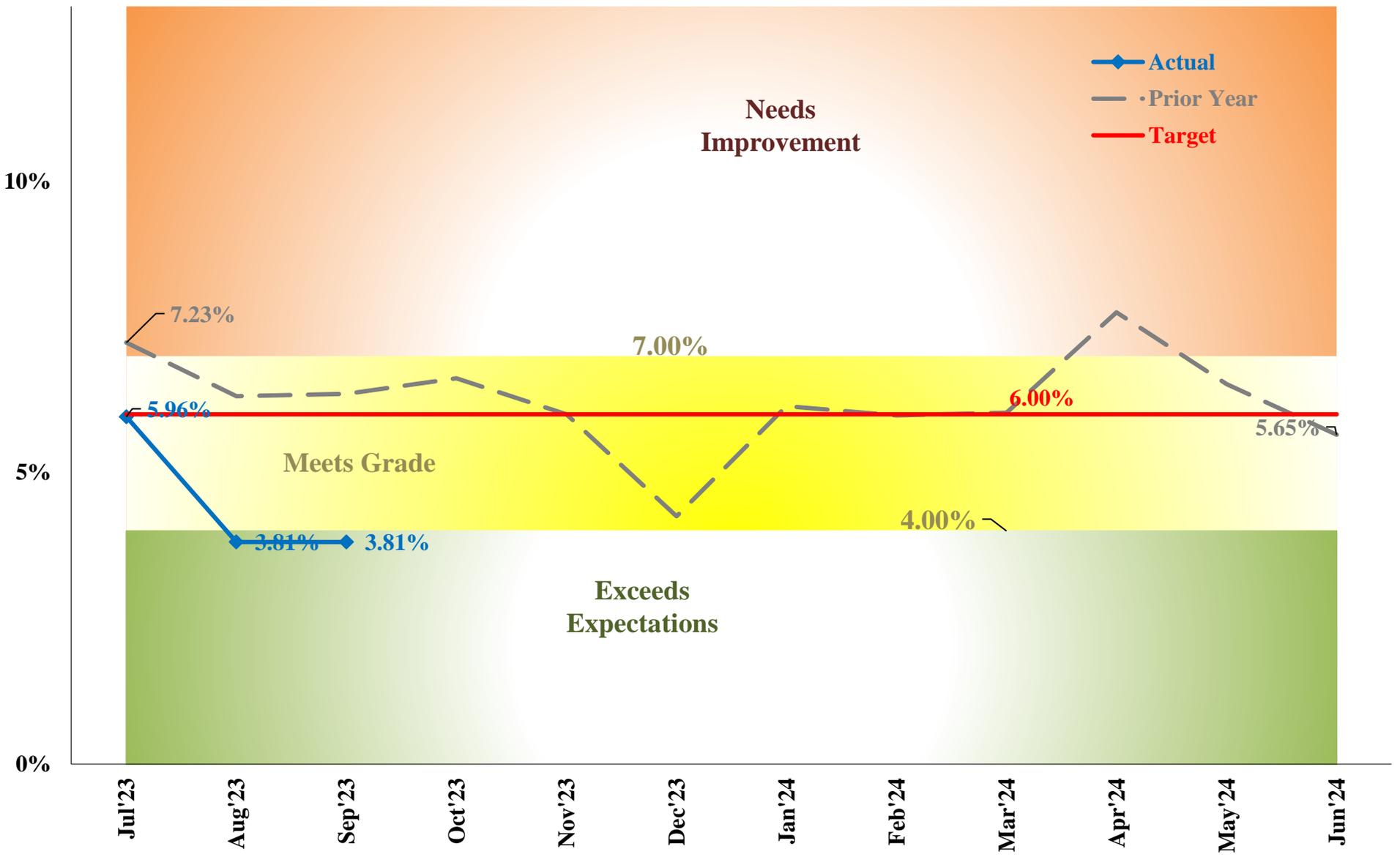
Customer Service KPIs

KPI	FY24 Target	Sept FY24	Monthly Variance vs. Projected	FY24 Year-To-Date	YTD Variance vs. Projected	Variance vs. previous FY
Average Customer Call Wait Time	1:00	0:35	-0:25	0:41	-0:19	-0:21
Customer Call Abandonment Rate	6.00%	3.81%	-2.19%	4.51%	-1.49%	-2.01%

Average Customer Call Wait (in seconds) measured as average time a customer waits in queue prior to speaking to customer service representative.



Customer Call Abandonment Rate measured as the percentage of customers terminating a call, while waiting in queue for a customer service representative to answer the call.

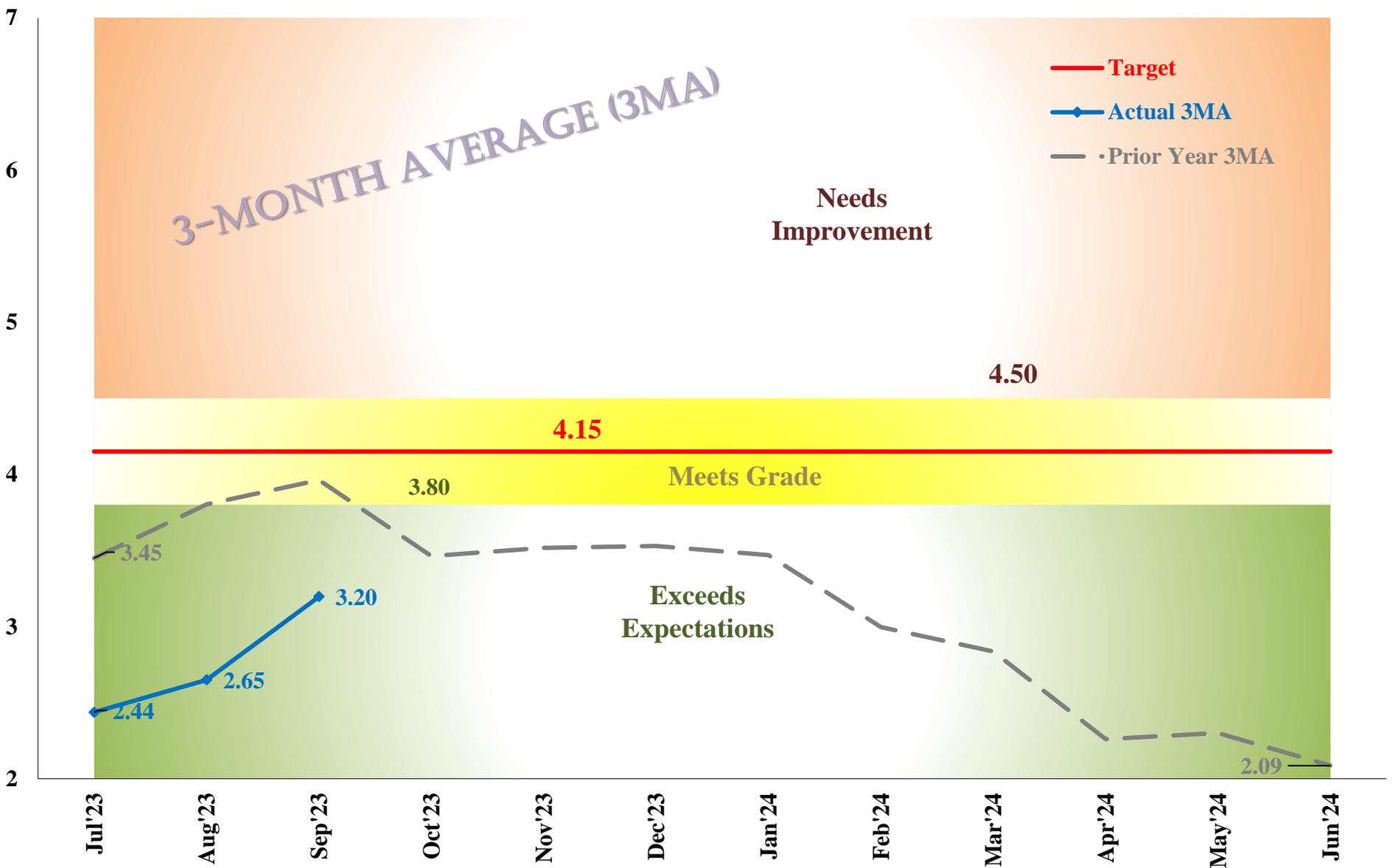


SEPTEMBER FY24
PERFORMANCE
(SYSTEM SAFETY SECURITY &
EMERGENCY MANAGEMENT)

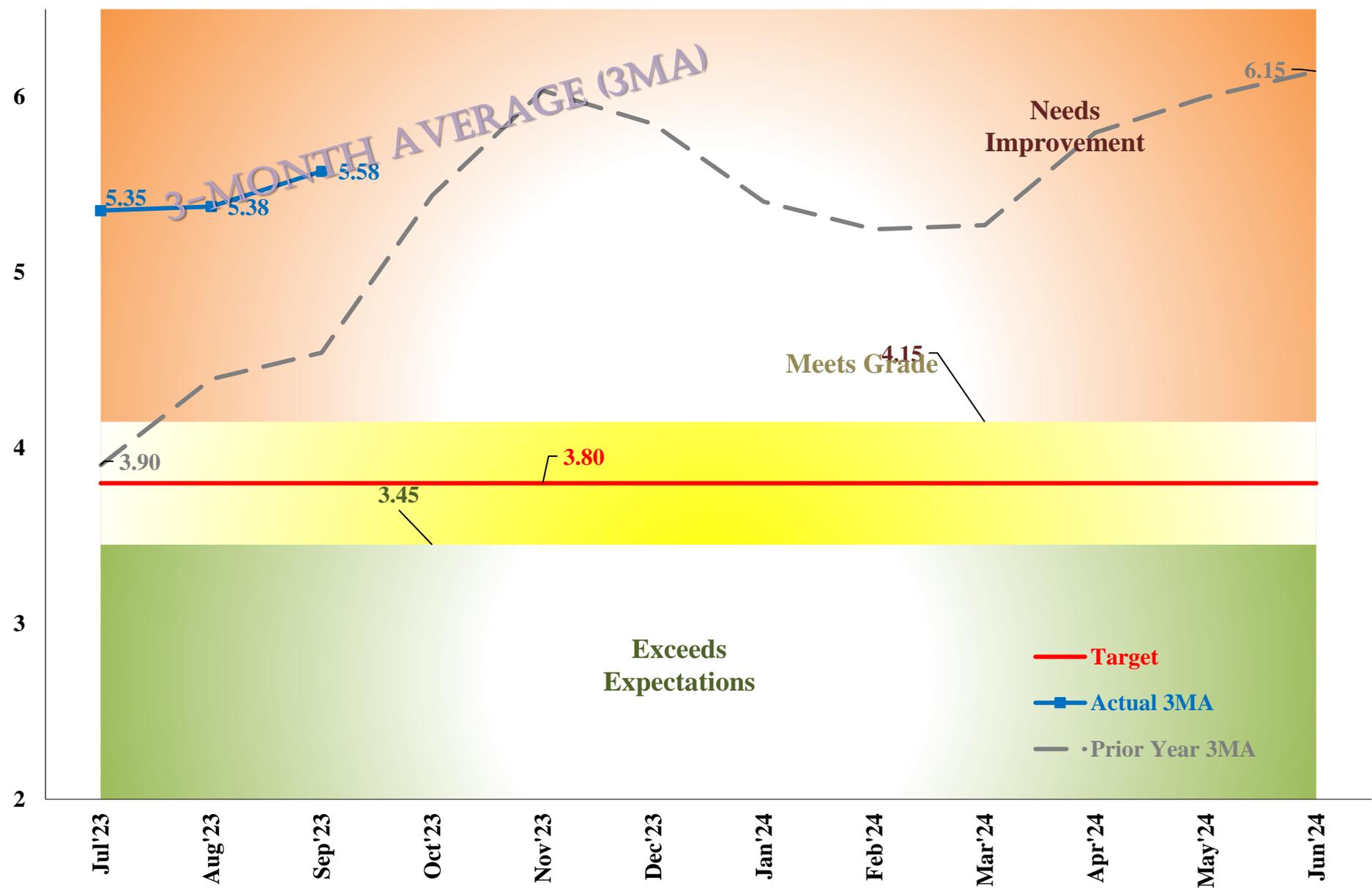
Safety & Security KPIs

KPI	FY24 Target	Sept FY24	Monthly Variance vs. Projected	FY24 Year-To-Date	YTD Variance vs. Projected	Variance vs. previous FY
Part I Crime Rate	4.15	3.10	-1.05	2.84	-1.31	-1.15
Bus Collision Rate per 100K Miles	3.80	6.09	2.29	5.56	1.76	1.04
Mobility Collision Rate per 100K Miles	2.50	3.68	1.18	3.78	1.28	-1.67
Employee Lost Time Incident Rate	3.80	2.91	-0.89	3.32	-0.48	-0.55

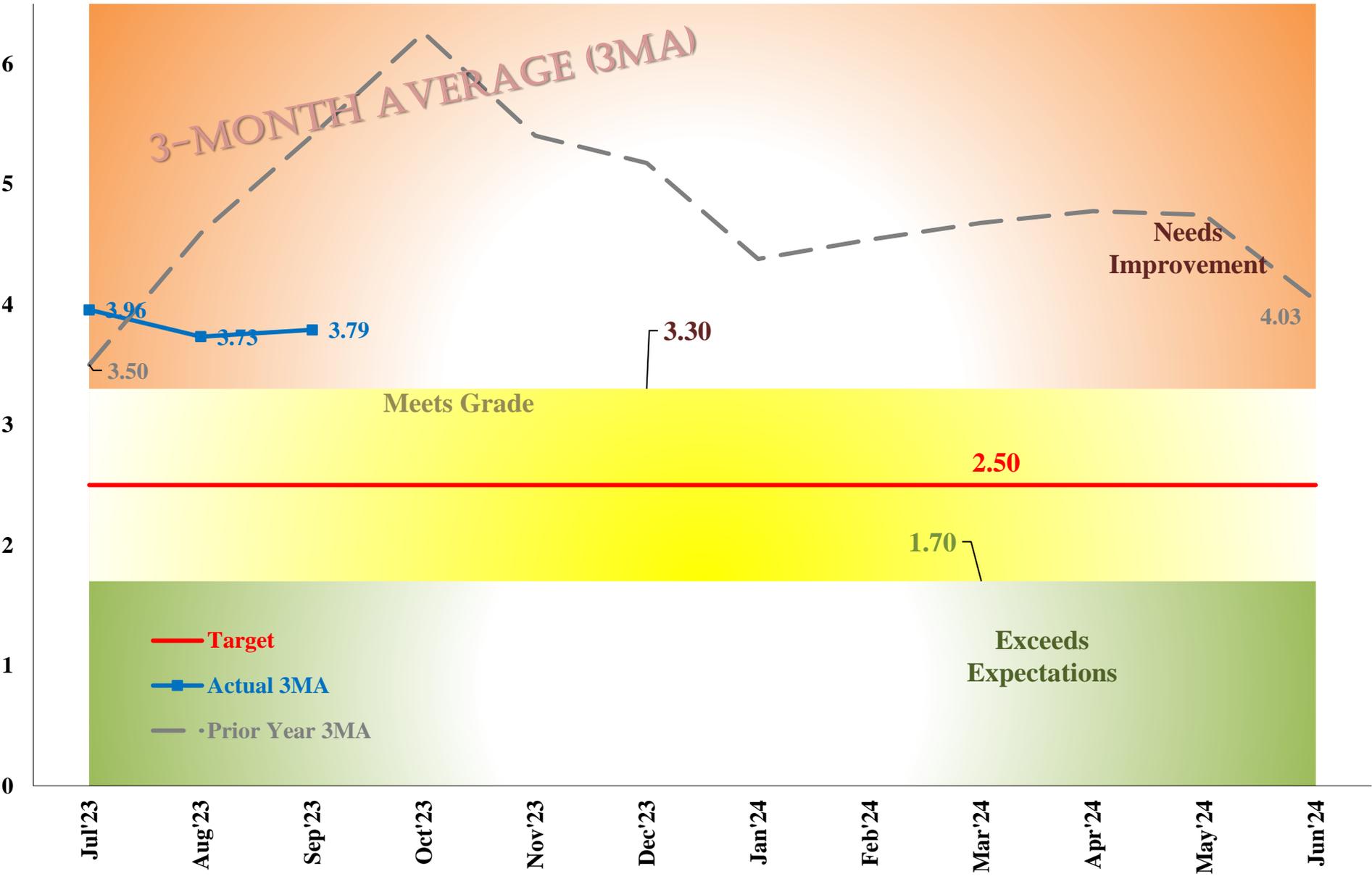
Part I Crime Rate measured as the number of Part I Crimes (homicide, forcible rape, aggravated assault, robbery, larceny/theft, motor vehicle theft, burglary, and arson) per one million unlinked passenger boardings.



Bus Collisions per 100K Miles measured as the number of collisions involving bus service per 100,000 hub miles.



Mobility Collisions per 100K Miles measured as the number of collisions involving Mobility service per 100,000 hub miles.



Employee Lost Time Incident Rate measured as the annualized number of accidents resulting in the lost time of over 7 days per 100 employees.

