

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

November 15, 2010

The Board of Directors Safety and Security Committee held a meeting on November 15, 2010, at 11:31 a.m. in the Board Lounge on the 6th Floor of the MARTA Headquarters Building, 2424 Piedmont Road, Atlanta, Georgia.

Board Members Present

Harold Buckley, Sr.
Jim Durrett
Barbara Babbit Kauffman
Walter L. Kimbrough
Gloria Leonard
JoAnn Godfrey McClinton
Jannine Miller
Michael Tyler
Michael Walls

MARTA officials in attendance were: General Manager/CEO Dwight Ferrell (Acting); AGMs Deborah Dawson, Wanda Dunham, Ben Graham, Georgetta Gregory, Rich Krisak, Elizabeth O'Neill and Gary Pritchett; Sr. Directors David Springstead and Johnny Dunning Jr.; Executive Director Tim White (Acting); Directors Garry Free, LaVoise Magee, Jayant Patel and B.K. Trivedi; Managers Tim Eason, Rod Hembree and Curtis Johnson; Executive Manager to the Board of Directors, Rebbie Ellisor-Taylor; Sr. Executive Administrator to MARTA Board of Directors Kellee Mobley; Executive Administrator Renee Willis. Others in attendance were Joseph Dorsey, Aston Greene and William "Monty" Montgomery.

Also in attendance was Charles Pursley, Jr. of Pursley, Lowery & Meeks; Chief Glass of the Georgia Association of Police; Matt Pollack (MATC); Faye Lyons-Gary (MATC); Chris Valaer.

* * *

**Minutes of the August 2, 2010 Meeting of the MARTA Board of Directors
Safety and Security Committee**

On motion by Mr. Buckley seconded by Dr. Kimbrough, the minutes were unanimously approved by a vote of 9 to 0, with 9 members present.

Safety & Security Committee

11/15/10

Page 2

Briefing: Georgia Association of Chiefs of Police Presents MARTA Police with the State Re-Certification Award – Chief Dunham

Chief Dunham stated that this is MARTA's fourth reaccreditation/recertification. Chief Dunham introduced Chief Glass of the Georgia Association of Chiefs of Police (GACP).

Chief Glass stated that this certification documents that Chiefs and their departments are compliant to the standards of the GACP. There are over 700 law enforcement agencies in the State of Georgia and only 99 are certified. MARTA is also a CALEA flagship agency. Chief Glass presented the certification to Chief Dunham and the MARTA Police force.

Chief Dunham commended Officer Greg Gamble, who is MARTA's Police certification officer.

Mr. Buckley gave thanks on behalf of the Safety & Security Committee and said MARTA is very proud of its Police Department.

Briefing: Transit Rail Advisory Committee for Safety (TRACS) – Georgetta Gregory

The Transit Rail Advisory Committee for Safety (TRACS) is a Federal Advisory Committee established by the Secretary of the Department of Transportation in accordance with the Federal Advisory Committee Act to provide information, advice and recommendations to the Secretary and the Federal Transit Administrator on matters relating to the safety of public transportation systems. Working groups may be formed for each task comprised of TRACS members and other stakeholders interested/experienced in the subject area. The groups are established to identify effective, realistic and practical recommendations to address safety problems. When appropriate, working groups may establish a short term task force to assist with complex or technical issues associated with specific tasking.

Mrs. Gregory announced that she and Rich Krisak were selected to serve on this Committee. An inaugural meeting was held in Washington, DC on September 8-9, 2010.

Safety & Security Committee

11/15/10

Page 3

FTA Administrator's Task 10-01:

- **Develop consensus advice to FTA on the best safety planning model for the rail transit industry to include, but not limited to, Safety Management System (SMS) principles and how those principles might be incorporated into transit safety plans to enhance rail transit safety. Identify the challenges that may be faced in implementing this model along with potential ways the challenges may be overcome.**

FTA Administrator's Task 10-02:

- **Develop consensus advice to FTA on the best state oversight agency organization model. What is the ideal state safety partner? Identify the challenges that may be faced in implementing this model along with potential ways the challenges may be overcome.**

Mrs. Gregory stated that she is assigned to Working Group 1. The first meeting of this group was held October 26, 2010. A teleconference is scheduled for this week and the group will meet again in January. Mr. Krisak's first meeting was held in Chicago.

Mr. Buckley congratulated Mrs. Gregory and Mr. Krisak, noting that this Committee will impact safety for the region and the country.

Briefing: North Avenue Escalator #6 – Rich Krisak

On October 27, 2010, a MARTA patron sustained minor injuries on escalator #6 at the North Avenue Station when she stepped into a void caused by a missing step platform. Police, EMS, Schindler and MARTA Safety Officers responded. The patron refused transport. A third party will be brought in to assist with the investigation.

Mrs. Gregory briefed the Board on the maintenance history, accident investigation and all escalator incidents within the last three months. The October 27th incident was the only incident caused by mechanical failure. The rehabilitation is ongoing. The Authority has an Incident Notification Process in place.

Mr. Buckley indicated that the incident was alarming due to the fact that the Authority's elevators and escalators recently underwent inspection. He asked Mr. Keith to review the records and give a recommendation(s).

Safety & Security Committee

11/15/10

Page 4

Mr. Keith reported that one of audit's recommendations was to raise the notification level on incidents of serious injury potential to the Red level. In this instance, the patron was not seriously injured and therefore the incident was classified as Code Yellow. Audit has also recommended that the AGM of Safety & QA concur with the Preventive Maintenance chart so that safety items are reviewed and addressed. Audit is waiting for the Independent group's comments to determine the actual cause.

Mr. Ferrell stated that as of November 2, the status was raised to Red for incidents with potential serious injuries. The Authority's primary concern is that the escalator is fail-safe. MARTA went from a very low number of notices to receiving ten to fifteen notices per day on incidents that were attributed to human causal factors. Staff clearly does not want to be desensitized to Red Group notices and is refining the notification process to make sure that we are getting the appropriate notices. At this time everything is reported. The process of Safety & QA review of contracts has been a part of the process. On Monday, staff will request Board approval to hire Elevator/Escalator consultants to assist in this process.

Mr. Buckley stated that staff needs to revisit MARTA's policies and procedures. If there is a potential of serious injury, it needs to be reported as a higher level notification.

Mr. Ferrell stated that staff will determine why the step broke and make sure that it does not happen again.

Briefing: Response to the National Transportation Safety Board (NTSB) Recommendation/Train Control System Upgrade (TCSU) – Rich Krisak

The National Transportation Safety Board issued a specific Safety Recommendation to the Metropolitan Atlanta Rapid Transit Authority (MARTA) and five (5) other Transit authorities that utilize audio frequency (AF) track circuits on August 10, 2010:

"Work with Alstom Signaling, Inc. to establish periodic inspection and maintenance procedures to examine all General Railway Signal Company audio frequency track circuit modules to identify and remove from service any modules that exhibit pulse-type parasitic oscillation (R-10-25)"

Safety & Security Committee

11/15/10

Page 5

Mr. White stated that the recommendation specifically given was R-10-025. MARTA has worked with several of its peers to incorporate responses and changes as a result. Changes were also made to Capital Projects, replacing all of the Generation 2 modules.

Mr. Krisak informed the Board of the Train Control System Upgrade status. MARTA has completed the entire list of recommendations which speaks highly of the authority being proactive. We (MARTA, Philadelphia, Chicago, Los Angeles, Boston and Cleveland) have combined our presentations because this portion is the direct result of the NTSB recommendation. Rail Operations would like to present to the Operations Committee next week to inform them of the upcoming Train Control System Upgrade resolution. This has been a long procurement process. The last upgrade was done in 1996 and it has not been reconfigured since. We have evaluated our peers to produce Best Practices used throughout the industry. MARTA's system is aging - it is twenty to thirty years old. A stabilization task force has been established with a budget of \$3.4 million. This team responds quickly to any situation on the failure of our system. Despite the aging of our system, MARTA achieved 99% on-time performance (as reported last week).

Mr. Krisak indicated that on November 22nd, a resolution to rehabilitate Chamblee will come before the Operations Committee. It will go before the Board on December 6th. This project is very complex project and one that must be implemented while still operating service. A very stringent assessment of Operations was done and required our key project management staff to remain in Atlanta during this process.

Mr. Buckley thanked Mr. Krisak for the fine work done thus far. He about previously projected expenses versus the increase.

Mr. Krisak indicated that the main changes were regarding shunts. The new contract includes a shunt detection system. We have also added expenses for digital tracking technology. The cost is \$40 million.

Mrs. Miller asked how FTA is involved.

Mr. Ferrell stated that FTA has no direct regulatory authority, but instead that responsibility resides with the State Safety Oversight Agency (SSO). As a result of the WMATA accident, the NTSB is more involved than FTA.

Safety & Security Committee

11/15/10

Page 6

Mrs. Miller stated that it would seem that the FTA would want to provide resources toward this type of project.

Mr. Durrett asked why a contractor withdrew their proposal during the evaluation process - were they not qualified or not capable of placing staff here in Atlanta?

Mr. Krisak replied there are not a great number of individuals with the expertise to do this type of project nor have they previously worked with a system of this magnitude.

Mr. Pritchett said a lot of respondents were subcontractors that partnered with our main contractors to take on this project.

Mr. Krisak added MARTA have grown partners locally and in return, these partners have teamed together to combine their expertise in different components.

Mr. Ferrell indicated this Board Item was moved forward for the sole purpose of coming before the Operations Committee in November and Board Approval in December. There are still have a few things to work out; however, the package should be complete by Friday.

Dr. Kimbrough stated that it is also important to have all Board members present for voting.

Mr. Ferrell concurred – there must be a super majority of the Board in order to pass.

**Briefing: Georgia Department of Transportation (GDOT) Triennial Review –
Chris Valaer**

Mr. Valaer informed the Board that MARTA had no findings within all twenty one elements; however, it is possible that the Authority may receive recommendations from the Georgia Department of Transportation. Audit technique coaching was conducted within all departments affected by the review.

Mr. Durrett asked about audit technique coaching.

Mrs. Gregory replied that technique coaching is for the purpose of making sure that staff is aware of the current System Safety Program Plan (SSPP) and their roles.

Briefing: Operation Target Hardening Operational Response (THOR) – Chief Dunham

On October 8, 2010, MARTA Police launched Operation THOR. The first exercise was held at Five Points station. Chief Dunham introduced Deputy Chief of Police Joseph Dorsey.

Chief Dorsey noted that the Authority's main objective is to preserve life and protect the MARTA system against criminal and terrorist activity. THOR is an on-going counter-terrorism security measure recommended by the Department of Homeland Security (DHS). MARTA's Special Operations Response Team (SORT) participated in this exercise as well as other uniformed officers from surrounding precincts. Exercises were conducted at Lindbergh, College Park and Airport Stations.

Mr. Ferrell asked Chief Dunham to expound on other aspects of Operation THOR.

Chief Dunham noted that the other aspect of Operation THOR is baggage screening. MARTA was asked to participate in launching the program, which is random screening. It is the number one way to deter terrorist activity. As a Tier 1 agency, DHS will provide funding and backfill positions used. The Transportation Security Administration (TSA) will assist with swabs. TSA will also provide funding for a MARTA team to go to Boston.

Mr. Ferrell indicated that New York currently uses the baggage screening program.

Chief Dunham added that WMATA has been screening for approximately one year.

Mrs. McClinton asked if TSA's involvement is permanent.

Chief Dunham replied that the Visible Intermodal Protection and Response Team (VIPER) is used by TSA. TSA is here during large scale events. MARTA has

Safety & Security Committee

11/15/10

Page 8

been working with them for several years. They have asked to partner with us. We pair them up with our officers. When reports are completed, we all view them to make sure that we all observed the same thing.

Mrs. McClinton asked if VIPER would be used at specific locations.

Chief Dunham stated that checks would be random and unannounced. MARTA Police teams will travel to Boston and New York to gather a broader perspective of the program. A representative from MARTA's Legal Department will accompany the team.

Mr. Buckley requested that staff inform the Board of any type of threat to MARTA.

Briefing: Threat Vulnerability Assessment/Continuity of Operations Plan (TVA/COOP) – Chief Dunham

Chief Dunham informed the Board that every business should have a TVA/COOP plan. The Authority received an assessment of areas of threat. The COOP plan needs to be updated. Staff was able to get grant funding to pay for both the TVA and the COOP. On March 15, staff will conduct a training exercise plan. Mr. Montgomery is the lead and he is getting lots of cooperation. These plans pay particular attention to areas of criticality and how MARTA would continue to operate if our core business functions were removed. Chief Dunham thanked all of the partners that worked with Officer Montgomery.

Briefing: Public View Monitors – Chief Dunham

Sgt. Greene informed the Board that Public View Monitor program would allow patrons to view themselves in an effort to reduce crime. This program would be implemented at various locations and used in conjunction with other security measures such as security personnel. It is not a standalone item and will not be funded under the Transportation Security grant program.

Safety & Security Committee

11/15/10

Page 9

Adjournment

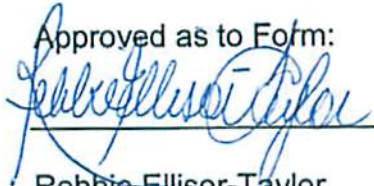
The meeting of the Safety & Security Committee adjourned at 1:06 p.m.

Respectfully submitted,



Kimberly L. Williams
Department Administrator, Office of Safety & QA

Approved as to Form:



Rebbie Ellisor-Taylor
Assistant Secretary to the MARTA Board