

## MINUTES

### MEETING OF THE BOARD OF DIRECTORS

### METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

June 13, 2019

The Board of Directors of the Metropolitan Atlanta Rapid Transit Authority held a meeting on June 13, 2019 at 1:40 p.m. in the Board Room on the 6th Floor of the MARTA Headquarters Building, 2424 Piedmont Road, Atlanta, Georgia.

#### **Board Members Present**

Jim Durrett  
Roderick E. Edmond  
William "Bill" Floyd  
Roderick A. Frierson  
Ryan Carter Glover  
Jerry Griffin  
Freda B. Hardage  
Alicia M. Ivey  
Russell McMurry, P.E.\*  
John "Al" Pond  
Rita A. Scott  
Christopher S. Tomlinson\*  
W. Thomas Worthy

MARTA officials in attendance were: General Manager/CEO Jeffrey A. Parker; C-Suite Team Members – Chief Administrative Officer Luz Borrero, Chief System Safety, Security & Emergency Management/Police Wanda Dunham, Chief Financial Officer Gordon L. Hutchinson, Chief Counsel Elizabeth O'Neill, Chief Capital Programs, Planning and Innovation Franklin Rucker, Chief Rail Operations David Springstead; AGMs Heather Alhadeff, Marsha Anderson Bomar, Virgil Fludd, James Sibert (Interim), Kirk Talbott, Emil Tzanov and Thomas Young (Interim); Chief Information Security Officer Dean Mallis; Executive Director Paula Nash; Senior Directors Pia Forbes, Lyle Harris (Contractor), Kevin Hurley, Erica Pines and Jacob Vallo; Directors Robin Boyd, Donna DeJesus, Jacqueline Holland (Acting), Jonathan Hunt, Reginald James and Don Williams; Manager Leeshu Kennedy; Manager Executive Office Administration Tyrene Huff; Sr. Executive Administrator Ashanti Boothe and Sr. Executive Administrator Keri Lee; Department Administrator Tracy Kincaid. Others in attendance Adrien Carter, Alphonso Eugene, Abebe Girmay, Courtne Middlebrooks, LaTonya Pope and Veronica Ulam.

\* Russell R. McMurry, P.E. is Commissioner of Georgia Department of Transportation (GDOT); Christopher S. Tomlinson is Executive Director of Georgia Regional Transportation Authority (GRTA) and therefore, are non-voting members of the MARTA Board of Directors

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Also in attendance were Robert Highsmith of Holland & Knight; Barbara Antonoplos; Charles Bagley; Lauren Bertman; Lucy Bingham; Thelma Bowen; Garrett Clum; Patty Durand; Joel Edwards; Jackson Faw; Kenneth Fuller of NPU's; Jason Hink; Paul Jones; Edward Leidelmeyer of Fulton County; P.J. Lemuel; Saba Long, Hugh Malkin of Beltline Rail Now; Gina Mangham; Helen McSwain of Rohadfox; Jason Morgan; Jimmy Mosoley; Joscelyn O'Neil; Marshal Phipps; Matthew Rau; A.J. Robinson; Jim Schmidt of HNTB; Matt Smith; Kimberly Steele; Kay Stephenson; Lisa Stines; Brandon Sutton of HulseYard Study Committee; Robyn Turner; Varun Vishwanath; James Washington; David Wicket of *The AJC*; Ed Williams of Concerned Citizens for Effective Government; Sherry B. Williams; Betty Willis and Andy Zirger.

**Commentary – Jeffrey A. Parker, GM/CEO**

Mr. Parker provided an overview on the sequencing of the More MARTA City of Atlanta Program. Last fall, at the October Board meeting, the Board approved the project list. The Authority pared approximately \$11B worth of projects down to what is being advanced today. We have undergone a sequencing process to identify the early projects we will focus on. Today, the Board will take a vote on the sequencing of the More MARTA City of Atlanta Program.

There is significant investment in light rail that amounts to 80% of total funding. About \$1.3B will be spent on directly connecting to transit on the Beltline. Over the 30-year period, 65 miles of new capacity high transit will be built – 29 miles have been identified as light rail, 14 miles are identified as Bus Rapid Transit and 22 miles are identified as Arterial Rapid Transit.

Many of the projects will need to go through the process for Federal funds. This is the beginning of a plan to sequence the More MARTA Program.

**Public Comment**

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Ms. Kay Stephenson. Over the last couple of weeks there has been articles in the press and on social media indicating that the sequencing plan is not ambitious enough. Beltline Rail Now would like to see the More MARTA sequencing plan more ambitious than what is currently portrayed. When JFK went before Congress in 1961, he didn't say I have this pot of money, tell me how far you can get with it. He said, we should commit ourselves to putting a man on the moon and getting him home safely before the end of the decade. MARTA can go out and do the same. Denver built 100 miles of rail in fifteen (15) years. Be aggressive and implement the transit that the Beltline needs long before 2040 and 2045.

Ms. Robyn Turner. Of all the plans within the current rail projects, Beltline LRT is the most shovel ready and the cheapest per mile. Being that MARTA already owns the right-

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of-way the Authority can start building from Bankhead to HulseY Yards. Hopefully one day HulseY Yards could become a multi-model station connecting existing MARTA heavy rail, Beltline, LRT, bus routes and eventually Regional Commuter Rail. It would be good to see that area become a mixed used development with more residential density. The More MARTA list is full of worthy projects, however, there's not enough money and I get that. It was previously stated during today's Work Session that MARTA doesn't get much money from the state. My question is who's working on that? It needs to be someone's mission and I hope it's someone on this Board's mission to go out and find that money.

Ms. P.J. Lemuel. A resident and a tax payer of DeKalb County. Voiced support for a heavy transportation system that would benefit the citizens of East and South Dekalb County from Atlanta to I-20 Corridor. I am requesting the Board to set aside DeKalb's portion of funds from the budget plan until DeKalb County Commissioner approves the Transportation Plan which is scheduled for July 9, 2019. To do so would send a strong message to our voters that MARTA is listening and heard our cries for equity.

Mr. Joel Edwards. Voiced concern of extending MARTA Rail to Southeast DeKalb. I think we should have equal access to other transit funding sources available to MARTA, Atlanta, the state of Georgia and DeKalb County.

Ms. Gina Mangham. Congratulated Board Members, Rita Scott and Roderick Frierson for being the newest Board Members representing DeKalb County. I am here today to ask why the Board has not signed off on an LPA from Indian Creek to the Stonecrest Mall area. This plan was originally approved April 2012. We need equity. Where's the equity for South and East DeKalb. We are asking the Board to keep their promise to extend rail throughout South and East DeKalb County. Allocate funds to begin doing so and defer any decision today on the budget until the issue has been addressed.

Mr. AJ Robinson. An advocate for Central Atlanta Progress in the Downtown Improvement District. Thanked staff and MARTA Board for the opportunity to express his concern. Over 10 years ago, our organization invested \$6M in the Atlanta Streetcar and committed \$20M to plan the operations. Being the only business in the region to support transit, we too have an issue with the prioritization process. We already have a significant amount of buses in the downtown community. We love buses, but before we introduce additional buses, we need to take care of the bus situation in the downtown Atlanta community. We ask that you look at the list and re-consider. Looking forward to partnering with you in the future.

Ms. Joscelyn O'Neil. A resident of DeKalb County and a representative of Restore DeKalb. Affordable housing is a word that we need to take out of our vocabulary period. When you look at what's going on, properties from DeKalb County to Atlanta are not considered to be

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affordable. The respect for the penny paid in DeKalb has not happened. We know that there are alternatives, but we need rail and the respect for the penny that has been paid. People do not need to walk 2-3 miles to get to a bus.

Mr. Marshal Phipps. Voiced his support of Beltline Rail Now. Requested a full circuit around Beltline by the year of 2030 making Atlanta's transit system great again.

Mr. Brandon Sutton. An Atlanta native and a member of the Hulsey Yard Study Committee. Public support of Belt Line Rail Now is impossible to ignore. The Beltline is an opportunity to deliver our promises by reconnecting our city that has been divided over the years. I hope that you all will take this commitment seriously and fund the full Beltline loop.

Ms. Patty Durand. Spoke on finding creative ways to find additional funding to build the Atlanta Beltline by 2030. One option that wasn't mentioned was that MARTA has bonding capabilities. Defer the vote on today's list so you can come up with the funding and prioritize prior to other add-on projects.

Dr. Ed Williams. Chair of the Concerned Citizens for Effective Government in DeKalb County. My concern is that I have filed a lawsuit against MARTA in reference to the RTCAA Contract of 1971. In that contract, it stipulates that the contract should last fifty (50) years. In two (2) years, we should be having a referendum in DeKalb County, Fulton County and the City of Atlanta. To all the individuals who spoke today in reference to the sequencing project list, your power is in the referendum. In 1971, there was a project list. That project list was presented to authorities and they created a contract which was approved by the citizens. That same process should occur in 2021. The authority comes from the people and we must remember that. In order to get hard rail in DeKalb County down I-20, 285 to Indian Creek, we need a referendum in 2021. It's a federal and a state constitution issue. Fifty (50) years later and we're dealing with the same issues from 1968. We want equity. If we don't get it from the Board, we will get it the court room.

Mr. Matthew Rau. When my family first moved to Atlanta in 1975, those first MARTA trains were under testing on the east line. My father would take me down to watch them. As the project list that you are voting on today is being released, the timeline that you're sharing with us for how quickly we're going to build that list seems more like a two (2) generation project than the entire creation of the original MARTA system. It seems like we're dealing with scarcity as the issue. It's not the jobs of the citizens who voted for the tax to find out how to raise the money the tax is not raising. That's the job of political leaders and I would also say it is your job. I'm glad you've committed to move forward and I urge you to move forward faster.

**Minutes of the May 9, 2019 Meeting of the MARTA Board of Directors**

On motion by Dr. Edmond seconded by Mr. Pond, the minutes were unanimously approved by a vote of 11 to 0, with 13\* members present.

**Planning & External Relations Committee Report**

On behalf of Committee Chair Mr. Ashe, Mr. Floyd reported the Planning & External Relations Committee met on May 30, 2019 and approved the following resolutions:

- a. Resolution Authorizing the Award of a Contract for the Procurement of Bus Stop Amenities, RFP P43079
- b. Resolution of the MARTA Board of Directors Approving the Sequencing of the Projects to be Funded by the More MARTA Atlanta Sales Tax

On motion by Mr. Floyd seconded by Mr. Durrett, the resolutions were unanimously approved by a vote of 10 to 0 with 13\* members present. **A copy of the resolutions, AS APPROVED, ARE ATTACHED TO AND MADE PART OF THE OFFICIAL RECORD COPY OF THESE MINUTES.**

**Operations & Safety Committee Report**

Mr. Griffin reported the Operations & Safety Committee met on May 30, 2019 and approved the following resolutions:

- a. Resolution Authorizing an Increase in the Authorization for Program and Project Management Services, AE 37440-A
- c. Resolution Authorizing the Solicitation of Proposals for Construction Management at Risk (CMAR) Services to Support the Station Rehabilitation Program, RFP P44312
- d. Resolution Authorizing the Award of a Single Source Contract for the Procurement of Furniture Installation Expansion / Integrated Operations Center (IOC) Conversion Project, RFP P43037
- e. Resolution Authorizing Award of a Contract for the Procurement of Two (2) NEU Rail Track Vacuum Systems, RFP P43582

- f. Resolution Authorizing an Increase in the Authorization for Bus and Rail Vehicle Consulting Services, AE 34733
- g. Resolution Authorizing the Expenditure of Capital Funds for the General Consulting and Professional Services (GCPS) for the Department of Rail Operations in Fiscal Year 2020
- h. Resolution Authorizing the Expenditure of Capital Funds for General Consulting and Professional Services (GCPS) for the Department of Safety and Quality Assurance, Police and CISO in Fiscal Year 2020
- i. Resolution Authorizing the Expenditure of Capital and Operating Funds for General Consulting and Professional Services for the Department of Technology in Fiscal Year 2020 (July 1, 2019 – June 30, 2020)

Resolution “b” was pulled: *Resolution Authorizing Amendment of Intergovernmental Agreement with the City of Atlanta for the Redevelopment of MARTA’s Airport Rail Station*

A substitute resolution replaced Resolution ‘e’. At the time the original resolution went through Committee, the audit was not complete, since that time, the audit was completed and is reflected in the substitute resolution.

On motion by Mr. Floyd seconded by Mr. Durrett, resolutions ‘a, c, d, e, f, g, h and i’ were unanimously approved by a vote of 11 to 0 with 13\* members present. **A copy of the resolutions, AS APPROVED, ARE ATTACHED TO AND MADE PART OF THE OFFICIAL RECORD COPY OF THESE MINUTES.**

### **Business Management Committee Report**

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Mr. Durrett reported that the Business Management Committee met on May 30, 2019 and approved the following resolutions:

- a. Resolution Authorizing the Award of a Contract for Brokerage Services for the North Avenue Station TOD RFP Process, LOA L44354
- b. Resolution Authorizing Modification of an Agreement for MARTA Communications Service Manager, LOA L39782
- c. Resolution Authorizing a Modification in Contractual Authorization for Trapeze Master Agreement, Contract No. RFP P34149

d. Resolution Approving the Operating and Capital Budgets for Fiscal Year 2020

On motion by Mr. Durrett seconded by Mr. Pond, the resolutions were unanimously approved by a vote of 11 to 0 with 13\* members present. **A copy of the resolutions, AS APPROVED, ARE ATTACHED TO AND MADE PART OF THE OFFICIAL RECORD COPY OF THESE MINUTES.**

The Committee received the following briefing:

a) FY2019 March Financial and Key Performance Indicators

**Resolution Authorizing the Issuance, Sale, Execution and Delivery of the Metropolitan Atlanta Rapid Transit Authority Sales Tax Revenue Bonds, Series 2019A in the Aggregate Principal Amount of \$130,790,000 (the "Series 2019 A Bonds)**

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Mr. Hurley presented a resolution authorizing the General Manager/CEO or his delegate to approve the sale execution and delivery of the MARTA Series 2019A Bond. The Bonds would be in support of the Capital Improvement Program in the amount of \$130,790,000.

MARTA posted a notice of sale and preliminary official statement online and directly contacted approximately twenty (20) bidders. Staff conducted a competitive bid this morning and received seven (7) competitive responses. Wells Fargo Bank submitted the winning bid, with an all-in interest rate of 2.98%. The spread between the winning bid and the cover bid was 5/100's of a percent.

The 2019A Series Bonds would be issued pursuant to this resolution and in accordance with the term's conveyance restrictions and provisions of the third Bonds trusting denture.

The adoption of this resolution would approve the issuance sale execution delivery and payment for the 2019A Bonds.

Mr. Durrett asked what is the difference between 2.98% all-in interest rate and the list of the different interest Bonds enclosed in the resolution packet.

Mr. Hurley said the list of Bonds provided in the resolution packet are matured by years with each year having a different interest rate. The all-in rate includes the total combination rate over a twenty-eight (28) year period.

Mr. Floyd asked is the all-in interest rate combined over twenty-eight (28) years.

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Mr. Hurley said the Bonds were structured for MARTA's ability to bond. Currently without the passing of the Fifteenth Amendment, MARTA does not have the sales tax to extend past 2047. The Authority restructured the Bonds sales tax to be able to pay the Bonds off prior to the end date in 2047.

Mr. Floyd asked did restructuring the Bonds change the pricing.

Mr. Hurley said no, restructuring the Bonds did not change the pricing.

On motion by Mr. Durrett seconded by Mr. Floyd, the resolution was unanimously approved by a vote of 11 to 0 with 13\* members present.

### **Other Matters**

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Ms. O'Neill requested for Board approval in the matter of Jacqueline Colton vs. MARTA, Fulton County Superior Court action 2017 CB287469 for a settlement in the amount of \$325K.

Ms. O'Neill requested for Board approval in the matter of Randolph Calloway vs. MARTA, Fulton County Superior Court action 2016 CB272205 for a settlement in the amount of \$375K.

On motion by Mr. Durrett seconded by Mr. Pond, the Board unanimously approved the requested settlements by a vote of 11 to 0, with 13\* members present.

### **Public Comment (Cont'd)**

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Mr. Hugh Malkin. A member of Atlanta Beltline Rail Now and a citizen of Atlanta for approximately twenty (20) years. It seems to be that MARTA's system, both rail and bus, are not built for the citizens of the city. We need to change the bus routes to be more direct.

Mr. Varun Vishwanath. Spoke about advocating for a full loop of light rail on the Atlanta Beltline by 2030. I am concerned to see that MARTA has pushed back and re-prioritized parts of the Beltline to not be finished until 2045. It's important to have a loop of light rail that will connect unconnected neighborhoods in Atlanta. MARTA's analysis has shown that building light rail on the Beltline is much cheaper than building off the Beltline. Pushing the projected date back will not ease the transit concerns of Atlanta residents and visitors.

Ms. Betty Willis. A member and a supporter of the Clifton Corridor Transportation Management Association. Since 1961, when the ARC first put their MARTA planning map



together, the Clifton Corridor was recognized as a significant job and employment center. The Clifton Corridor was recommended for an extension of the MARTA system. Six (6) decades later, Emory is now the second largest employer in Atlanta and the Clifton Corridor has exploded in growth. Although, the Clifton Corridor has become the largest employment region, we still don't have direct access to the interstate system or a MARTA rail line. Over twenty (20) years, we have valued and appreciated our partnership with MARTA as we've worked to advance the Clifton Line. Thank you for your valuable and valued partnership and all that you're doing to help advance this project.

Ms. Lucy Bingham. Representing the Beltline TAD Advisory Committee. I am in support of comments regarding the Atlanta Beltline. Let's go after all funding possibilities in all the possible ways. I urge you to take advantage of the shovel readiness of the Atlanta Beltline Corridor.

Mr. Paul Jones. The Board just voted \$137M on Bond issues and you're planning to vote on \$200M+ on Bond issues for the next ten (10) years. The Authority is deep in debt and your proposed Capital Budget was never posted online.

Mr. Garrett Clum. A member of Atlanta Beltline Rail Now and a resident of Atlanta since 1989. I'd like to stress the importance of connecting Beltline Rail from Bankhead to Husley Yard. If we complete and move this project up on the timeline, it will connect all other projects that are being discussed. That's what the Atlanta is missing. MARTA hasn't laid any new rail since 2000. Be ambitious with the timeline and prioritize the Atlanta Beltline.

Ms. Lisa Stines. Thanked Chair Hardage for previously meeting to discuss the name change for West End and putting closure to that conversation. We previously spoke about policies in the future regarding name changes for stations that are aren't appropriate for their areas. The Ashby Street community will hold a meeting next week and there's not a MARTA representative scheduled to attend. How soon will MARTA discuss policies? I would like to ensure that the community follows the right protocol to conduct the meeting effectively. I would also like to thank you for opening the Ashby parking lot.

Ms. Lauren Bertman. Spoke on prioritizing the Atlanta Beltline Rail by 2030. I echo the petitions of previous constituents to find a way to make this happen. We are the only project that already has a land purchase and the environmental status complete. We need access to light rail. The Beltline project would connect the highest number of individuals in the city and is the only project that is ready to go. We've already voted for increased taxes for this project. Beltline Rail needs to be prioritized over all projects including the Clifton Corridor. Atlanta is a city with a history of rail and we need to get back to our roots. Unite the city by rail and complete it by 2030.

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Mr. Jackson Faw. Thanked the Board for the opportunity to speak and be heard. MARTA and the Atlanta Beltline must partner together. If we want projects like the Atlanta Streetcar to succeed, you must work with Atlanta Beltline.

Ms. Barbara Antonoplos. I attended a meeting at the Helen Mail Center before Atlantans voted on the transportation tax. Former Chairman and others were asked several questions. I asked whether there was a firm commitment for building the Beltline rail a top priority for the tax revenue. The answer was yes. My question was direct and clear. It was also clear that building the Beltline rail system was the top priority for the people packed in the room. You all know, without the people who understood that Beltline rail would be a top priority for that tax revenue, that tax never would have passed. Pushing the Beltline Rail twenty-five (25) years down the road is actually no commitment. Prioritize the Beltline which will serve all the people in the community. This could move Atlanta forward and not backwards.

Ms. Sherry B. Williams. A choice rider and a native of Atlanta. Representing transit dependent riders. Us versus them, have versus have nots, equity versus privilege. Call it whatever you wish. Fact is, most natives and long-term residents are tired of being taken advantage of for almost fifty (50) years. Is it fair, is it equity? We all know there are more worthy projects than money. Why can't we all just work together. The answers and solutions to more funding is more complicated. However, the answer starts with the state legislatures. If state representatives do not support and fund transit, we need to not support them. Unless the people in this room and in this state stop fighting among ourselves and get state legislation to fully fund and support transit, we will be here in twenty (20) years. People use your vote, use your power and your influence to find those who have the funds to help us.

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**Adjournment**

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The meeting of the MARTA Board of Directors adjourned at 2:49 p.m.