



# MARTA'S CLIMATE CHANGE ADAPTION PILOT PROGRAM



*Presented by*  
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 Senior Director of Engineering & Development



# METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY (MARTA)

- Started bus and rail combined service in 1979
- 9<sup>th</sup> largest transit system in the U.S.
- 500,000 passengers daily (bus and rail)
- 338 rail cars, 48 miles of service via four lines, Gold, Red, Blue and Green
- 120 miles of track
- 530 buses, 92 routes
- 175 Mobility (paratransit) vehicles





# MARTA SUSTAINABILITY POLICY

**Board** approved Policy on October 27, 2008

- Sustainability Objectives:
  - Establish MARTA's environmental baseline
  - Reduce MARTA's environmental footprint
  - Promote use of environmental practices
  - Increase volume of recycled materials
  - Increase savings and ROI through greening strategies





## APTA SUSTAINABILITY COMMITMENT

MARTA became a founding signatory of the 2009 pilot phase of APTA Sustainability commitment. This established the groundwork for MARTA to commit to a set of actions on specific sustainability items within a year.





## RELATED MARTA INITIATIVES

- 2008/09 conducted a comprehensive assessment of **safety critical** systems
- In 2010, MARTA awarded an **FTA grant to update our Enterprise Asset Management (EAM) System** to upgrade our system to include a capital planning module and prioritization criteria that addresses **risk**, **sustainability** and **environmental** issues. Over 53,000 assets in system.
- Currently completing a system wide **condition assessment**
- Currently in Phase II of III of **Project Delivery/Project Controls** (PD/PC) re-engineering project
- Recently received FTA training on **ISO 14001** (Environmental Management Systems) and currently pursuing certification.



## RELATED INITIATIVES

Photovoltaic installations at Laredo bus facility (1MW)

Lighting Upgrade Initiative – converting legacy lighting systems to LED technology

Environmental Management System ISO14001 Certification

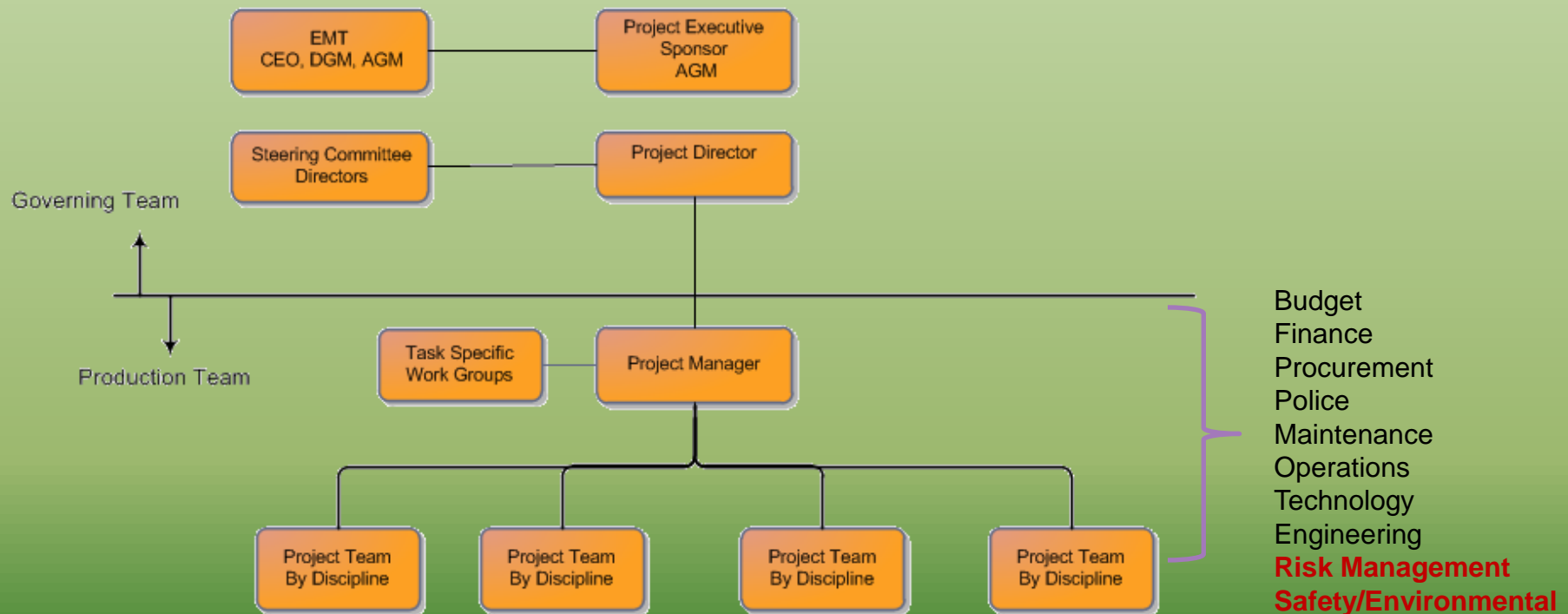




# MARTA EXISTING PROJECT TEAM STRUCTURE



## SGR Asset Management Project Team Structure



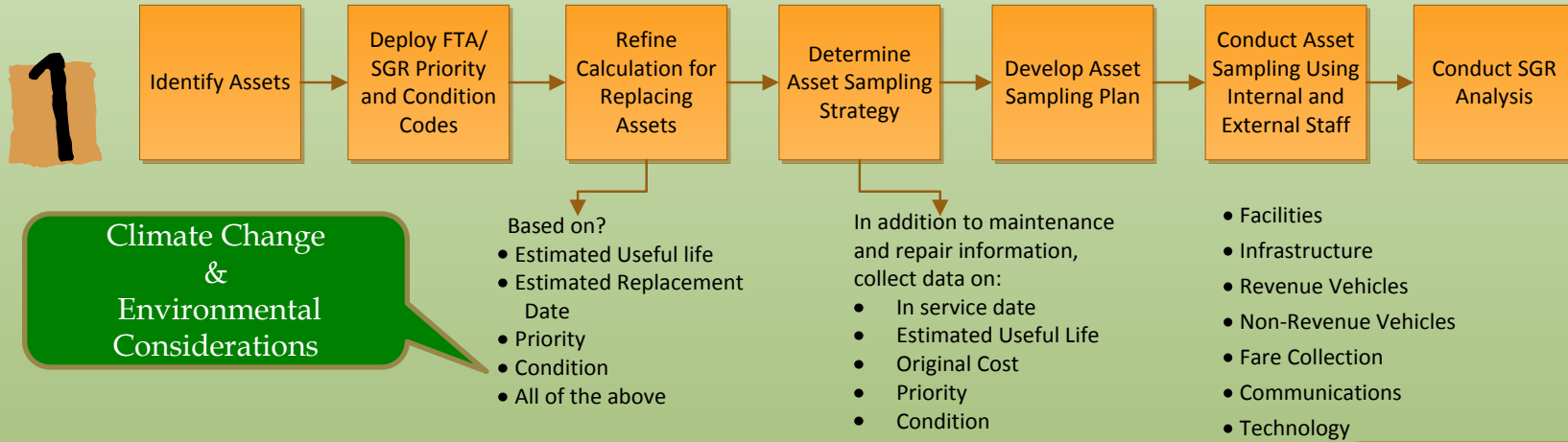




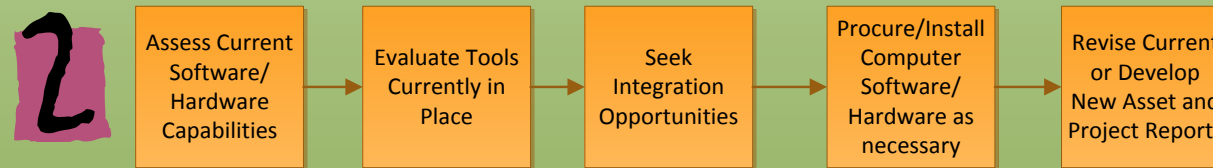
## MARTA's Asset Management/ State of Good Repair Methodology

### Three-pronged approach

#### Condition Assessment Process



#### Asset Analysis Tools



Probability, Risk, Cost Effectiveness and Performance need to be considered.

#### Asset Management Decision-making

- 3**
- Progress from a project to a program: must fund it, monitor and sustain the program
  - Develop and refine asset management policies, procedures and strategy, SGR Team; who, what, how long?
  - Provide input to AMP and CIP





# CAPITAL PROJECTS PRIORITY: DETERMINATION OF AGENCY PRIORITY

Priority support identification

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	1219	1220	1221	12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# CAPITAL PROJECTS CONDITION OPTIONS: MEETING CRITICAL NEEDS FIRST

Rail - CIP Proposed FY13-FY22.xlsx [Read-Only] - Microsoft Excel

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U
	Proj	Category	Project Name	Phase	Program Prior	Condition Rating	Funding Source	Operating Impact	Total Proj	Project Sponsor	Project Champ	Project Manag	FY13 Amou	FY14 Amou	FY15 Amou	FY16 Amou	FY17 Amou	FY18 Amou			
2	31705	Implementation	Emergency Trip S South				Partial Federal	Cost Savings < 10%	8.40	Rich Krisak	Garry Free	Ursula Bradley	\$1,898	\$2,354	\$2,360	\$50					
3	31687	Implementation	Repl Impedance Ph 1				Partial Federal	Cost Savings < 10%	7.80	Rich Krisak	Garry Free	Ursula Bradley	\$312	\$500	\$500	\$500					
4	31690	Implementation	LoopsInterlock 2 & 3				Partial Federal	Cost Savings < 10%	7.80	Rich Krisak	Garry Free	Ursula Bradley	\$69	\$980	\$8,000	\$6,151	\$2,000				
6	31303	Implementation	Replace Facility N Equip				Potential Federal	Cost Savings > 10%	7.70	Rich Krisak	Ernst Hernen	Levi M. Brown	\$1,443	\$1,500	\$1,500	\$500	\$1,500	\$500			
17	31707	Implementation	Tunnel Lighting				Partial Federal		7.00	Rich Krisak	Garry Free	Laura Massello	\$1,000	\$900	\$1,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,250	
20	31698	Implementation	Fire Protection S Upgrade				Partial Federal	Neutral	6.80	Rich Krisak	David Springstead	Patrick Minnucci	\$3,381	\$8,350	\$12,525	\$15,713	\$15,713	\$2,769			
21	31810	Implementation	CN915 & CE530 C				100% Local	Neutral	6.80	Rich Krisak	Garry Free	Rhonda N. Allen	\$82	\$200	\$105						
30	31305	Implementation	Roofing Rehabilit Program				Partial Federal	Neutral	6.20	Rich Krisak	Garry Free	[TBD] o	\$400	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	
31	31683	Implementation	Auxiliary Power S Gear				Partial Federal	Neutral	6.20	Rich Krisak	Garry Free	Stephen Alexander	\$915	\$50	\$40						
37	32060	Implementation	TPSS SSI Equipn Plcment				Partial Federal	Neutral	6.20	Rich Krisak	Garry Free	Stephen Alexander	\$151	\$500	\$1,255	\$760					
38	31832	Implementation	Procurement of Fasteners				Potential Federal	Neutral	6.10	Rich Krisak	Garry Free	Ursula Bradley		\$20	\$150	\$20					
40	31691	Implementation	LCARE CQ312 60-Month Cycle	Implementation	State of Good Repair	Substandard	100% Local	Cost Savings < 10%	6.00	Rich Krisak	Joe Erves	Tesa Gonzales	\$128			\$760	\$760	\$760	\$760	\$760	
41	31726	Implementation	LCARE CQ311 42-Month Cycle	Implementation	State of Good Repair	Substandard	100% Local	Cost Savings < 10%	6.00	Rich Krisak	Joe Erves	Tesa Gonzales	\$1546	\$2,354	\$2,660	\$1,710					
42	31738	Implementation	Asset Managem Program	Implementation	State of Good Repair	Substandard	Partial Federal	Cost Savings < 10%	6.00	Rich Krisak	David Springstead	Dave Springstead	\$713	\$1,164	\$760						
43	31758	Implementation	LCARE CQ312 60-Month Cycle	Implementation	State of Good Repair	Substandard	100% Local	Cost Savings < 10%	6.00	Rich Krisak	Joe Erves	Tesa Gonzales	\$621	\$1,593	\$797	\$797	\$797	\$797	\$797	\$797	
44	31759	Implementation	LCARE CQ312 84-Month Cycle	Implementation	State of Good Repair	Substandard	100% Local	Cost Savings < 10%	6.00	Rich Krisak	Joe Erves	Tesa Gonzales	\$1879	\$3,569	\$1,830	\$1,830	\$1,830	\$1,830	\$1,830	\$1,830	
49	31724	Implementation	Renovate Operating Facilities	Implementation	State of Good Repair	Substandard	100% Local	Neutral	5.60	Rich Krisak	Garry Free	Stephen Alexander	\$565		\$800	\$1,000	\$1,200				
50	31811	Implementation	Girder Grout & Seal	Implementation	State of Good Repair	Substandard	100% Local	Neutral	5.60	Rich Krisak	Garry Free	Rhonda N. Allen		\$200	\$150	\$316	\$2,028				
53	31969	Implementation	Lighting Controls Upgrade	Implementation	State of Good Repair	Substandard	100% Local	Neutral	5.60	Rich Krisak	Garry Free	Laura Massello	\$124	\$2,300	\$1,200	\$50					

Critical  
condition needs  
considered first

Ready Filter Mode 75%

Critical condition needs considered first



# TRANSIT CLIMATE CHANGE ADAPTATION PILOT



**MARTA** is the focus of a case study that looks at climate change stresses that occur in the Atlanta region and how these stresses could affect MARTA's operations.

The assessment will focus on how MARTA's enterprise asset management system could be used to monitor such changes and help in identifying response strategies.





## OBJECTIVES

- better understand the state of practice with respect to climate adaptation and public transportation assets
- identify lessons that can be learned and applied to other transit systems
- build a relationship between our operating transit system and climate adaptation experts to leverage knowledge and improve planning and investment decisions.



## TASK LIST

**Task 1:** Identify current and future climate hazards relevant to public transit agency assets and operations

**Task 2:** Characterize the risk of climate change on agency infrastructure and operations

**Task 3:** Identify key elements of MARTA's asset management program that are conducive to climate change-related information

**Task 4:** Develop initial adaptation strategies

**Task 5:** Link strategies to agency organizational structures and activities

**Task 6:** Develop dissemination strategies and final report



## DISSEMINATION STRATEGY

- Focus system-wide on vulnerable assets within transit systems that could be facing increasing precipitation, heat and wind.
- Easy to use reference for accessing information on the different strategies that are or could be used to respond to climate-induced stresses
- A final report designed to provide clear sections and modules relating to different categories of climate stresses and adaptation strategies.





# CLIMATE ADAPTION ASSESSMENT TIMELINE

Tasks	Action Step	Responsibility	Support and Communication	Timeline (tentative)*	Deliverables
<b>Task 1: Identify current and future climate hazards relevant to public transit agency assets and operations</b>	Identify historical weather-related hazards	Georgia Tech	MARTA	4/1/2012	
	Identify future climate change hazards	Georgia Tech	MARTA	4/15/2012	
	Prepare technical memorandum	Georgia Tech		5/1/2012	#1
	Quarterly report	Georgia Tech		4/1/2012	QR #1
<b>Task 2: Characterize the risk of climate change on agency infrastructure and operations</b>	Identify risk application methodology	Georgia Tech and PB	MARTA	6/1/2012	
	Identify vulnerable assets and operations	Georgia Tech	MARTA	7/1/2012	#2
	Characterize MARTA's asset management system	Georgia Tech and MARTA	PB	8/1/2012	
<b>Task 3: Identify key elements of MARTA's asset management program that are conducive to climate change related information</b>	Identify asset management components in MARTA's system that could include climate change information and a strategy for doing so	Georgia Tech and MARTA	PB	9/1/2012	#3
	Quarterly report	Georgia Tech		8/1/2012	QR #2
<b>Task 4: Develop initial adaptation strategies</b>	Identify possible adaptation strategies for vulnerable assets and operations	Georgia Tech and MARTA	PB	11/1/2012	#4



# CLIMATE ADAPTION ASSESSMENT TIMELINE

Tasks	Action Step	Responsibility	Support and Communication	Timeline (tentative)*	Deliverables	Tasks
Task 5: Link strategies to agency organizational structures and activities	Identify key organizational units in MARTA potentially affected by climate-related changes	Georgia Tech and MARTA	PB	12/1/2012		
	Identify strategies for each unit	Georgia Tech, MARTA and PB		1/1/2013	#5	
	Quarterly report	Georgia Tech		1/1/2013	QR #3	
Task 6: Develop dissemination strategies and final report	Identify dissemination strategies	PB	Georgia Tech	2/1/2013		
	Prepare draft final report	Georgia Tech	MARTA and PB	3/1/2013	#6	
	Prepare webinar materials (if desired)	Georgia Tech	MARTA and PB	4/1/2013		
	Prepare final report	Georgia Tech		4/1/2013	#7	



## 2008: TORNADO HITS DOWNTOWN ATLANTA AND DESTROYS EXTERIOR WALL AT MARTA'S KING MEMORIAL STATION







## 2009: MAJOR RAIN EVENT FLOODS DOWNTOWN ATLANTA

