

## Minutes

### RTA Operations Committee Meeting 9:06 a.m., January 9, 2018

**Present:** Moss (Chair), Clough, Elkins, Nardi, Norton, Serrano, Welo

**Not present:** Dixon, Lucas, McCall

Also Present: Anderson, Benford, Burney, Calabrese, Caver, Dangelo, Davis, Feke, Feliciano, Ferraro, Fields, Garofoli, Gautam, Gettings, Hampton, Jaszczak, Johnson, Joyce, Kirkland, Krecic, Laule, Muti, Myers, Pierce, Raguz, Schipper, Shaffer, Sutula, Temming, Vukmanic, Young, Zeller

Ms. Moss called the meeting to order at 9:06 a.m. The secretary called the roll and reported that four (4) committee members were present.

Before the meeting, Mayor Welo gave an update about the new Board Committee Structure. George Dixon assigned all the Board members to the new committees. Mayor Clough will remain the Vice Chair for each committee. Rev. Lucas, Chief McCall, Mayor Welo, Ms. Moss will chair the new committees. Mr. Serrano will continue as the Liaison to the Citizens Advisory Committee. The Governance Committee will appoint a nominating committee of three. They will nominate a slate of candidates in January. The new committee structure will be effective in February. The annual elections will be held in March at the Annual Meeting. Each committee will have someone in administration as a liaison.

#### RFP Procurement: SCADA Replacement

Joe Shaffer, Robert Piggerty and Shawn Becker made the presentation. SCADA stands for Supervisor Control & Data Acquisition. SCADA is a computer language that allows the ICC workers to control the power of the trains through the switch gear at the various substations. Robert Piggerty, electronic engineer, specializes in substations and heavy power. He is the manager for the SCADA system upgrade. It's a software package that controls the flow of electricity to the catenary for train operations. The control is controlled from the ICC in the Main Office building. This is control for rail substation power. It is mission critical for rail operations.

The current SCADA system was manufactured by QEI and uses an antiquated machine language for communication. It consist of a master station and 17 remote terminal units or RTU's. The RTU's are installed at various substations. The master station servers are 17 years old and have reached the end of their service life. Several of the RTU's have been in service for 25 years and have reached the end of their service life also. The master station and RTU's cannot support current technology. He showed pictures of the current servers, backup servers and modems at Rail District and pictures of the new equipment. They plan to install a network switch, two new servers at Rail, and two work station clients (one at Rail and the other in the ICC). At each substation, remote terminal units will be replaced with PLC's, which will communicate with the master station.

The project objectives are to install a SCADA system to monitor and control traction power substations and overhead catenary equipment. The new system will be Ethernet based, an open architecture and make use of a standard machine language for communications. This will improve the number of vendors available for PLC's. A new master station will be installed with remote access programmable logic controllers, replace existing RTU's in each substation with RAPLC's and install workstation clients in the Rail District and ICC. RTA will be provided with a nonexclusive license for the system software. The software will be scalable, but will not have any license based limits on additional devices, workstations, graphics and reports. Currently there is one source for old components, which drives up cost. The fiber optic system that allows the SCADA to communication with the substations will be presented to the Board in the future.

This RFP was issued Sept. 11, 2017. Thirty-one parties downloaded the solicitation, and 7 submitted proposals. The evaluation panel consisted of various RTA departments using evaluation criteria. The recommended vendor is Kapsch TrafficCom USA, Inc. They have extensive experience with public transportation and a thorough understanding of transit operations. They have worked with MARTA, NYCT, BART, JTA and others. A 10% DBE goal was assigned and will be filled by Power Mike & Co. and Drive Engineering Corp. This project will be funded \$736,000 federally and \$565,000 locally and will take approximately one year.

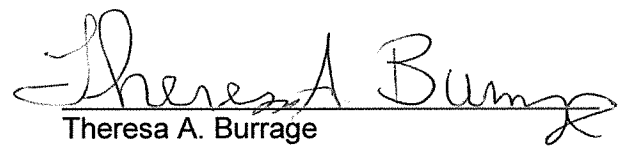
Staff requests that the Operations Committee recommend an award to Kapsch TrafficCom USA, Inc. to provide a SCADA Replacement solution in a total contract amount not to exceed \$1,300,045.29. Ms. Moss asked if the \$1.3 MI was expected. Shawn said the estimate was closer to \$1.5 MI - \$1.6 MI. It was moved by Mr. Nardi, seconded by Mr. Serrano and approved by unanimous vote.

Ms. Moss adjourned the meeting at 9:21 a.m.



---

Joseph A. Calabrese  
CEO, General Manager  
Secretary/Treasurer



---

Theresa A. Burrage  
Executive Secretary