

**Minutes**  
**Board Planning, Development and Real Estate Committee**  
**February 15, 2007**  
**9 a.m.**

The meeting was called to order at 9:30 a.m. Present were:

**Committee Members**

Mr. Christopher Zimmerman (Chair)  
Mr. Charles Deegan  
Mr. Jim Graham  
Mr. Raymond Briscuso  
Mr. Dana Kauffman  
Mrs. Catherine Hudgins

**Approval of Agenda**

The Agenda was approved.

**Approval of Minutes**

The Minutes from the December 21, 2006 meeting were approved as submitted.

**Action Items**

**A. Approval to Initiate Project for New General Orders Program**

Mr. Arturo Weldon sought to obtain approval from the Planning and Development Committee to enhance the Track Rights Management functionality of the new Rail Operation Control System (ROCS) to replace the current General Order and Track Right Authorization System (GOTRS) by modifying the existing ROCS Upgrade contract.

Mr. Weldon stated that the current GOTRS system was deployed in the mid 1980s and is a hybrid of a mainframe computer and manual processes.

Since 2003, the weekly track requests have increased over 300%. The Staff currently averages 1200 requests a week and processes them manually. There are various track requests to include repair and corrective maintenance activities to keep the rail system reliable for the region; contractor access for construction projects, similar to Metro Matters Traction Power projects; and train testing training. The general process to handle the

requests, resolve the associated work conflicts and manage the manpower is a manual one that normally takes 5-6 days to complete. Part of that process involves the Rail Supervisor Controller manually drawing the location of the workers. Mr. Christopher Zimmerman stated that this is perhaps the most significant image in the presentation (i.e., slide 13 of 30). In our highly sophisticated technologically advanced society and system, we are depending on someone to write on a piece of paper to determine a person's location on the track.

Mr. Raymond Briscuso inquired if the manual process that WMATA uses is common procedure in any of the other major subway systems. Mr. Weldon stated that preliminary discussions were held with other systems and they also have a manual process. Mr. Zimmerman inquired about more advanced systems abroad. Mr. Weldon stated that the Staff did not get an opportunity to go abroad but did talk to a contractor who had insight to transit systems abroad; however the preliminary investigations that were performed did not reveal anything that met our needs.

Mr. Dana Kauffman inquired on the cross connection between someone handwriting on the drawing versus the day the workers are on the track. Mr. Weldon stated that there are two processes. One is manual on paper to identify the work crew's location. The second process is the Rail Operation Computer System that manages the energizing power and makes sure of the crews' safety. This causes the Staff to deal with two processes, one manual and the other on-line.

Mr. Weldon stated that the funding request has been budgeted in the overall OIT Program. Approval was granted for \$600,000 to do a detailed design specification. Mr. Zimmerman inquired if funds are being redirected. Mr. John Catoe stated that the funds were redirected in a previously approved Board action and Staff is seeking contract modification approval on an existing contract.

Mr. Jim Graham moved motion approval with the proviso that the action is subject to approval of the FY08 budget. Mr. Zimmerman inquired if Staff will proceed with contract modification prior to budget approval. Mr. James Haggins stated that Staff will do the design elements to prepare for implementation in the FY08 budget.

Mr. Graham inquired if in the event the development and implementation are not approved in the FY08 budget, is there a cost associated with going forward. Mr. Catoe stated that the System will not be implemented until approval of the FY08 budget.

A motion was made by Mr. Kauffman to execute and fund a modification to the ROCS Upgrade Project contract to complete a detailed design specification task and software development for the new ROCS system to enhance the Track Rights Management functionality. Mr. Deegan seconded the motion and it was approved by the Committee.

## **B. Approval of Station Floor Tile Standard Design**

Mr. David Couch sought to obtain approval from the Planning and Development Committee to adopt the 12-inch square porcelain tile in a warm reddish-brown color as the new standard for all new construction and for all major platform rehabilitations.

Mr. Couch stated that if we stay with the existing 8" hexagonal or 12" square porcelain tiles the cost would be \$1.1M and if we go to the 8" hexagonal porcelain tiles the cost would be an additional \$150K per station. Mr. Zimmerman inquired if the increase in cost is a function of the tile costing more or having to pay more for installation. Mr. Couch stated that the increase involves a little of both. There is a higher cost with the manufacture of the tile because it is not efficient for the manufacturer to make the tile in the requested sizes and shapes. Installation is also more expensive because there are more grout fillings and tiles to handle.

Staff recommended the 12" square porcelain tiles as requested by the Riders Advisory Council (RAC) because it is more cost effective. Using the 12" square porcelain in lieu of the 8" hexagonal means there are fewer grout joints, which is one of the issues with water penetration in the system. It also improves durability, lowers maintenance costs and has a proven track record from use in the New York system.

Mr. Zimmerman stated that the principal reason for the change is that there is only one manufacturer for the existing quarry tile. There is also concern of the continuing availability of the tile in the future. Mr. Couch stated that there is concern over the durability of the concrete underneath. In October 2006 a presentation was made for the structural replacement of the platforms. The problem with the existing tile is that it is a very porous system. The amount of water that gets through over the years causes deterioration of the concrete. The big advantage is that we will not have the out year problems with concrete deterioration. Mr. Zimmerman stated that the tile will last longer, is easier to walk on and more available.

A motion was made by Mr. Graham to adopt the 12 inch square porcelain tile as the new standard for all new construction and major platform rehabilitations. Mr. Deegan seconded the motion and it was approved by the Committee.

The meeting was adjourned at 9:50 a.m.