

Minutes of the Board Planning and Development Committee
Open Session - March 2, 2006

Mrs. Gladys Mack called the meeting to order at 9:30 a.m. Present were:

Committee Members:

Mr. Christopher Zimmerman (Chairman)
Mr. Marion Barry (Vice Chairman)
Mr. Charles Deegan
Mr. Jim Graham
Mr. Dana Kauffman
Mrs. Gladys W. Mack
Mr. Robert Smith

Other Board Members:

Mr. Marcell Solomon

APPROVAL OF MINUTES: The minutes of the January 5, 2006, Planning and Development Committee meeting were accepted and approved as presented.

ACTION ITEMS:

A. Expert Review & Analysis

Mr. David Couch sought Planning and Development Committee recommendation and Board of Directors approval to:

- < Negotiate and execute a 15-month sole source agreement with the American Public Transit Association (APTA) for expert reviews of on-going capital programs and operational matters;
- < Authorize funding from the capital budget for an APTA administrative fee up to \$62,500;
- < Indemnify APTA and its contractors and transit agency employees for activities associated with the assessment.

Mr. David Couch referenced a similar WMATA program which was limited to Civil, Structural and tunneling aspects performed through on-call consultants, the Engineering Review Board, and stated APTA is the only industry-wide vehicle available with the ability to provide expertise in transit issues including train control and communication services with access to other transit properties.

Mr. Christopher Zimmerman stated there is a potential issue if Staff presents the Board with five to six reviews per year, presenting a half million in unapproved cost. Mr. Dan Tangherlini stated that Staff will provide the Board with a work plan for review, and update the Board on the Program as appropriate.

Mr. Smith requested that Staff provide an explanation of the proposed APTA \$62,500.00 administrative fee and how APTA proposes to provide this service, including whether other transit agencies have requested this service from APTA. Mr. Smith expressed concern that APTA was using WMATA to create new marketing tools to raise funds for itself.

Mrs. Gladys Mack stated that the program has value but inquired on the individual review expenses in addition to the possible \$62,500 administrative fee up to \$100,000.00. Mr. Salpeas responded that transit agency colleagues will not be paid, but if private consultants or academics are needed, the expenses will pay their salary. Mrs. Mack stated that if a half million dollars is being requested, then this program needs budget consideration. Mr. Tangherlini stated that the idea is to use funds associated with a particular capital project that has an issue, up to \$100,000.00. Mr. Zimmerman and Mrs. Mack stated that if the capacity is within the budget and is on an “as-needed” basis, approval is not required. Mr. Tangherlini stated that the service would give WMATA a chance to review struggling projects before bringing them to the Board.

Mr. Dana Kauffman stated that on-call expertise is great, but the APTA up-front fee should be minimized. Mr. Marcell Solomon inquired how long the APTA Program has been in existence, are other agencies using it, and stated budgetary issues will have to be resolved. Mr. Salpeas responded that there has never been an agreement of this particular type with APTA . Mr. Couch stated that APTA’s independence avoids conflicts in using existing consultants.

Mr. Smith sought clarification from COUN on the indemnification language. Ms. Carol O’Keeffe explained the difference between willful misconduct and misconduct and what indemnification means in this case.

The Board authorized Staff to negotiate an agreement with APTA and return for Board approval with direction to minimize administrative fees if possible. Budget items should be presented to the Budget Committee.

Motion carried.

Subsequent to the meeting, item was deferred for further discussions of scope and costs.

B. Approval of Public Hearing for the Glenmont Parking Structure

Mr. Joseph Heines sought concurrence of the Planning and Development Committee and Board approval to:

- < Hold a Public Hearing on the general plans and environmental evaluation on two prospective locations for the proposed Glenmont parking structure;
- < Authorize the General Manager to release the Public Hearing Staff Report (including Staff Recommendations) for public comment, as soon as the report is available.

Motion approved.

C. WMATA Inputs to the 2007-2030 Constrained Long Range Plan

Mr. Edward Thomas and Mr. Scott Kubly briefed the Planning and Development Committee and sought concurrence on:

- < Staff’s recommended submissions of the Constrained Long Range Plan (CLRP) to the Transportation Planning Board (TPB);

- < Sought P&D Committee endorsement of a resolution on recommended action and to forward the resolution to the Board for final approval authorizing the General Manager to forward the 2007 - 2030 CLRP inputs to TPB.

Mr. Zimmerman inquired on the source for the significant increase for Federal Formula funds from FY07-10 to FY11-15 on the Capital Revenue and Expenditures table (\$854.3 versus \$1,306.0, respectively). Mr. Edward Thomas responded that the increase will be the result of operating more mileage as part of the Dulles project, other system improvements and providing more bus miles. The share of federal funds will grow as the mileage increase. Mr. Zimmerman inquired on the number for the assumed increase in bus service. Mr. Scott Kubly stated that it is the assumed assumption of an increase in federal funding. Mr. Zimmerman asked if Staff is assuming that there will be a \$415M increase in federal funds by extending the Rail Line twenty-three miles and growth in bus service. Mr. Thomas responded yes, plus the 2.75% from modest growth in federal funding.

Mr. Zimmerman inquired if the program assumes Metro Matters, the Dulles project and the Blue Ribbon Panel recommendation. Mr. Thomas responded yes, it is assumed. Mr. Kubly stated that the Dulles Extension is assumed from the operating side.

Mr. Zimmerman inquired if there were any other significant increases. Mr. Scott Kubly stated that the ninety additional rail cars required to get up to 100% eight car trains is not in a Board approved document. It is included as part of the long range operating plans but falls outside the envelope of capital program that has been presented to the Board.

Mr. Zimmerman stated there is a relatively maximum plan on the expenditure side. On the revenue side, apart from the formula money, it was noted that the federal discretionary line has blanks. A question was raised about the assumption of zero federal discretionary capital funds from 2011 to 2030. Mr. Zimmerman inquired if the \$260M (federal discretionary funding) in the Metro Matters agreement will come out of the recently approved Transportation Bill. Mr. Thomas responded that only \$104M comes from the Transportation Bill and that Staff will continue to pursue the balance.

This led to a Committee discussion about the nature of a new partnership among federal, state and local governments to provide long term funding for Metro. Several Committee members disagreed with the assumption of no additional federal discretionary capital funding beyond the \$104 million for the Metro Matters rail cars. Staff indicated that no assumption was made about dedicated funding since final decisions had not been made. Staff also stated that this is just the initial submission of WMATA's inputs to updating the CLRP and that as the CLRP is further developed each jurisdiction will make a decision on their ability to provide funding for Metro.

A lengthy discussion ensued on whether or not federal money is reasonably expected to be available. Mr. Zimmerman stated "this project cannot be done without the additional funding," and requested a funding scenario that assumed Davis Bill funding. Mr. Kauffman stated that the difference between the Davis Bill federal funding and the lack thereof would put in black and white what a failure to get additional federal funding would mean to the region in long-term. He noted that the region would experience triple digit millions in funding gaps if we don't succeed.

The Board requested that Staff be explicit about the funding requirements contemplated by the CLRP and send copies of the revised CLRP transmittal to local jurisdictions and policy makers.

Mr. Zimmerman requested that when the plan is presented to the Board the issue should be clearly identified and lays out the funding gap.

Motion carried.

D. GSA Connection Agreement at Suitland Metrorail Station

Mr. Gary Malasky sought approval of the Planning and Development Committee and Board for WMATA to enter into a connection agreement with GSA for GSA to construct and maintain a canopy connecting the new U.S. Census Bureau headquarters to the existing WMATA canopy at the Suitland Metrorail Station.

Mr. Smith inquired if existing sidewalk is upgraded at GSA expense. Mr. Malasky stated that sidewalk will be widened at GSA expense.

Motion carried.

INFORMATION ITEMS:

A. Semi-Annual Status Report on Railcar Programs

Mr. Daniel Hanlon and Mr. Jeffrey Pringle provided the Board of Directors, and Planning and Development Committee with a semi-annual update on:

- < 5000, 2000/3000, and 6000 Series railcar programs that represent 63% of the WMATA fleet;
- < Other railcar programs (Anacostia Street Car Project, Precision Stopping, 1000 Series Improvements, Railcar Capacity);
- < Look ahead issues (Railcar Rehabilitation Facility, 7000 Series, Test Track).

Mr. Hanlon stated that there are four primary programs with Alstom and the focus is to ensure that Alstom meets its deliverables and obligations under the contracts. Alstom is responsible for the 2000/3000 Series rehabilitation, manufacture of the 6000 Series, Automatic Train Control for 5000 Series railcars and Precision Station Stopping.

Mr. Pringle stated that the 5000 Series, manufactured by CAF, and the 2000/3000 Rehab Series, by Alstom, have shown improvements in the Mean Distance Between Delays (MDBD). The 6000 Series, newest fleet, produced by Alstom, is in pre-revenue testing. Mr. Salpeas stated that the MDBD on the 5000 Series has improved from 33,170 in January 2005 to 87,530 in January 2006, a 160% increase. Mrs. Mack stated that it is very impressive to see this type of improvement within one year.

Ms. Pretha Mitchell stated that the eight car Precision Station Stopping Program, Phase I, was successfully completed in December 2005 on the Red Line, with efforts now on the Orange and Green Lines. The milestones are: March/April 2006, the 1000 and 5000 Series cars will be

outfitted for Red Line; July/August 2006, outfit other fleet for Green/Orange Lines; and November/December 2006, complete the Blue/Yellow Lines. Mr. Salpeas stated three enhancements were added after the Board approved the final phase of the Precision Station Stopping Program. The three new Engineering/Technical enhancements are Marker Coil Logging Diagnostics (if coils are relocated during maintenance, the diagnostics on board equipment of railcars will give location), Cab Signal Logging Function (if rail car speed command goes to zero, an advanced diagnostics will be given) and Door Inhibit Function (if rail car overshoots platform, function will not allow door to open).

Mr. Hanlon stated that the Anacostia Streetcar Project is underway. The streetcars are on schedule for fabrication in the Czech Republic. The Other Railcar Programs for the 1000 Series Railcars includes: HVAC modernization and Traction Motor Rewind, which were established to support on-going maintenance activities within that fleet. Improvement areas include working closely with Alstom, expert reviews, staffing and contract(s) administrative actions. Mr. Salpeas stated that there are a number of administrative items that may be presented for closure to the Board in April/May 2006.

Mr. Salpeas stated that the "new" New Carrollton Shop has been completed. The Old Maintenance Shop will be evaluated for conversion to Capital Railcar Rehabilitation and Maintenance Facility to support ongoing major capital upgrades.

Mr. Salpeas stated that the Dulles Project (Phases I and II, 64 cars each, total 128) is the catalyst for ordering the 7000 Series railcars. Mr. Tangherlini stated that we need to have a consistent ongoing replacement plan of our railcars. The idea is to recognize the ongoing nature of this concern and begin to build into our long term financial plans ongoing replacement of our assets.

For comparability purpose, Mr. Dana Kauffman inquired on the age of BART railcars and the type of replacement program that exists. Mr. Pringle stated that BART cars were rehabbed some time ago, forty years is the maximum. Mr. Kauffman requested Staff to review continued WMATA use of extruded aluminum for railcars. Mr. Hanlon commented that he has been in contact with the Chief Engineer at BART and that WMATA is coordinating with BART on their Replacement/Rehabilitation Program currently under development for their extruded aluminum railcars.

Mr. Salpeas stated that a study is on-going to identify a test track location. The Staff will continue with the study and in June/July the Board will be requested to grant Staff authority to expend monies for preliminary engineering for a test track. The test track must be a minimum of 10,000 feet to allow trains to reach 75 mph and safely brake to a stop and must be within WMATA property. Mr. Salpeas suggested WMATA consider the location between New Carrollton and Greenbelt to centralize the rehabilitation facility. Mr. Deegan suggested location made sense if the old New Carrollton shop was also used for railcar rehab and new car programs.

B. Semi-Annual Update on the Capital Improvement Program

Mr. David Couch, Mr. David Lacosse and Mr. Roderick Burfield provided the Planning and Development Committee with the Semi-Annual update on FY06 (July - December) Infrastructure Renewal Program (IRP).

Mr. Smith inquired about the interval for standpipe replacement in WMATA facilities. Mr. Couch responded that it varies depending on location. On the Red Line there is a lot of water intrusion and the stand pipes are lasting at the twenty-five year replacement cycle. There is a forty to fifty year life cycle in a box section that is underground without leaks.

Mr. David Lacosse reported on the Escalator/Elevator Rehabilitation Program. Since the inception, all 170 of the original station entrance escalators have been completed and eight units were added due to their deterioration. Mr. Zimmerman inquired if by the end of 2006, over 60% of the 400 scheduled escalators will be completed or awarded. Mr. Lacosse responded that is the expectation.

Mr. Lacosse also discussed elevators and stated that WMATA has rehabilitated thirty of the ninety-five units and that eighty percent of the ninety-five units are completed or currently under contract for rehab.

Mr. Lacosse also discussed the remote monitoring program which provides real time tracking of vertical transportation availability and enhances response time. Currently, installation is complete on 145 of 238 elevators and 489 of 588 escalators.

Mr. Roderick Burfield reported on the Information Technology Infrastructure Upgrades which include replacement of obsolete equipment, server consolidation and spam filtering. The automatic remote monitoring system (SCADA) discussed by Mr. Lacosse interfaces with Maximo to automatically generate a work order when a problem is detected promoting a faster response time. Mr. Zimmerman inquired on how long SCADA has been in place and requested that a short explanation on the new automatic monitoring and work-order generation system be provided. Mr. Burfield responded SCADA has been in place for one month.

Mr. Zimmerman suggested that because of its comprehensiveness and complexity the presentation on certain improvements, including SCADA, did not get the attention that it deserves and these important accomplishments get buried. Mr. Zimmerman suggested that Staff should look for different format approaches, to better summarize the accomplishments. Mrs. Mack underscored the point on summarizing and highlighting the good performance and good news. Mr. Tangherlini stated that shortly Staff will move away from the PowerPoint presentation and present Executive Summaries.

Mr. Tangherlini also stated that he will talk to the Committee Chairs about moving discussions from Meeting Room to the actual sites where work is being performed. Mr. Jim Graham stated that the Board should be involved in action items. Mr. Graham stated this is a governing body, opportunities to go and visit the system and speak to employees are important, but the Committees should be focused on decision making. Mr. Zimmerman stated that oversight is an important function to decision making.

Mr. Deegan inquired if there is a policy on replacing obsolete PCs. Mr. Burfield stated there is

an existing contract with Dell where PCs are replaced every four years, items are bar coded and tracked through inventory. Mr. Tangherlini stated that Staff is meeting with Chief Information Offices (CIOs) of surrounding jurisdictions to inquire on mechanisms they are using. Mr. Deegan stated his approval of Staff's efforts.

C. Increase Rail Service to the Mid City Green Line Stations

Mr. Takis Salpeas and Mr. James Hughes updated the Planning and Development Committee on the studies staff performed to determine the feasibility of increasing rail service to the Mid City Green Line Stations.

Mr. Marcell Solomon stated that additional information is needed for discussion, and that Staff should present number of cars required to perpetuate the service, number of cars that will be deferred from Blue Line, impact on the Blue Line, ridership from other lines and affect on headway. Mr. Kauffman inquired specifically on the affect of Virginia Yellow Line headway. Mrs. Mack requested that the car loaning impact on the District be included in the analysis. Mr. Zimmerman stated that consideration is needed on the affect of allocation of cars. Mr. Smith stated that a broad vision of systemwide service is needed, including elimination of Red Line turn-back at Grosvenor to extend the trains to Shady Grove. Mr. Smith suggested that the item be deferred for next month due to lack of coordination and information. Mr. Zimmerman stated more analysis, questions and concerns will be addressed at next meeting.

Motion deferred for next month.

Mr. Zimmerman *moved that* the Real Estate Committee meet in Executive Session to discuss contractual matters, consistent with Board Procedure Roman Numerals VI.4. Seconded by Mr. Solomon. Motion carried.

The meeting was adjourned at Noon.