

Minutes
Board Planning, Development and Real Estate Committee
April 12, 2007

The meeting was called to order at 11:36 a.m.

Committee Members:

Mr. Christopher Zimmerman (Chair)
Mr. Dana Kauffman
Mr. Jim Graham
Mrs. Catherine Hudgins
Mr. Emeka Moneme

Mr. Gordon Linton
Mr. Anthony Giancola
Ms. Elizabeth Hewlett
Mr. Peter Benjamin

I. Approval of Agenda

The agenda was approved.

II. Approval of Minutes

The minutes from the March 8, 2007 meeting were approved as submitted.

III. Action Item

Approval of Project to Repair Concrete Deterioration

Mr. David Couch, Director, Office of Infrastructure Renewal Programs, spoke to the Committee on the request to initiate and award a competitive contract for structural Alkali-Silica Reaction Rehabilitation for various rail structures. Mr. Couch explained that the deterioration occurs over time from the reaction of the aggregates and alkalis in the cement resulting in the cracking on the exterior of reinforced concrete structures. This deterioration has occurred in various structures on the Red, Blue, and Orange lines at entrances, vent/fan shaft walls, and pier caps and abutments, mostly to areas that are exposed to the outside. If caught early enough, the problems can be repaired. The process involves coating the concrete surface with a corrosion inhibitor followed by a silicone-based breathable elastomeric coating. This is an inexpensive fix and the life of the coating is 15 to 20 years. The expenditures would be made in FY08 and 09 and contingent on the approval of the FY08 budget. Mr. Kauffman's motion to approve the request to initiate a \$1.3 million dollar competitive contract was seconded by Mr. Linton and the motion carried.

IV. Information Item

APTA Expert Panel Report on Tysons Aerial vs. Tunnel Operating Cost Analysis

Mr. Jim Haggins, Acting Assistant General Manager, Chief Engineer and Project Management, introduced Patrick Nowakowski, Assistant General Manager for Operations at SEPTA, who was one of the members of the peer review panel. Mr. Nowakowski discussed the findings of the panel regarding the Dulles Corridor Metrorail Project, specifically aerial vs. tunnel operating and maintenance costs.

Mr. Nowakowski outlined the scope of work, which included looking at the existing structures, tunnels, and stations that were built to WMATA specifications and are just now beginning to show their 30-year age. In evaluating the Tysons options the panel considered rehabilitation costs, operation and maintenance costs, and other factors that could not be easily costed out. The panel did not evaluate construction costs or replacement costs, but did assume that structures would be kept in good repair. Costs common to both options, e.g., track replacement, were not reviewed. If the life cycle for a component was different, then it was reviewed. The evaluation assumed a 100-year useful life for both an aerial structure and a tunnel. It assumed construction would comply with WMATA standards and that costs would be consistent with current spending based on the Capital Budget.

The group's findings were that aerial rehabilitation costs equaled \$325 million and tunnel rehabilitation costs were \$125 million, a difference of \$200 million. Replacing bearings, tile pavers, concrete repair, elevators/escalators, and marker coils represented 84% of the \$325 million aerial rehabilitation cost for the aerial rehabilitation. The tunnel rehabilitation costs of \$125 million included elevators/escalators, fire line piping, and structure repairs. The three biggest cost drivers on the aerial structure (bearing replacement, tile pavers, concrete repair) are eliminated with the tunnel.

However, the cost to operate and maintain the aerial structure is \$120 million lower than that of a tunnel. The cost drivers for the tunnel are staffing, station maintenance, inspections/lubricating, changing out parts on the pumping equipment, ventilation equipment, and heating/AC equipment. Non-quantifiable advantages for the aerial track are safer access in case of fire and easier access for maintenance purposes. Advantages for the tunnel are the elimination of the need for property acquisition, the potential for more intense land development, and comfort for the customer, as well as better public opinion.

Concerns with a tunnel are the unknowns associated with using the change in design to a bi-level track. Concern with an aerial is the very high cost of rehabilitation of the tile pavers.

The panel's conclusions were that the savings of \$80 million spread over 60 years for a tunnel is not significant and WMATA needs to assure its standards protect the Authority in terms of future operating and capital replacement costs.

Mr. Graham asked how we were going to make sure that our standards were upheld with the design of the new sections. Mr. Catoe stated that he was still in discussions with the designers regarding equipment, stainless steel rails, tiles, etc. Further information was offered by Mr. Haggins stating that WMATA's role right now is to assure the design phase reflects WMATA standards and design criteria. As the process moves into design-build construction, staff will assure that the things approved comply with WMATA standards and are constructed. The information that will be brought to the Board on May 10th includes the Authority's role as the owner/operator, along with the financial plan and the negotiated agreement between WMATA, the Commonwealth, and MWAA. A detailed summary will be presented to the Board at that time. Mr. Catoe concluded this discussion stating that staff is still having discussions, and all items will be resolved to Authority satisfaction before anything is brought to the Committee.

The meeting adjourned at 12:18 p.m..