

Minutes of the Board Planning and Development Committee
Open Session - April 7, 2005

Mr. Zimmerman called the meeting to order at 9:20 a.m. Present were:

Committee Members:

Mr. Christopher Zimmerman (Chairman)
Mr. Marcell Solomon (Vice Chairman)
Mr. Charles Deegan
Mr. Jim Graham
Ms. Catherine Hudgins
Mr. Dana Kauffman
Mr. Gordon Linton
Mrs. Gladys W. Mack
Mr. Robert Smith

Other Board Members:

Mayor William D. Euille

APPROVAL OF MINUTES: The minutes of the March 3, 2005, Planning and Development Committee meeting were accepted and approved as presented.

ACTION ITEMS:

A. Recommended Contracting Actions for up to 217 Hybrid Electric & Clean Diesel Buses

Mr. Salpeas opened the discussion by noting that staff wanted to update the Committee on the contracting approach WMATA intends to use to buy the buses in accordance with Board Resolution 2004:32, Subject: Bus Procurement. Mr. Robert Golden and Mr. Terry Consavage then briefed the Committee and sought concurrence to authorize the General Manager/CEO to obtain "piggybacking" options from Sound Transit and contract with New Flyer Industries for 22 Diesel-Electric Hybrid buses; obtain additional options for up to 28 similar buses, if available; obtain "piggybacking" options for up to 117 Clean Diesel buses if they become available prior to the finalization of a multi-year contract; initiate and award any other necessary procurement actions to complete the purchase of up to 217 buses, subject to available funds and periodic reports back to the Committee on the status of actions taken.

Mr. Smith moved to approve. Mr. Deegan seconded.

Mr. Zimmerman asked what the unit cost is for each type of bus. Mr. Golden stated that the costs are approximately \$510K and \$336k for the Diesel-Electric Hybrid buses and Clean Diesel buses, respectively. Mr. Zimmerman asked how many Diesel-Electric Hybrid buses are currently in service. Mr. Golden responded that 335 buses are currently in service. Mr. Zimmerman asked what criteria were used for selecting this particular Diesel-Electric Hybrid bus. Mr. Golden responded that Sound Transit is the only contract available for "piggybacking" at this time that meets the Board approved action. Mr. Zimmerman asked what the operating impact is as it relates to fuel economy. Mr. Golden responded that Sound Transit's fuel economy numbers for their Diesel-Electric Hybrid articulated buses are better than our current fleet of Diesel articulated buses.

Mr. Graham stated that the DC Council has enacted a law, signed by the Mayor, that requires DC shall not to support the purchase of Diesel or Diesel-Electric Hybrid buses except for the DC Circulator. This law does not take effect until FY 06. Mr. Graham explained that the DC Circulator buses (29 total) were purchased at a 33% discount from Oakland, eliminating a two year procurement, and that the particular model is the European bus of the year. Mr. Graham noted that the DC Council is aware that under the Compact, a participating jurisdiction cannot legally specify how their subsidy is to be spent. Mr. Graham circulated a letter from the DC Council Members to the Mayor that supports the purchase of additional Compressed Natural Gas (CNG) buses. Mr. Smith noted that the ultimate goal is to provide the highest level of service to our customers and hopes the DC Council considers the consequences of not funding WMATA's budget.

Mr. Linton asked about the differences between CNG and Hybrid Electric buses in terms of cost and reliability. Mr. Golden responded that the cost savings is attributable to the unit cost of each bus, associated costs of upgrading facilities to accommodate each type of bus and available funding. In terms of reliability, Mr. Golden stated that NY Transit's second generation buses have performed much better than the first generation. Mr. Linton noted that the base cost of the Diesel-Electric Hybrid bus is based upon Sound Transit's specifications and that WMATA may have additional costs. Mr. Golden stated that staff has examined Sound Transit's specifications and found that they closely approximate what WMATA would procure and that staff expects additional costs to be minimal.

Mr. Zimmerman, through his own calculation, suggested that \$10 million could be saved if the same number of CNG buses were ordered and facilities were upgraded to accommodate them. Mr. Zimmerman suggested that the costs associated with upgrading the Bladensburg facility were exorbitant because the facility is old and required other work, like asbestos removal, not directly associated with the CNG upgrade. Mr. Zimmerman noted that this action is only for 22 Diesel-Electric Hybrid buses, but that staff has stated that 50 buses are ideal for testing. Mr. Zimmerman asked what assurances staff has that 28 of the same Diesel-Electric Hybrid buses will be available in the future. Mr. Golden responded that other options exist within the industry to purchase the remaining 28 buses. Mr. White stated that staff is working within the budget to buy 50 Diesel-Electric Hybrid buses first and then up to 117 Clean Diesel buses. The remaining 50 Diesel-Electric Hybrid buses will be purchased following the testing phase of the first order of buses.

Mrs. Mack expressed concern that the Committee is attempting to revise a previous Board action. Mrs. Mack stated that the policy of the Board is to purchase the most environmentally sound technology and that it is important to replace the aging buses that emit the highest level of pollutants.

Mr. Linton expressed concern that Diesel-Electric Hybrid buses do not use proven technology and noted that Seattle has experienced reliability issues with these buses. Mr. Graham asked what the Authority's experience has been with CNG buses. Mr. Golden responded that CNG buses have performed very well. Mr. Graham stated that the riding public and others have had positive responses to CNG buses.

Mr. Deegan, Mr. Smith, Ms. Hudgins, Mr. Solomon and Mr. Kauffman concurred with staff's recommendations. Mr. Graham, Mr. Linton and Mr. Zimmerman opposed staff's recommendations. Mrs. Mack abstained. Motion carried.

B. Approval of the Huntington Parking Structure Public Hearing Report

Mr. P. Takis Salpeas and Mr. Jim Haggins sought approval of the Public Hearing Staff Report Supplement and the Proposed Resolution to amend the Adopted Regional System for the Huntington Station General Plans to incorporate a new six level parking structure with a capacity of approximately 1420 spaces.

Mr. Kauffman moved approval. Mr. Deegan seconded. Motion carried.

Mr. Zimmerman asked if any consideration was given to the effect that approximately 1420 additional spaces will have on passenger loading on the Yellow Line. Mr. Kauffman noted that the net is an additional 500 spaces. Mr. Salpeas stated that the net 500 parking spaces will increase the average passenger per car (PPC) nine percent at the maximum load points on the Yellow Line, which are Pentagon and L'Enfant Plaza Stations. Mr. Hughes added that the increase in PPC is comparable to that of the Orange Line, but the Yellow Line does not have the peak surges of the Orange Line. In addition, Mr. Zimmerman asked if there is the potential to add additional train cars during peak service. Mr. Hughes stated there are no plans to add additional train cars at this time.

INFORMATION ITEM:

● **Strategic Partnerships and Initiatives: Value Capture (Detailed Scope)**

Mr. Edward Thomas and Mr. Scott Kubly briefed the Planning and Development Committee on the Proposed Station Area Value Capture Program and provided additional information on the proposed scope of work as per the Committee's request at the March 3, 2005, meeting and asked the Committee to recommend Board approval to amend an existing contract for the work and use the Planning and Strategic Programs Professional Services FY 05 budget in the amount of \$300,000.

Mr. Kauffman asked that "Impact Fee" be referred to as "Station Improvements to Support Growth".

Mr. Smith asked if staff has examined or intends to examine the total impact development will have on Metrorail stations and WMATA's ability to handle increased capacity. In addition, Mr. Smith asked if the conclusions reached in the Core Capacity Study are proving correct. Mr. White stated that the Core Capacity Study was done at a macro, system-wide level. The Station Area Value Capture Program will examine the impact of development at a station-specific level. Mr. Smith stated that staff needs to be cognizant of the fact that impact of development at one station may impact capacity at other stations in the system.

Mr. Smith asked if the study will analyze the cost that parking replacement and increased parking capacity on have development. Mr. Thomas stated that WMATA is looking at all facility areas impacted, e.g., bus bays, parking garages, escalators, elevators, fare collection areas, entrances, etc.

Ms. Hudgins stated that the objective of this program is analogous to information available for road improvements and capacity in Fairfax County, whereby the County can assess the financial impact of development on transportation infrastructure. In addition, Ms. Hudgins stated that the information provided is used as a tool to encourage developers to participate in necessary improvements to transit infrastructure.

Mr. Zimmerman asked when this item will go to the Board. Mr. Thomas responded that this item will go to the Board on April 21, 2005.

Mrs. Mack questioned the budget impact. Mr. Thomas stated that the funds are contained in the Planning and Strategic Programs Professional Services FY 05 budget. Mr. White stated that the Board action in two weeks will identify where in the budget this program will be funded.

Mayor Euille stated that the program should be a collaborative effort between the jurisdictions and WMATA and should examine the impact that development has on both WMATA and the jurisdictions. Jurisdictions have a decision making process that relates to zoning, etc., that may impact land values.

Mr. Zimmerman stated that there is a need to quantify the value of Metro to the region. Understanding the value of Metro to the region becomes fundamental as the jurisdictions seek ways to finance the system. In addition, Mr. Zimmerman stated that the program should quantify how much additional development the system can support and what WMATA needs to do to accommodate additional development.

Mr. Linton asked that staff look into core capacity issues and into the future as development around stations continues to grow.

Mr. Solomon asked which three to four stations have been selected and the criteria behind the selection. Mr. Thomas stated that no stations have been selected. Mr. Solomon asked that staff include a station from Prince George's County in developing the model for "Station Improvements to Support Growth".

Meeting adjourned at 10:55 a.m.