

Minutes of the Board Planning and Development Committee
Open Session - June 2, 2005

Mr. Zimmerman called the meeting to order at 9:25 a.m. Present were:

Committee Members:

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

Other Board Members:

Mayor William D. Euille

APPROVAL OF MINUTES: The minutes of the April 7, 2005, Planning and Development Committee meeting were accepted and approved as presented. Mr. Zimmerman directed staff to continue monitoring the potential need for additional rail cars on the Yellow Line during peak service which may result from additional passengers parking at the Huntington Parking Structure. This structure is adding approximately 400 net parking spaces. Also, Mr. Zimmerman inquired as to when the Planning and Development Committee would be provided quantified information on WMATA's contribution to the economy (and more specifically, the local economy) as part of the "Strategic Partnerships and Initiatives: Value Capture" project. Mr. Thomas responded that the Committee will be updated by November 2005.

ACTION ITEMS:

A. Approval of the FY 06 Project Development Program

Mr. Edward Thomas and Ms. Robin McElhenny updated the Committee on the status of FY 05 project development deliverables and requested that the Committee concur and forward to the Board for approval the proposed \$3.1 million FY 06 Project Development Program as part of the FY 06 Capital Improvement Program.

Mrs. Mack questioned the categorization of the "Parking - Market Based Pricing" study as jurisdictional. She stated that the study is inappropriately assigned to the District of Columbia and should be considered regional because the study would be system wide. A discussion ensued among the Committee members as to whether this study should be considered jurisdictional because it was requested by the District of Columbia government and the demonstration will be done at the Rhode Island Avenue station. Mrs. Mack stated that the demonstration does not have to be done at a District of Columbia station and that she considers this a regional study because Maryland and Virginia stations have more parking relative to District stations. Staff stated that if the study were to be considered as regional, there would likely be less money available for Station Contingency (GIS Mapping) Plans. Mrs. Mack asked how projects get categorized as regional versus jurisdictional and whether the criteria is different for a demonstration study.

Mr. Kauffman asked whether the Franconia-Springfield Station Area Access Planning study encompassed both exterior (roadway network, access to parking) and interior access issues. Ms. McElhenny stated that both exterior and interior access issues are included. Mr. Thomas **noted** that the study will not be a preliminary engineering level analysis but a concept development analysis and drawings. Mr. Salpeas stated that there will be an analysis of travel demand forecast when the station was first designed and current travel demand. A determination will be made as to whether WMATA has a sufficient amount of vertical transportation at that station and whether the vertical transportation meets various codes. If changes are needed, recommendations will be brought to this Committee for appropriate action.

Mr. Smith moved approval of staff's recommendation. Mr. Deegan seconded. Mrs. Mack abstained from voting. She directed staff to provide the reasons the "Parking - Market Based Pricing" study was categorized as jurisdictional instead of regional and stated that she will have made a decision on this item by the time it goes before the Board.

Mr. Zimmerman stated that the FY 06 Project Development Program provides an opportunity to look forward and to respond to and anticipate changing needs in relation to station access planning and station vision plans. A small investment could have tremendous return for the WMATA system and the region.

Mr. Zimmerman commented on the Gallery Place-Metro Center pedestrian passageway tunnel photograph and suggested adding amenities to the passageway in order to generate interest and make it a place where people want to walk. He suggested investigating how to light the passageway. Staff stated that there is a more recent photograph of the passageway showing advertisements and a kiosk. Mr. Salpeas stated that a Tiger Team (interdepartmental, specialized team of WMATA employees) has been established to review the feasibility of concession management in the passageway and between the two Farragut stations. The team is looking at whether there is a consortium of private developers who desire to establish business opportunities in the passageways and to participate in the construction costs of the passageways. The team is also reviewing lighting, ventilation, entrance, and exit issues. Further, the team is considering expanding the Gallery Place-Metro Center connection towards the Old Convention Center. Staff anticipates updating the Committee on the passageways by end of calendar year 2005.

Mr. Deegan requested that pedestrian passageways allow full access for all cellular phone users.

Staff stated that the Gallery Place-Metro Center pedestrian passageway tunnel project evolved out of the Core Capacity Study as a mitigation to the large volume of transfers between the Gallery Place and Metro Center stations. Mr. Zimmerman clarified that this passageway tunnel is a core capacity enhancement project.

The motion carried with Mrs. Mack abstaining.

B. Strategic Partnerships and Initiatives: Technology

Mr. Edward Thomas and Mr. Donald McCanless requested that the Committee concur and forward to the Board for approval the initiation of a Technology Public-Private Partnership (P3) Initiative and the initiation/award of consultant services. The P3 initiative's goals are to improve customer service and system reliability by capitalizing on WMATA's marquee value; provide more timely and accurate customer information, seamless travel and convenience; and generate new streams of revenue for WMATA.

Mr. Zimmerman commented that the presentation would have been more effective if it had included more examples of existing partnerships in the country and around the world. He stated that he is inclined to support the overall effort because it has the potential to generate more revenue for the system and generate new services for customers. However, the project may need better definition. Mr. Zimmerman stated that he had asked before about the status of the Atlanta public-private partnership project on monitors inside buses as an example of the feasibility of a P3 program.

Mr. Smith stated that the technology being considered to enhance ridership appears directed at the rail side. Because rail does not have difficulty attracting riders, he does not support staff's proposal. Mr. Smith and Mr. Zimmerman stated that technology directed at the bus side (e.g., real time information on bus arrivals) might bring more value in terms of enhancing ridership. As a clarification, Mr. Thomas referred Mr. Smith to appendix 2 which identified lack of integrated systems as the problem why management and our customers cannot receive needed information on the bus system. He noted further that the integration of on-board bus system is an example of a potential P3 project.

A discussion ensued on the need for a consultant at this stage. Staff stated that WMATA can perform most of the work in the proposal, e.g., meet with regional technology councils, issue an RFI, etc. without a consultant. A consultant could assist WMATA in getting a sense of the value of WMATA and could support WMATA as it gets involved in specific activities. Staff stated that WMATA would provide the concepts of operation and design and a consultant would help determine the technical details of how to physically connect the systems. However, staff reiterated that this proposal is not dependent on consultants.

Mr. Solomon shared that he does not support awarding a contract before staff meets with the technology councils, does a Request for Information, and develops a clear scope of work for a Request for Proposal on specific projects. He suggested that contractors have said that bundling contracts keeps them out of the marketplace and stated that WMATA needs to be careful not to reduce its DBE goals with the P3 concept.

Staff stated that an abundance of useful data is generated on the bus side but WMATA has difficulty getting it to customers. The various systems that generate data are proprietary and WMATA needs to interface the systems. Ms. Hudgins asked about the sequence of steps staff would take if a consultant is not hired. Mr. Thomas responded that staff would define more specific applications (beyond customer information and onboard integration of bus systems), meet with the technology councils, develop a technology summit, and issue a RFI.

Staff also stated that a Tiger Team has been established to determine the priority of the systems (location, farebox, and schedule) in the integration process.

Mr. Zimmerman commented that WMATA has to be clear regarding what it is seeking to accomplish (specific benefits to customers and WMATA), distinguish between the goal and what WMATA is currently doing, and earmark revenues for specific new passenger conveniences.

Mr. Kauffman raised a motion to authorize staff to meet with regional technology councils of the jurisdictions and industry associations to gain their insights, develop concepts of operations and designs for desired applications, conduct a technology summit, and issue an Request for Information (RFI) to gain additional insights. He recommends a joint effort between WMATA and APTA. Mr. Solomon seconded the motion. Mr. Salpeas stated that staff will meet with jurisdiction technology councils and technology firms and report back to the Committee in three (3) months. The motion was approved unanimously.

Mrs. Mack raised a motion that the funding set aside for this project be allocated to the jurisdictions. Mr. Kauffman seconded the motion. If the recommendation regarding hiring a consultant does not go forward, the Committee discussed using the money to reduce the jurisdictional budget subsidy as an alternative to allocating it back to the jurisdictions. Staff will report back to the Committee in September 2005 regarding the feasibility of hiring a consultant. The motion was modified so that a decision will be made in September 2005 to either allocate the funds to the jurisdictions or to reduce the jurisdictional budget subsidy in the event hiring a consultant is not feasible. The motion was unanimously approved.

C. Establishment of Opening Dates for New Carrollton Yard and College Park and New Carrollton Parking Garages

Staff requested that the Planning and Development Committee concur and forward to the Board for approval the following opening dates: College Park Garage - June 25, 2005; New Carrollton Garage - October 29, 2005; and New Carrollton Yard - January 8, 2006.

Mr. Smith moved to approve. Mr. Solomon seconded. The motion was unanimously approved.

Meeting adjourned at 11:20 a.m.