

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

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

**Committee Members:**

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

**Other Board Members:**

Mr. Dan Tangherlini

**APPROVAL OF MINUTES:** The minutes of the June 2, 2005, Planning and Development Committee meeting were accepted and approved as presented.

**ACTION ITEM:**

**Metro Matters - Award of Rail Yards**

Mr. James Haggins briefed the committee on the Metro Matters Yards Expansion Program and sought concurrence and approval of the Board of Directors for adoption of the Public Staff Report, General Plans and Final Staff recommendations for the yard modifications at the Brentwood Yard and authorization to award two design-build contracts for the Rail Yard Expansion Projects at Greenbelt, Shady Grove and Brentwood.

Mr. Zimmerman questioned the overall rail car maintenance capacity increase and asked how many additional rail cars will WMATA be in a position to service. Mr. Haggins stated that service would be provided for 120 additional rail cars. Mr. Deegan questioned the increase in existing capacity of maintenance bays at Brentwood and Shady Grove and asked why Greenbelt was omitted. Mr. Haggins stated that the staff felt that the best locations for expansion were at Brentwood and Shady Grove.

Mr. Salpeas stated that Greenbelt will be involved primarily in heavy maintenance and the repair of parts, which is not handled at Brentwood. Therefore, no additional maintenance bays are required at Greenbelt.

Mr. Zimmerman asked if the \$600M program budget refers to the rail component of Metro Matters. Mr. White stated that the total program is approximately \$1.5B. The bus component is about \$171M and the rest is the re-habilitation program. Mr. Zimmerman asked if the Committee will get a similar overview for the bus rehabilitation program. Mr. White stated that staff will present an extensive overview to the Board in September 2005, which will include all of the bus investments in and outside of Metro Matters.

Mr. Zimmerman asked if residual funds were available for difficulties that may be encountered. Mr. White stated that the funding agreement has a process where the staff updates the

Committee on an annual basis and reports are forwarded to WMATA's funding partners. Mr. White stated that there are still risk elements in the financing plan related to the assumptions regarding Federal funding. If Congress can complete what appears to be a re-authorization bill and the details of the discretionary program, the staff will have a better understanding of WMATA's funding for rail cars.

Mr. Linton moved approval. Mr. Kauffman seconded. Motion carried unanimously.

## **INFORMATION ITEM:**

### **Infrastructure Renewal Program (IRP) Semi-Annual Update**

Mr. Dave Couch, Mr. Jeffrey Pringle, Mr. Donald McCanless, Mr. Roderick Burfield and Mr. David Lacosse briefed the committee on the major accomplishments for the FY-05 Infrastructure Renewal Program (IRP).

Mr. Linton asked for clarification of "conditionally accepted" for the rehabilitated railcars. Mr. Pringle stated that the rehabilitated railcars are conditionally accepted until reliability is verified in a nine-month program. Mr. Salpeas stated that WMATA is tracking the reliability of some of the subsystems of the rail cars, and that is the reason we conditionally accept them.<sup>1/</sup>

Mr. White stated that motor rehabilitation was a component of work that was done when the Rohr cars went through the original re-hab program. There were a number of motor failures because of injection of snow into the propulsion system. After an extended process of negotiation and litigation with the contractor, WMATA is in the process of completing the re-work to protect this fleet and enhance its performance in snow.

Mr. Zimmerman asked for clarification on cathodic protection system replacement for sacrificial anodes. Mr. Couch stated that a sacrificial anode is something that keeps the infrastructure from decaying. The piping system disintegrates over the years as a result of migration of stray current into the system if protection is not provided.

Mr. Zimmerman asked for clarification of a "stinger". Mr. Couch stated that a stinger is a track with a long lead that attaches to a shoe on the rail car which allows movement of trains through the shop in each one of the maintenance bays.

Ms. Hudgins asked for clarification on the change in the relationship of using GSA/FEDSIM to award the systems integration contracts. Mr. Burfield stated that GSA/FEDSIM has a set of pre-qualified contractors that allows them to award a technology contract much quicker, which is a great advantage. The system integrator system contract was with FEDSIM, and WMATA had an inter-agency agreement with FEDSIM. By mutual agreement WMATA and the contractor decided to end the inter-agency agreement in June 2005, because both felt it would be better to have direct contracting relationship.

<sup>1/</sup> Pursuant to the Contract, "conditional acceptance" applies to individual railcars whereas "final acceptance" applies to the fleet as a whole. WMATA conditionally accepts a railcar when that individual railcar meets the minimum standards for revenue service operations. Conditional acceptance is an interim acceptance period during which time the fleet undergoes reliability testing and the contractor corrects any defects discovered during testing or revenue service. Final Acceptance of the fleet occurs only after completion of all tests prescribed in the Specification and upon finding that the railcars conform to the specification in all respects.

Ms. Hudgins inquired about the Trapeze software program and asked when the staff made a decision that they had acquired a system that did not satisfy WMATA's need. Mr. Burfield stated that when the contract was issued in 2002, WMATA went through an extensive process and selected PeopleSoft for HR financials, MRO to do maintenance and material management and Trapeze to do the bus and rail scheduling. When the Request for Proposal was issued, technical issues with the software were identified. A software package that is off-the-shelf software will not do everything that WMATA desires it to do, and this turned out to be more complicated than the staff realized. WMATA's staff feels that Trapeze has underestimated the schedule and required resources for the project and is working very closely with senior Trapeze staff in an effort to speed up the process.

Mr. Zimmerman asked how much rehabilitation work was completed on the escalators and elevators in the past year. Mr. Lacosse stated that work on 32 escalators and 9 elevators were completed in FY05. Mr. Zimmerman asked if the 32 (out of the 170 total fixed) were Westinghouse escalators and asked about the 8 additional Westinghouse Mod 250 units that were added in FY05. Mr. Lacosse stated that a total of 40 escalators were completed in FY05 and the 8 additional Mod 250 escalators in question were included in this number.

Committee members suggested that the presentation would have been more effective if a one page summary and/or charts had been utilized linking activities to pertinent stations and/or specific locations. Staff plans to present such a summary to the committee every six months hereafter.

Meeting adjourned at 10:36 a.m.