



Washington Metropolitan Area Transit Authority

Funding Approval for Railcar Capacity Study Phase II



*Budget Committee
November 10, 2005*



Purpose

- To obtain Budget Committee approval to use remaining balance of the original railcar enhancement program to proceed with Phase II Testing of the three railcar configurations.



Background

On March 10, 2005 the Budget Committee approved the use of \$260,000 to proceed with a two-phase project to test the effect of a railcars configuration on railcar capacity. The Board adopted of Resolution on March 17, 2005.

Funding in the amount \$260,000 from the \$1 million allocated for the Railcar Enhancement Program, included in the Board approved Capital Improvement Program, was approved for Phase I of Railcar Capacity Concepts Pilot Program.



Project Status

On November 3, 2005 the Planning and Development Committee approved proceeding with Phase II Testing of three railcar configurations and forwarded to the Budget Committee request for approval to use remaining balance of the original railcar enhancement program :

- Test Configuration 1: 6000 Series Railcars
- Test Configuration 2: Removal of 12 seats, introduce longitudinal seats
- Test Configuration 3: Removal of 16 seats, introduce folding seats and leaning rests



Recommendation

- **That the Budget Committee approve and forward to the Board a request for approval to use the remaining balance of the original railcar enhancement program.**



Washington Metropolitan Area Transit Authority
**METRO ELECTRONIC ACTION
 DOCUMENT**

IDENTIFICATION			
MEAD ID:	98938	ACTION:	Initiate
AWARD VALUE:	(Not yet awarded)	CONTRACT: (Proposed)	
FUND SOURCES: (View)	Infrastructure Renewal Program	CONTRACTOR:	
LAST MODIFIED:	10/28/2005		

DESCRIPTION	
SUBJECT:	Approval to proceed with Phase 2 of the Railcar Capacity Study.
PURPOSE:	To obtain the Planning and Development Committee, Budget Committee and Board approval: (1) to proceed with the Phase 2 Study; (2) to proceed with the testing of reconfigured rail car interiors; and (3) to use the remaining balance of the original rail car enhancement program.

ORIGINATION					
INITIATOR			DEPARTMENTAL APPROVAL		
DENNIS LEMKE on 10/14/2005			Not Approved Yet		
PHONE:	202-962-5977	OFFICE:	OENG	DEPT:	Chief Engineer

COORDINATION (ROUTING)		
OFFICE	NAME	ACTION/DATE
(4110)	SALPEAS, PANAGIOTIS	Re-assigned 10/21/2005
IRPG (4710)	COUCH, DAVID	Re-assigned 10/17/2005
(3311)	FEIL, STEVE	Approved 10/19/2005
(4110)	SALPEAS, PANAGIOTIS	Approved 10/26/2005
PRMT (7410)	JACKSON, LUCY	Approved 10/26/2005
(8110)	THOMAS, EDWARD	Approved 10/26/2005
COUN (1410)	O'KEEFFE, CAROL	Approved 10/31/2005
OPAS (3161)	HUGHES, JAMES	Approved 11/01/2005

FINAL APPROVALS	
OFFICE	NAME/ACTION
PLN_DEV_CMTE	PANAGIOTIS SALPEAS (Not Yet Approved)
PLN_DEV_CMTE	Approved for by PANAGIOTIS SALPEAS on 10/26/2005
OPER_CMTE	Approved for OPAS by JAMES HUGHES on 10/28/2005
BEMR	Approved w/ Comments for by HAROLD BARTLETT on 10/27/2005
BEMR	Approved for by HAROLD BARTLETT on 11/01/2005
OPER_CMTE	Approved for OPAS by JAMES HUGHES on 11/01/2005
GM	GMGR CEO (Not Yet Approved)
BOARD	BOARD WMATA (Not Yet Approved)



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DOCUMENT**

NARRATIVE

DISCUSSION

In response to a Board request to explore concepts to increase railcar capacity, staff presented concepts to the Board on January 6, 2005.

A pilot program was proposed to determine feasible approaches to increase railcar capacity by removing seats. The analysis revealed that for every two seats removed passenger capacity is increased from two sitting passengers to three standing passengers.

A baseline study, Phase 1, with the current railcar configuration has now been completed. The results are being presented and approval to proceed with a study of alternate car configurations, Phase 2, is being requested.

The baseline study program consisted of sixteen 3000-series cars - two six-car trains plus two pairs as spares. Each train operated on the Red, Orange, Green lines.

A digital video recording (DVR) system was installed on each of the sixteen railcars. Video data of passenger ingress, egress, flow rates, and capacity was collected, archived, and analyzed.

WMATA staff, consultants, and a public task force participated in the baseline data review and in recommending configurations for Phase 2.

This MEAD requests approval to proceed with Phase 2. The 16 railcars will be reconfigured to remove windscreens, relocate and add additional handrails, remove and relocate seating. DVR systems will be installed on 8 6000 Series Railcar. The cars will be operated on the Red, Orange and Green lines. The new video data will be analyzed in comparison to the baseline data collected in Phase 1. Improvements, if any, achieved in railcar capacity, passenger flow, reduced dwell time will be identified. The funding will cover additional DVR systems for 8 6000 Series railcars, the design, material and labor to reconfigure the original 16 3000 Series railcars and to perform the analysis of the Phase II data. Phase II implementation will require minimal services from diverse contractors available through the GSA schedule. This methodology was successful for Phase I.

Staff will report back to the Board in Fall of 2006 with results from the railcar configurations evaluated and with recommendations for changes to the existing rail fleet.

PRIOR APPROVALS

On March 17, 2005, the Board approved implementation of Phase I of the Railcar Capacity Concept Pilot Program for \$260,000. Resolution 2005-09 allocated the funds under the Railcar Enhancement Program contained in the Capital Improvement Program.

IMPACT ON FUNDING

Budget: Infrastructure Renewal
Program FY 2004
Project Title: Railcar Enhancement
Page: N/A

**Budget
Information:** FY 2004

Line Item Budget	\$1,000,000.00
This Action	\$ 782,844.00
Prior Actions	\$ 217,156.00
Subtotal	\$1,000,000.00
Remaining Budget	\$ 0.00

AFFIRMATIVE ACTION REQUIREMENTS

Contractors will be required to comply with executive order 11246, has amended, Revised Order No. 4 if the contract has 50 or more employees and the contract is \$50,000 or more.

DISADVANTAGED BUSINESS ENTERPRISE

DBE goals are not set for Federally funded contracts less than \$100,000.

RECOMMENDATION

That the Planning and Development Committee, Budget Committee concur with, and WMATA Board of Directors approve: (1) proceeding with the Phase 2 Study; (2) proceeding with the testing of reconfigured rail car interiors; and (3) using the remaining balance of the original rail car enhancement program.