Appendix A
Agency Coordination

U.S. Department
of Transportation
Federal Transit Administration

REGION III
Delaware, District of
Columbia, Maryland,
Pennsylvania, Virginia,
West Virginia

1760 Market Street
Suite 500
Philadelphia, PA 19103-4124
215-656-7100
215-656-7260 (fax)

APR 14 2011

Ms. Elizabeth Cole
Maryland Historical Trust/MDP
Office of Preservation Services
100 Community Place
Crownsville, Maryland 21032-2023

Re: **Section 106 Concurrence**
WMATA Southern Avenue Bus Garage Replacement
Prince George's County, Maryland

Dear Ms. Cole:

The Washington Metropolitan Area Transit Authority (WMATA), in cooperation with the Federal Transit Administration (FTA), is preparing to undertake a federal-aid project: to construct a new bus operation and maintenance facility in Prince George's County, Maryland. Two alternative sites are currently being considered, as well as rebuilding and expanding the facility at the existing site. As part of this undertaking, WMATA and FTA have made an effort to identify historic properties that could be affected by the proposed action and to fully assess those effects.

WMATA retained AECOM, Inc. to assist them with the technical aspects of the Section 106 process. AECOM prepared a Project Review Form which includes a project description, Area of Potential Effect, and analyzes the project's effects, and is enclosed with this letter. FTA has reviewed this information and is providing the Maryland Historical Trust/MDP (MHT) an opportunity to comment on these determinations of eligibility of and findings of effect on these properties pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended.

FTA requests that MHT review this material with attachments, and providing you agree with the determinations of eligibility and findings of effect contained herein, provide your written concurrence to Letitia A. Thompson, Regional Administrator. If you have any further questions, please contact Ms. Melissa Barlow by telephone at (202) 219-3565 or by email at melissa.barlow@dot.gov.

Sincerely,

Letitia A. Thompson
Regional Administrator

Enclosures

PROJECT REVIEW FORM

Request for Comments from the Maryland Historical Trust/ MDSHPO on State and Federal Undertakings

MHT USE ONLY
Date Received: Log Number:

Submit hard copy of form and all attachments to:
Beth Cole, MHT, 100 Community Place, Crownsville, MD 21032

Print Form

Section A: General Project Information

Project Name: Southern Avenue Bus Garage Replacement Project
County: Prince George's

☐ This is a new submittal **OR** This is additional information related Project Log Number: 200901347

Section B: Primary Contact Information

Contact Name: Melissa Barlow
Company/Agency: FTA
Mailing Address: 1990 K Street, NW, Suite 510
City: Washington
State: District of Columbia
Zip: 20006
Email: melissa.barlow@dot.gov
Phone Number: +1 (202) 219-3565
Ext.:

Section C: Description of Undertaking

Location - Attach a map, preferably a section of a USGS quad, showing the location and boundaries of the project

Address: See Continuation Sheet
City/Vicinity: Prince George's County

List all federal and state agencies / programs (funding, permits, licenses) involved in this project (e.g. Bond Bill Loan of 2009, Chapter #; Transportation Enhancement Grant; HUD/CDBG; MDE/COE permit; etc.).

Agency Type	Agency/Program/Permit Name	Project/Permit/Tracking Number (if applicable)
Federal	Federal Transit Administration (FTA)	
State	Washington Metropolitan Area Transit Authority	

Proposed Work - Attach project description, scope of work, site plans / drawings

This project includes (check all applicable): ☒ **New Construction** ☒ **Demolition** ☐ **Remodeling/Rehabilitation**

This project involves: ☐ **State or Federal Rehabilitation Tax Credits**

☐ **Properties subject to an easement held by MHT, MET, or another entity**

Section D: Identification of Historic Properties

This project involves: ☐ **Properties designated as historic by a local government, listed in the National Register, or included in Maryland Inventory of Historic Properties**

Property/District Name:

The subject property ☒ **has** ☐ **has not** been the subject of previous archeological, architectural, or historical investigations.

Please describe: In May 2009, WMATA prepared and submitted "Replacement of the Southern Avenue Bus Garage, Prince George's County, Maryland, Environmental Assessment" to MHT for review. See Project Log Number above.

Attachments

☒ **Map** ☒ **Project Description/Scope of Work** ☒ **Site Plans/Drawings**

☒ **Photographs** - Attach prints or digital photographs showing the project site including images of **all** buildings and structures, preferably keyed to a site plan

☒ **Conditions** - Attach a brief description of past and present conditions of the project area (wooded, mined, developed, agricultural uses, etc) including construction dates of buildings, if known.

MHT Determination MHT Reviewer: _____ Date: _____

☐ There are **NO HISTORIC PROPERTIES** in the area of potential effect
☐ The project will have **NO EFFECT** on historic properties
☐ The project will have **NO ADVERSE EFFECT** on historic properties
☐ The project will have **NO ADVERSE EFFECT WITH CONDITIONS**
☐ **MHT REQUESTS ADDITIONAL INFORMATION**
☐ The project will have **ADVERSE EFFECTS** on historic properties

Project Description

The Washington Metropolitan Area Transit Authority (WMATA) is considering the replacement of the existing Southern Avenue Bus Garage, located at the intersection of Southern Avenue and Marlboro Pike, in the area of Prince George's County, Maryland. The replacement of the Southern Avenue Bus Garage will enable the continuation and improvement of bus service to communities throughout the southern portion of Prince George's County, Maryland, and the District of Columbia by accommodating modern Metrobuses and providing for recent and future increases in system capacity. This action would further the vision and existing plans adopted by WMATA by supporting Metrobus ridership growth and network expansion. The project would be funded, in part, by a grant from the Federal Transit Administration (FTA).

Program Requirements

The new facility would have the capacity to accommodate a fleet of up to 250 Metrobuses, including up to 20 articulated buses. In addition to parking and storage facilities for the Metrobuses, other program requirements in the new facility include the following:

- Maintenance and administrative building;
- Employee parking;
- Service lane facility where fueling, washing and fare box collections are conducted;
- Compressed natural gas (CNG) fueling facility;
- Perimeter and other landscaping;
- Security fencing or other security measures; and
- Storm water management measures.

Existing Facility

The existing facility is approximately 5.9 acres in size and is located at the intersection of Southern Avenue and Marlboro Pike in Prince George's County, Maryland (See Figure 4). The garage was built in 1922, and owned by a private bus company for nearly half a century. In 1973, WMATA acquired the facility through its purchase of multiple private bus companies operating in the Washington metropolitan area. In 2000, WMATA refurbished the facility.

The existing facility includes a single maintenance building that extends from Southern Avenue to Boones Hill Road. Asphalt-paved employee parking and bus storage are also located on site. The maintenance building contains fueling, fare box collection and washing facilities on the eastern end, as well as the maintenance bays, offices, and a bus operators' lounge. The westernmost portion of the building, adjacent to Southern Avenue, is unoccupied. Boones Hill Road is used as an entrance and exit for all Metrobuses. An emergency entrance/exit is provided at the end of Pear Street.

Proposed Alternatives

Three alternatives for the replacement of the Southern Avenue Bus Garage have been identified. WMATA is considering two private sector developer proposals to develop a new bus operations and maintenance facility at two alternative site locations, as well as a third option of rebuilding the facilities at the existing site. The three alternative locations under consideration are described below. See Figure 1 for a location map and proposed boundaries of the three alternatives.

Alternative A (Rena Road)

Alternative A is approximately 36 acres in size, located southwest of the intersection of Suitland Parkway and the Capital Beltway (I-95/I-495). The site is currently heavily-wooded and undeveloped (Figure 2).

Alternative B (Westphalia Road)
Alternative B is approximately 52.5 acres in size, located east of the intersection of Suitland Parkway and the Capital Beltway (I-95/I-495). The site consists of a 100,000 square-foot shop and warehouse space, a 50,000 square-foot two-story office space, a two-lane access road, and 295 parking spaces. The building was constructed between 1980 and 1988 (Figure 3).

Alternative C (Existing Facility/Southern Avenue)
Alternative C would rebuild the existing facilities at Southern Avenue on approximately 8.5 acres, expanding the existing facility by about 2.5 acres (Figure 4). This alternative would require the acquisition of some adjacent commercial and residential property.

Maryland Historical Trust Research
Background research was conducted at the Maryland Historical Trust (MHT) to determine previously-identified historic architectural and archaeological resources. A vehicular and pedestrian site visit was conducted by a qualified archaeologist and architectural historian to determine a possible Area of Potential Effects (APE). The preliminary findings are discussed below.

Historic Architectural Resources
Alternative A
A review of files held by MHT found that no National Register-listed or -eligible resource is located within the project boundaries. However, one National Register-eligible resource, the Morningside Historic District is located adjacent to and west of the project boundaries. The Morningside Historic District was determined eligible for listing in the National Register on September 14, 2000[1]. The western limit of the APE for the project is immediately adjacent to this historic district (See Figure 2).

Alternative B
A review of files held by MHT found that there is no National Register-listed or -eligible resource within or adjacent to the project boundaries.

Alternative C
Several historic architectural resources were previously identified in May 2009 as part of the *Replacement of the Southern Avenue Bus Garage, Prince George's County, Environmental Assessment,* but none was found to be eligible for listing in the National Register of Historic Places[2].(MHT Project Log Number 200901347)

Archaeological Resources
Alternative A
The APE for archaeological resources is limited to the area to be directly impacted by construction activities. Field views determined that the APE is currently a wooded area. The majority of the area is located on an upland terrace at the confluence of Henson Creek and an unnamed tributary. The terrace soils are well-drained and are associated with the Sassafras, Grosstown, and Hoghole-Grosstown Complexes. Field views identified no major disturbances within the APE. Based on the condition and location of the APE as well as the soils present, prehistoric potential is considered to be high. Historic

[1] Darsie, Julie 2000 "Morningside National Register Nomination, January 2000. KCI Technologies, Inc., Hunt Valley, Maryland

[2] WMATA 2009 *Replacement of the Southern Avenue Bus Garage, Prince George's County, Environmental Assessment,* On file at the Maryland Historical Trust, Crownsville, MD

aerials and USGS maps indicate no previous structures located within the APE, hence, the potential for historic archaeological resources is considered low. No previously-identified archaeological sites are located within the APE and no previous archaeological surveys have been conducted within the APE.

Previously-Identified Archaeological Resources outside of the Project APE
Two archaeological sites have been recorded with MHT within one mile of the proposed APE. They are:

- Belle Chance Site (18PR447)
- Belle Chance Outlying Structures Site (18PR448)

Previous Cultural Resource Surveys Near the APE on File at MHT

Child, Colby Allan Jr. and Christine Heidenrich
2004 Phase I Archeological Investigations for the Proposed Andrews Air Force Base Safety Zone Tree Control Project Prince George's County, Maryland. Typescript. Report PR-307 Final, on file, MHT, Crownsville, MD.

Evans, June
1980 Preliminary Archeological Reconnaissance of Henson Creek Relief and Replacement Sewers, Branches I and J (Contracts 77CT3056A and 77CT3072A), Prince George's County, Maryland. Typescript. Report PR-15, on file, MHT, Crownsville, MD.

Goodwin, James, Jeanne A. Ward, Jason L. Tyler, and Katherine D. Birmingham
2008 A Phase I Archaeological Investigation of the Washington Post (Jemel's Post) Property Prince George's County, Maryland. Typescript. Report PR-506, on file, MHT, Crownsville, MD.

Jones, Lynn, Katherine Farnham and Bryan Corle
2002 Phase IA Survey of Property Along the Suitland Parkway North of Andrews Air Force Base, Prince George's County, Maryland. Typescript. Report PR-287, on file, MHT, Crownsville, MD.

Alternative B
The APE for archaeological resources is limited to the area to be directly impacted by construction activities. Field views determined that the APE contains a modern vacant shop facility. The building and parking lots are surrounded by both landscaped and wooded areas. The majority of the APE is located on an upland landform. A small portion along the western edge of the APE is located within the floodplain of Cabin Creek. The APE from Westphalia Road south to the back of the facility parking lot is mapped as urban soils. This area was likely graded during construction of the facility and its associated access roads, parking lot, and drainage features. Poorly drained, frequently flooded Potobac-Issue Complex floodplain soils run along the western edge of the APE along Cabin Creek. Well-drained upland soils exist within the southern half of the APE stretching from the facility parking lot south to the southern edge of the APE.

The northern half of the APE has suffered disturbances due to the construction of the shop facility and contains a low potential for intact prehistoric resources. However, the southern half of the APE contains relatively undisturbed, well-drained upland soils overlooking Cabin Creek, and therefore, has a high potential for prehistoric resources. Historic aerials and United States Geological Survey (USGS) maps indicate no previous structures located within the APE, hence, the potential for historic archaeological resources is also considered low. No previously-identified archaeological sites are located within the APE and no previous archaeological surveys have been conducted within the APE. Historic aerials also show

that the area was mined for gravel which would reduce significantly the potential for intact archaeological resources in some portions of the APE.

Previously-Identified Archaeological Resources

Eighteen archaeological sites have been recorded with MHT within one mile of the proposed APE. They are:

- Smith Farm O Moore Farmhouse Site (18PR763)
- Smith Farm BB Site (18PR764)
- Smith Farm CC Site (18PR765)
- Smith Farm MM Tayman Farmhouse Site (18PR766)
- Smith Farm MM South Barn Site (18PR767)
- Smith Farm WW Site (18PR769)
- Smith Farm YY Site (18PR770)
- Smith Farm MM Outbuilding Site (18PR772)
- A-S1 Site (18PR843)
- A-S2 Site (18PR844)
- A-S3 Site (18PR845)
- A-S4 Site (18PR846)
- A-S5 Site (18PR847)
- D-S1 Site (18PR848)
- Westphalia Road Site (18PR866)
- Case #3 Site (18PR902)
- Case #4 Site (18PR903)
- Ryon Site (18PR934)

Previous Cultural Resource Surveys Near the APE on File at MHT

Barrett, Thomas
2005 Phase I Archaeological Survey of the Westphalia United Methodist Church Property in Prince George's County, Maryland. Typescript. Report PR-350 Final, on file, MHT, Crownsville, MD.

Patton, Justin S., Amy Barnes, Craig Tuminaro and Carey O'Reilly
2005 Phase I Archaeological Survey and Architectural History Assessment of the Smith Farm Property Prince George's County, Maryland. Typescript. Report PR-365, on file, MHT, Crownsville, MD.

Ward, Jeanne A., and Jason L. Tyler
2007 A Phase I Archaeological Investigation of the Westphalia Road Property Prince George's County, Maryland. Typescript. Report PR-474, on file, MHT, Crownsville, MD.

Alternative C

Alternative C was previously evaluated as part of the Replacement of the Southern Avenue Bus Garage, Prince George's County, Environmental Assessment (WMATA 2009). The report found that there was no previously-identified archaeological site (prehistoric or historic) within the APE. In addition, an evaluation of topographic mapping and previous geotechnical borings provided in the WMATA (2009) report concluded that the APE has a low potential for prehistoric archaeological resources and did not warrant a field investigation. As the APE has not changed since WMATA's 2009 survey, there appears to be little potential for archaeological resources to be present and no further archaeological information is included in this initiation package.

APE Description

Historic Architectural Resources

Alternative A (Rena Road)

As a result of an existing vegetative buffer of mature trees over 85 feet wide, the APE for historic architectural resources is confined to the Limits of Disturbance (LOD) on the north and south sides of the project area. One the east side, the APE follows the LOD line, which is flanked by a modern apartment complex, built between 1963 and 1980. The west side of the project APE abuts the eastern boundary of the National Register-eligible Morningside Historic District. The buildings in this section of the historic district date between 1955 (Morningside Elementary School) and the late 20th century (Benjamin D. Foulis Academy, Morningside Municipal Building) (Figure 2; Plates 1-5). It is anticipated that a 65-foot wide vegetative buffer of mature trees will be retained along the west side of the parcel; therefore, there is no potential for visual impacts and the APE has been confined to the LOD. The design of the project on this site is unknown at this time, but it is anticipated that access to the site will be either from the north or from the east, away from the Morningside Historic District.

Alternative B (Westphalia Road)

As a result of an existing vegetative buffer of mature trees over 75 feet wide on the east, south, and southwest sides of the project area, the APE for historic architectural resources is confined to the LOD. On the west, the APE extends to include the adjacent property at 8705 Westphalia Road (Plates 6-9). Properties to the north and northwest are modern and are excluded from the APE (See Figure 3).

Alternative C (Existing Facility/Southern Avenue)

Alternative C was previously evaluated in May 2009 as part of the *Replacement of the Southern Avenue Bus Garage, Prince George's County, Environmental Assessment*. The APE for that evaluation included the block bound by Southern Avenue, Marlboro Pike, Boones Hill Road, and Quinn Street (WMATA 2009: 3-53). MHT reviewed the report and concurred with WMATA's findings that no historic properties would be affected by the undertaking (Personal Communication, Tim Tamburrino to Vanessa Zeoli November 12, 2010). Since the project area has already been evaluated and the project scope remains the same, a new APE was not established (Plate 10).

Previously-Unidentified Structures 50 years old or older

In order to identify whether any historic architectural resources over 50 years of age were present in the project area, an architectural historian conducted a vehicular and pedestrian survey of the project vicinity. The site visit was supplemented by a review of historic aerial photographs. Below are the findings for each of the alternatives.

Alternative A (Rena Road)

There is no previously-unidentified historic architectural resource over 50 years of age in the APE.

Alternative B (Westphalia Road)

One building, the late 20th century shop building, is located within the LOD/APE. One building over 50 years of age is located to the immediate west of the LOD, and within the western limit of the APE. The dwelling at 8705 Westphalia Road is a 1½-story bungalow constructed circa 1940 (Plate 9).

Alternative C (Existing Facility/Southern Avenue)
All the historic architectural resources within the APE were previously identified and evaluated as part of the *Replacement of the Southern Avenue Bus Garage, Prince George's County, Environmental Assessment* and determined to be ineligible for listing in the National Register by MHT (WMATA 2009).

Preliminary Determination of Effect

Alternative A (Rena Road)
As no potentially eligible resources exist within the current LOD or APE, no direct effects to historic properties are anticipated at the Rena Road location. Any potential indirect (visual) effects to the Morningside Historic District will be avoided by maintaining an approximately 65-foot wide vegetative buffer of mature trees between the district and any new construction. Recommendation: No effect on historic structures.

A field view identified apparently undisturbed landforms (e.g. upland terraces, stream confluences) and physical characteristics (low slope, well-drained soils, etc.) at this location typically associated with positive prehistoric archaeological site potential. Historic map and aerial photograph research identified no historic structures at this location and historic archaeological site potential is considered to be low. Recommendation: No known sites within APE, moderate potential for prehistoric sites, low potential for historic archaeological sites.

Alternative B (Westphalia Road)
As no potentially eligible resources exist within the current LOD, no direct effects to historic properties are anticipated at the Westphalia Road location. Construction at this location may present indirect impacts to a single potentially eligible resource within the APE, the dwelling at 8705 Westphalia Road (ca. 1940). Recommendation: No effect on historic structures.

A field view of the Westphalia Road location identified extensive ground disturbance in the northern half of the APE indicating low potential for intact archaeological resources. Conversely, in the south, relatively intact well drained upland areas were identified overlooking Cabin Creek indicating some potential for intact prehistoric archaeological resources. Historic map and aerial photograph research identified no historic structures at this location and historic archaeological site potential is considered to be low. Recommendation: No known sites within APE, low potential in northern sector, low to moderate potential in Cabin Creek area, low potential for historic archaeological sites.

Alternative C (Existing Facility/Southern Avenue)
All the historic architectural resources within the APE were previously identified and evaluated as part of the *Replacement of the Southern Avenue Bus Garage, Prince George's County, Environmental Assessment* and determined to be ineligible for listing in the National Register by MHT (WMATA 2009). Recommendation: No effect on historic structures.

An evaluation of topographic mapping and previous geotechnical borings provided in the WMATA (2009) report concluded that the APE has low a potential for prehistoric archaeological resources and did not warrant a field investigation. As the APE has not changed since WMATA's 2009 survey, there appears to be little potential for archaeological resources to be present and no further archaeological information is included in this initiation package. Recommendation: No known sites within APE, low potential for archaeological resources.

Sources

Darsie, Julie
2000 "Morningside National Register Nomination, January 2000. KCI Technologies, Inc., Hunt Valley, Maryland.

United States Geological Survey (USGS)
1982 Anacostia, MD, 7.5-minute quadrangle map. United States Geological Survey, Reston, Virginia.

1993 Upper Marlboro, MD, 7.5-minute quadrangle map. United States Geological Survey, Reston, Virginia.

Historic Aerials website:
http://www.historicaerials.com accessed 20 December 2010.

WMATA
2009 *Replacement of the Southern Avenue Bus Garage, Prince George's County, Environmental Assessment*, On file at the Maryland Historical Trust, Crownsville, MD.

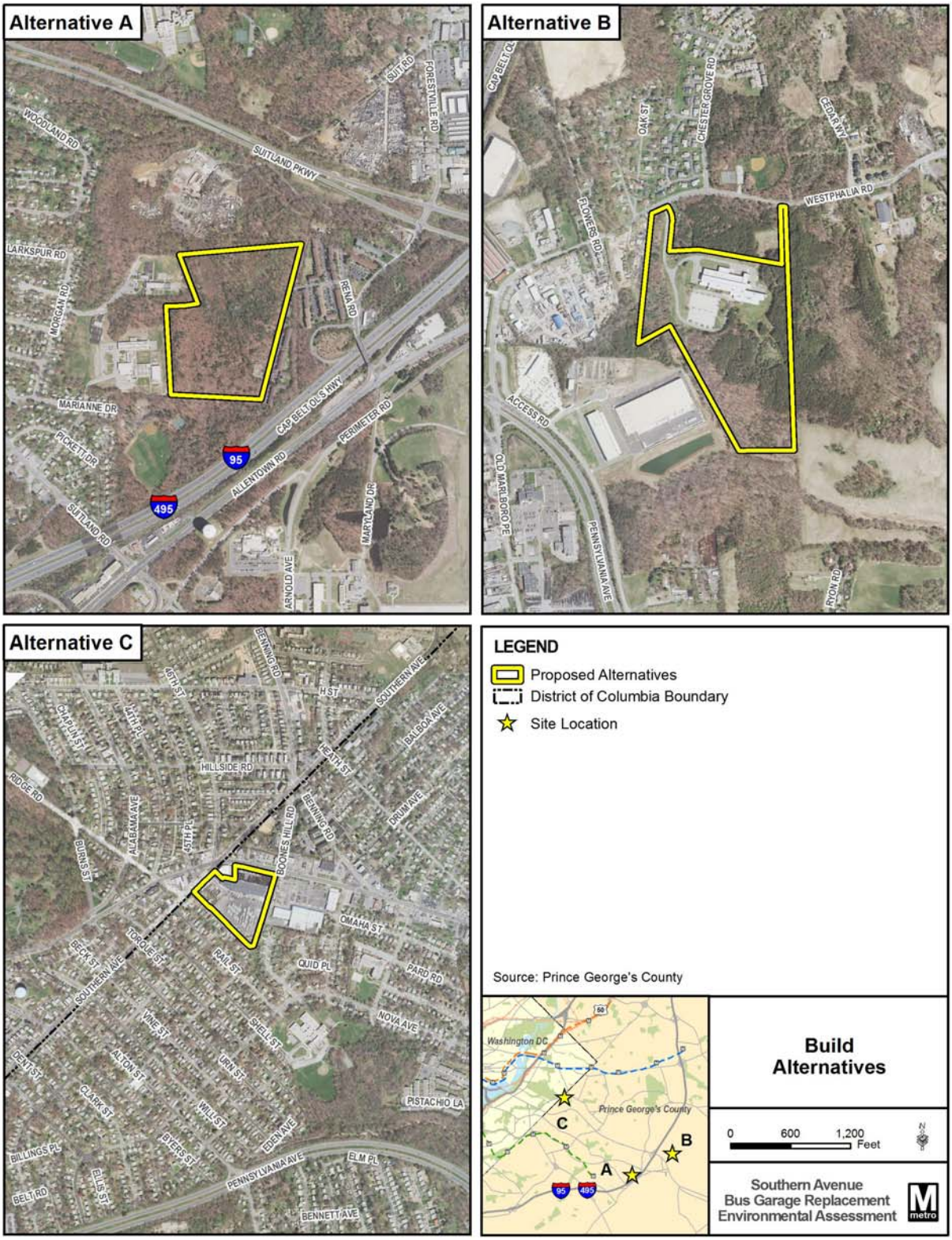


Figure 1: Southern Avenue Bus Garage Replacement Alternatives

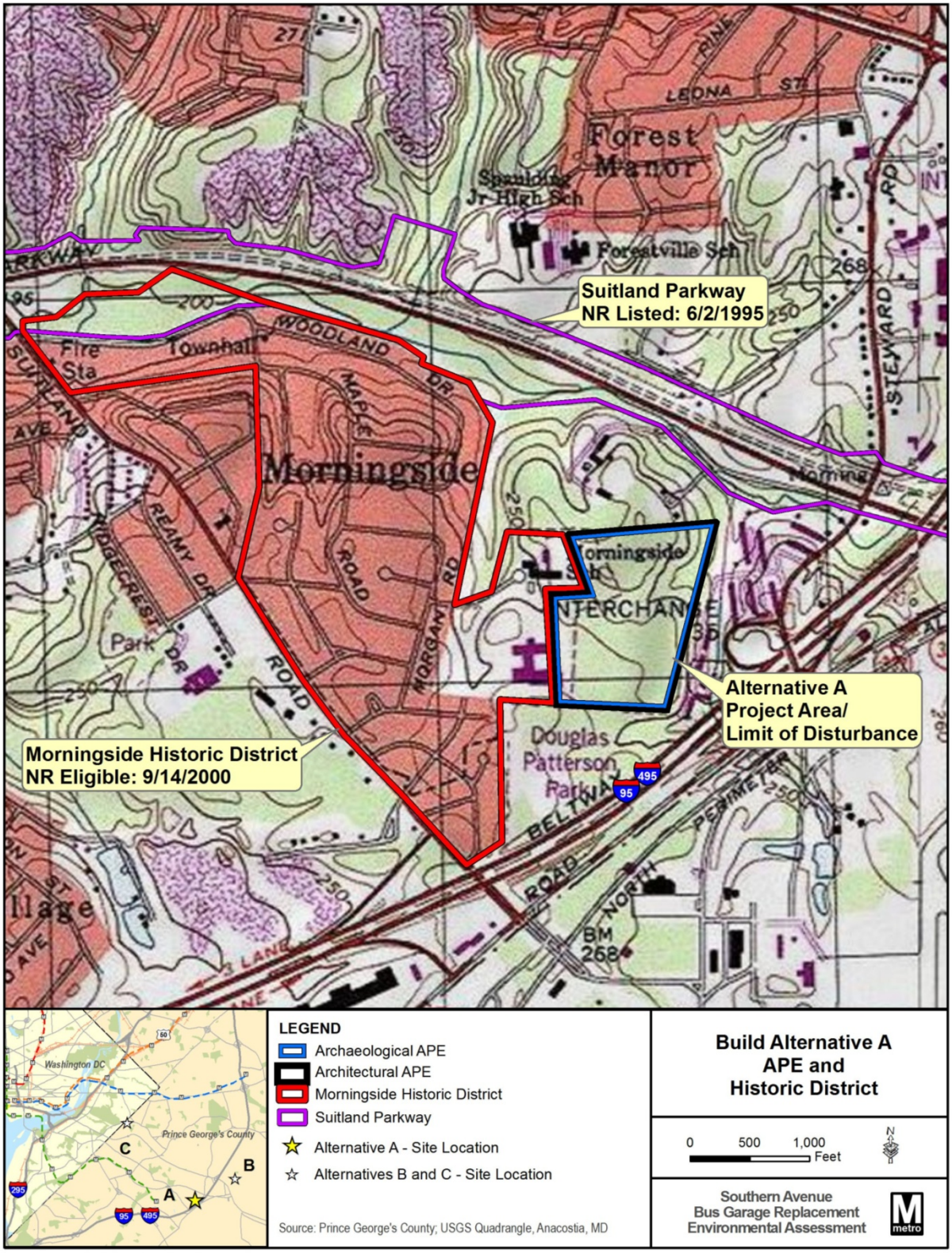


Figure 2: Alternative A,
USGS Quadrangle, Anacostia, MD 1982. Map Courtesy of MHT/GIS

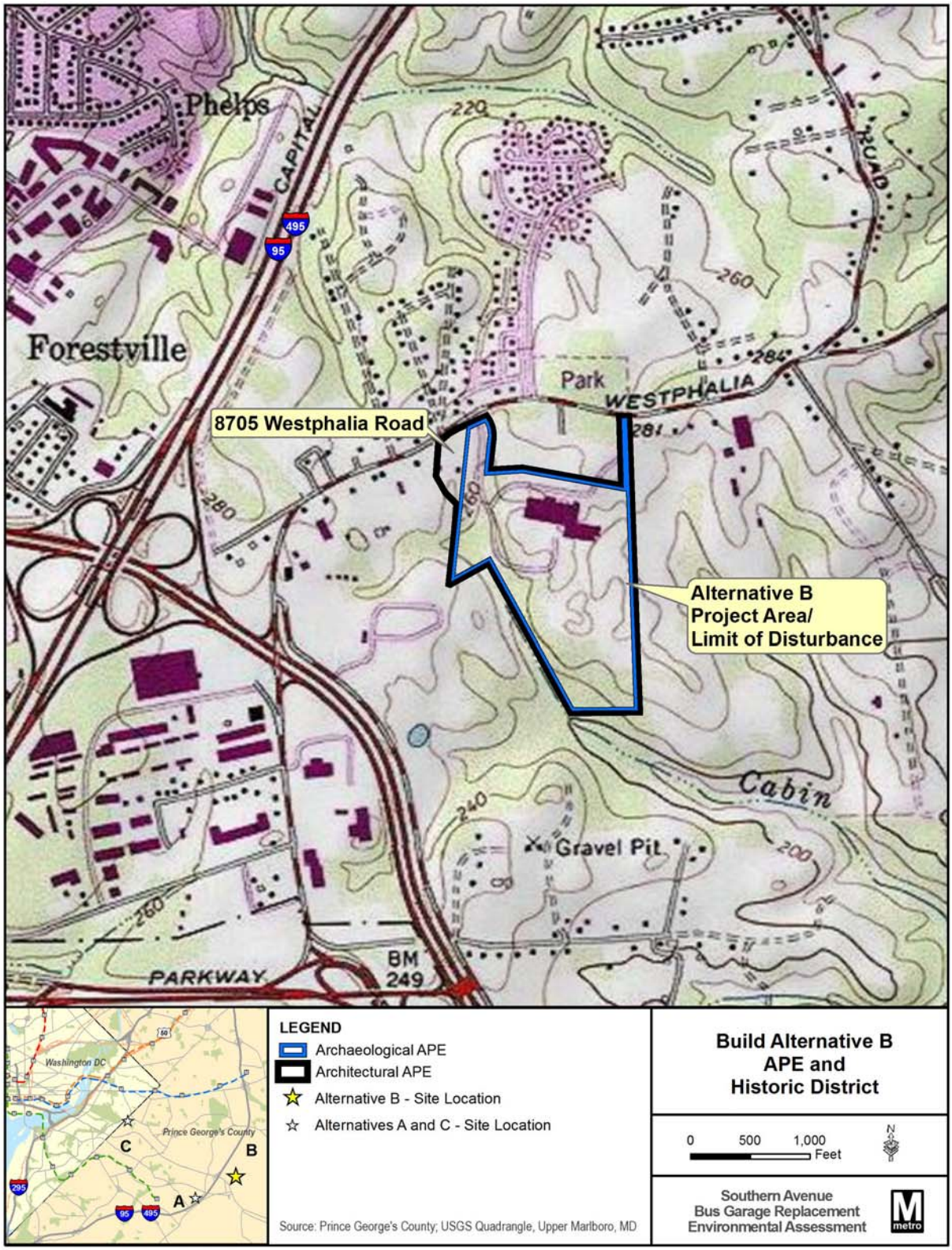


Figure 3: Alternative B (Westphalia Road),
USGS Quadrangle, Upper Marlboro, MD 1993. Map Courtesy of MHT/GIS

Figure 4: Existing Southern Avenue Bus Garage and Alternative C, the proposed expansion and rebuilding of the existing facilities.

Plate 1: Alternative A project site, view north showing Morningside district on the west and late-twentieth century apartment complex on east, both outside the architectural APE (USGS Aerial Photograph, Bing Maps 2010).

Plate 2: Alternative A, Morningside Elementary School, built 1955 (USGS Aerial Photograph, Bing Maps 2010).

Plate 3: Alternative A, Benjamin D. Foulis Academy, circa 1970 (USGS Aerial Photograph, Bing Maps 2010).

Plate 4: Alternative A, Morningside Municipal Building, built 1978 (USGS Aerial Photograph, Bing Maps 2010).

Plate 5: Alternative A, Late-twentieth century apartment complex located east of project area (USGS Aerial Photograph, Bing Maps 2010).

Plate 6: Alternative B project site, view north showing project site, 8705 Westphalia Road on the west, and late-twentieth century dwellings on the north (USGS Aerial Photograph, Bing Maps 2010).

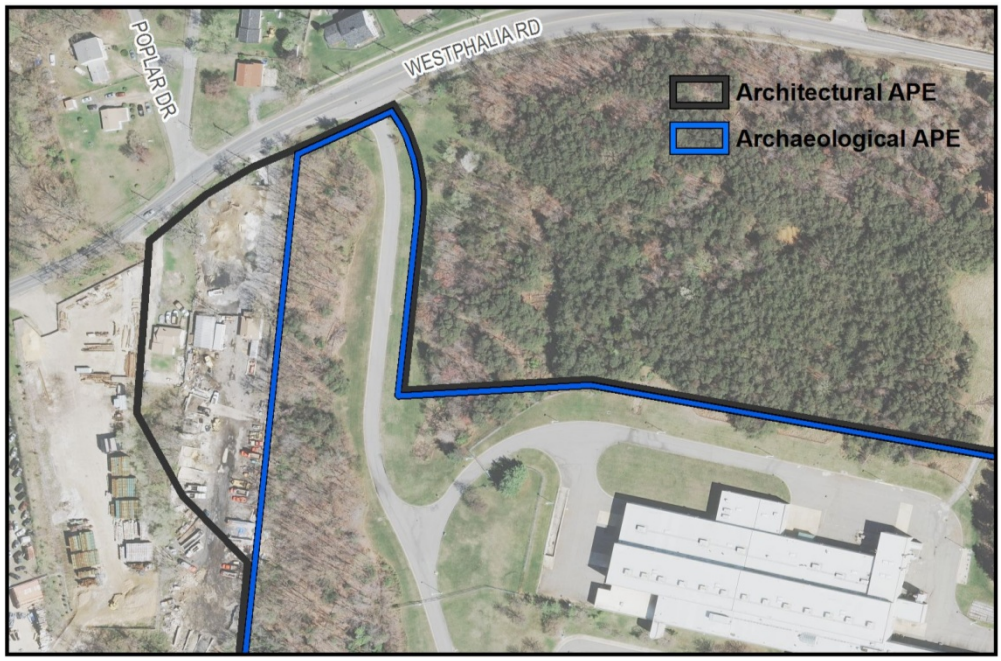


Plate 7: Alternative B, showing detail of project area, 8705 Westphalia Road (west), and dwellings on the north (USGS Aerial Photograph, Bing Maps 2010).

Plate 8: Alternative B, project site showing shop constructed in the 1980s

Plate 9: Alternative B, 1½ story bungalow (ca. 1940) at 8705 Westphalia Road, west of project site and within architectural APE

Plate 10: Alternative C

REGION III

CONTROL CORRESPONDENCE:

DATE: 5-2-11 DUE DATE: 6-2-11

CONTROL NUMBER: 11-113

SENDER Beth Cole

STATE: DC GRANTEE: WMATA PROJECT #:

SUBJECT: WMATA Southern Ave Bus Garage Replacement Prince George Section 106 Review

ASSIGNED TO:

☐ REGIONAL ADMINISTRATOR ☐ DEPUTY REGIONAL ADMINISTRATOR

☐ DIRECTOR OF PPD ☐ REP_____ ☒ COMMUNITY PLANNER MB

☐ DIRECTOR OF OPM ☐ TPS _____ ENGINEER _____

☐ REGIONAL COUNSEL ☐ REGIONAL CIVIL RIGHTS OFFICER ☐ ARRA Rep _____

☐ ADMINISTRATIVE ASSISTANT ☐ PROJECT MANAGEMENT ASSISTANT

COMMENTS:

COMPLETION DATE: _____

Maryland Department of Planning
Maryland Historical Trust

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Richard Eberhart Hall
Secretary

Matthew J. Power
Deputy Secretary

April 26, 2011

Letitia A. Thompson
U.S. Department of Transportation
Federal Transit Administration
1760 Market Street, Suite 500
Philadelphia, PA 19103-4124

Re: WMATA Southern Avenue Bus Garage Replacement
Prince George's County, Maryland
Section 106 Review

Dear Ms. Thompson,

Thank you for providing the Maryland Historical Trust (Trust), a division of the Maryland Department of Planning, with information regarding the above-referenced project. We are writing in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and the Maryland Historical Trust Act of 1985, as amended.

As noted in your correspondence, the purpose of the project is to construct a new bus operation and maintenance facility in Prince George's County, Maryland. The three alternatives are under consideration include: 1) Constructing a new facility on Rena Road (Alternative A); 2) Constructing a new facility on Westphalia Road (Alternative B); and 3) Replacing the existing facility at its current location on Southern Avenue (Alternative C). Based on our review of the submitted information, we offer the following initial comments and request additional information in order to conclude our review of the undertaking.

Alternative A: We concur that there are no historic architectural resources located within the APE for Alternative A. Therefore, this alternative will have no effect in historic structures.

For archeology, we agree that the project area has a high potential for containing prehistoric archeological resources that have not yet been identified, based on the area's environmental setting. Thus, we believe that a Phase I archeological survey of the proposed project area is warranted in order to identify and evaluate any archeological resources that may be impacted by the project. The survey should be performed by a qualified professional archeologist, and conducted in accordance with the *Standards and Guidelines for Archeological Investigations in Maryland* (Shaffer and Cole 1994). A copy of the draft survey report should be submitted to the Trust for review. Based upon the survey results, we will be able to determine whether or not the project will affect significant archeological resources and make appropriate recommendations regarding measures to avoid, reduce, or mitigate any effects. To obtain a copy of the Trust's consultants' directory and archeology guidelines, please visit our website at www.marylandhistoricaltrust.net. We will be happy to provide further guidance and assistance regarding the archeological survey, if desired.

Alternative B: Your correspondence notes that Alternative B contains a "potentially eligible resource within the APE." However, no investigations were conducted to determine if this property located at 8705 Westphalia Road is eligible for listing in the National Register. Since this building appears to retain marginal material integrity, please prepare a Short Form DOE to evaluate the property's National Register eligibility. The survey documentation must be prepared in accordance with the Trust's *Standards and Guidelines for Architectural and Historical Investigations in Maryland* by a qualified cultural resource professional. Please refer to the Trust's *General Guidelines for Compliance-Generated Determinations of Eligibility (DOE)* for additional guidance. These guidelines, along with electronic database forms, can be

accessed at the Trust's website at http://mht.maryland.gov. Once the National Register eligibility of 8705 Westphalia Road has been officially assessed, the Trust will be able to comment on the effects of Alternative B.

For archeology, we concur that the Alternative B project area has a low potential for containing National Register eligible archeological resources, given prior disturbances from gravel mining actions. Thus, we believe that archeological investigations are not warranted for this alternative.

Alternative C: The Trust previously reviewed and commented on the proposed replacement of the Southern Avenue Bus Garage at its current location (Alternative C). In June 2009, the Trust determined that Alternative C would have no effect on historic properties. This determination remains valid. Archeological investigations are not warranted for Alternative C. In our 2009 response we requested an electronic copy of the Determination of Eligibility (DOE) Database containing the survey documentation prepared as part of the National Register evaluation of the historic built environment. The submittal of this database is required to comply with our *Standards and Guidelines*. The Trust needs this information in order to accession the survey documentation into our archives. To date, the Trust has not received this database. Please forward a copy to our office at your earliest convenience.

We look forward to working with your agency to successfully complete the preservation requirements for the proposed undertaking. If you have questions or require any assistance, please contact Tim Tamburrino (for the historic built environment) at ttamburrino@mdp.state.md.us \ 410-514-7637 or me (for archeology) at bcole@mdp.state.md.us \ 410-514-7631. Thank you for providing us this opportunity to comment.

Sincerely,

Beth Cole

Beth Cole
Administrator, Project Review & Compliance

EJC/TJT
201101488

May 23, 2011

Ms. Elizabeth Cole
Maryland Historical Trust
Office of Preservation Services
100 Community Place
Crownsville, Maryland 21032-2023

Re: Southern Avenue Bus Garage Replacement
Prince George's County, Maryland
Phase I Archaeological Survey, Rena Road Site (Alternative A)

Dear Ms. Cole,

WMATA, in cooperation with the Federal Transit Administration (FTA), is preparing to undertake a Federal grant project to construct a new bus operations and maintenance facility in Prince George's County, Maryland. As part of this project's evaluation, FTA submitted project information to the Maryland Historical Trust (MHT) in a letter dated April 14, 2011. In the April 26th response, MHT concurred that a Phase I Archaeological Survey was warranted for the potential Rena Road location (indentified as Alternative A).

In response, WMATA is submitting a report entitled "A Phase I Archaeological Survey of the Andrews Federal Campus Property, Prince George's County, Maryland, Preliminary Plan #4-10012", dated May 2011, and prepared by Applied Archaeology and History Associates, Inc. (Tyler and Ward 2011). The report presents the results of a Phase I Archaeological survey of the entire 71-acre proposed industrial park known as the Andrews Federal Campus Property located south of the Suitland Parkway and west of the intersection of Forestville Road and Suitland Parkway. The proposed 36-acre parcel that comprises Alternative A falls completely within the 71-acre study area documented in that report. A map that shows the relationship of the planned industrial park and the potential WMATA bus garage facility (Alternative A) and the referenced Phase I Archaeological survey is also enclosed.

The Phase I Archaeological Survey excavated 581 shovel test pits (STPs) across the 71-acres but did not identify any archaeological sites or resources. This thorough testing included the 36-acre parcel identified as Alternative A. That report concluded that, due to the negative findings, no further archaeological investigation is necessary. WMATA requests MHT's concurrence with this finding, and that no additional investigation of Alternative A is required.

Sincerely,

Jim Ashe
Manager, Environmental Planning and Compliance

Washington Metropolitan Area Transit Authority

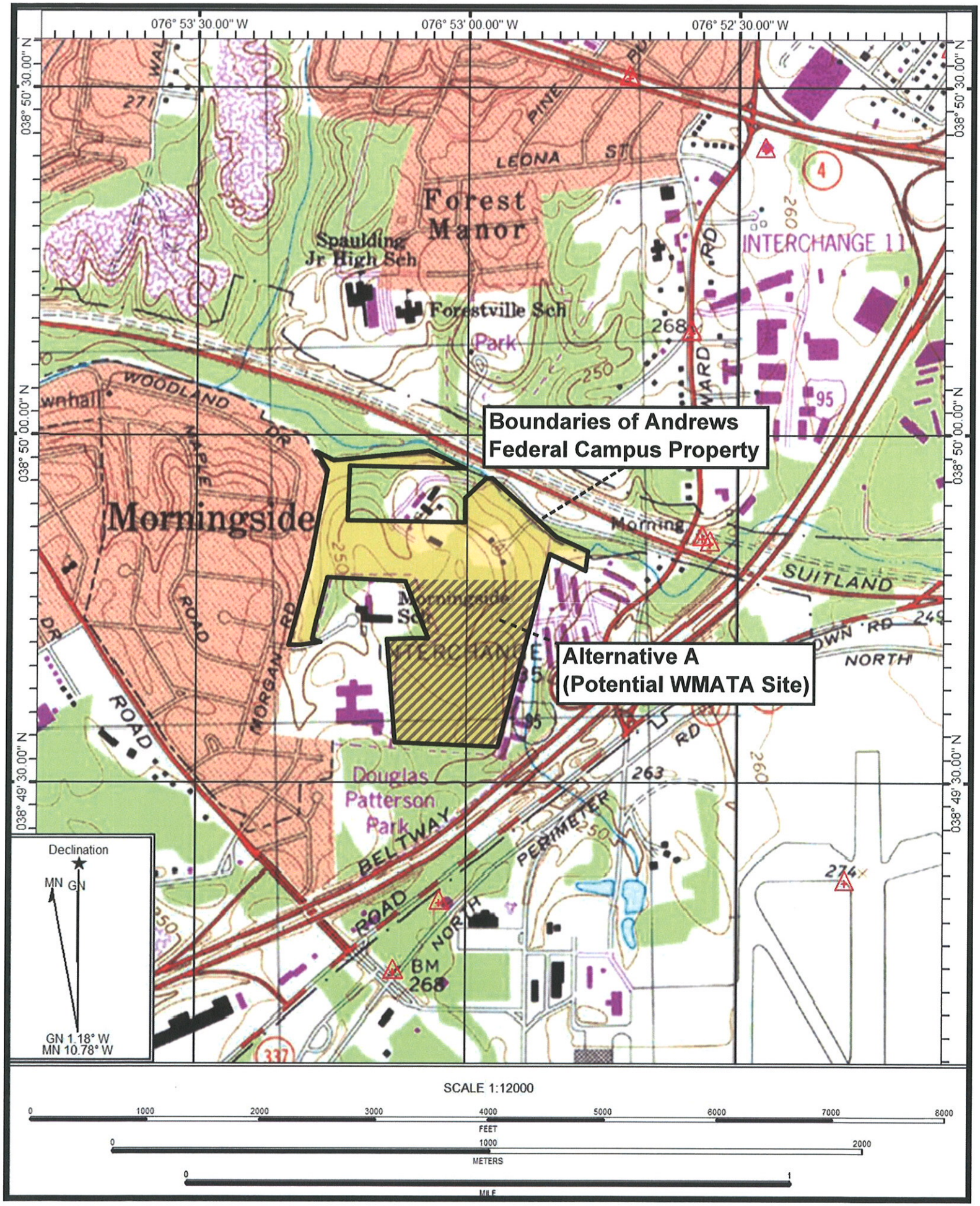
600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

ENCLOSURES:

1. Relationship of Alternative A to Andrews Federal Campus Property Map (Shown on 1982 Anacostia, MD USGS Quadrangle)
2. Phase I Archaeological Survey of the Andrews Federal Campus Property, Prince George's County, Maryland, Preliminary Plan #4-10012, May 2011.

Relationship of Alternative A to Andrews Federal Campus Property

(1982 Anacostia, Maryland USGS 7.5-Minute Quadrangle)



May 18, 2011

Ms. Melissa Barlow
Washington Metropolitan Office
Federal Transit Administration
1990 K Street NW, Suite 500
Washington, DC 20026

Re: Southern Avenue Bus Garage Replacement
Determination of Eligibility – 8705 Westphalia Road, Upper Marlboro, MD

Dear Ms. Barlow,

Enclosed with this letter is a Determination of Eligibility (DOE) short form for the property located at 8705 Westphalia Road, Upper Marlboro, MD, as requested by the Maryland Department of Planning, Maryland Historical Trust (MHT letter dated April 26, 2011 to FTA).

Please contact me at (202) 962-1745 if you have any questions.

Sincerely,

Jim Ashe
Environmental Coordinator

Enclosures

Washington Metropolitan Area Transit Authority

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: W P Donaldson & Son Inc

Address: 8705 Westphalia Road

City: Upper Marlboro Zip Code: 20774 County: Prince Georges

USGS Quadrangle(s): Upper Marlboro

Tax Map Parcel Number(s): 0102 Tax Map Number: 0090-00C1

Project: Southern Avenue Bus Garage Replacement Agency: Washington Metropolitan Area Transit Auth

Agency Prepared By: AECOM

Preparer's Name: Alan Tabachnick Date Prepared: 5/13/2011

Preparer's Eligibility Recommendation: X Eligibility not recommended

Complete if the property is a non-contributing resource to a NR district/property:

Name of the District/Property: _____

Inventory Number: _____ Eligible: _____ yes Listed: _____ yes

Description of Property and Justification: *(Please attach map and photo)*

This property consists of a single one story frame dwelling with a hipped roof and a rectangular plan. The house is three bays wide and two rooms deep, and is 840 sq feet in size. The residence has a front hipped roof porch supported by modern wooden columns. There is a modern wooden balustrade enclosing the front porch. The front elevation has a central door flanked by paired, modern, one over one double hung replacement windows. The side facades have three symmetrically placed windows, all one over one, double hung. The roof is clad in composition shingles. There is a hipped roof modern dormer attached to the main façade, clad in vinyl siding. The building appears to rest on a concrete block foundation.

This building was built in 1941, one of a number of houses from this era constructed on the south side of Westphalia Road. Over the past 50 years, this location has shifted from residential to industrial uses. Currently, this building is owned by W.P. Donaldson & Son, Inc. and serves as the company office. The company is a concrete and asphalt contracting firm. The property is now surrounded by large modern storage sheds, truck storage, and raw material storage at the front and rear of the parcel.

This building does not appear to meet National Register Criterion A as it does not contribute to any signficant patterns in American history. It is a 20th century residence converted into an office facility. The building does not appear to meet National Register Criterion B as it is not associated with a signficant individual. It does not meet National Register Criterion C as it is does not possess architectural significance. It is an altered example of a bungalow, with windows replaced, a porch added, and the dormer enclosed and reclad. Finally, no information has been obtained to suggest that this resource would be significant under Criterion D for its information potential. No archaeological testing was undertaken on this property. The building has lost integrity and is not eligible.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ **Eligibility not recommended** _____

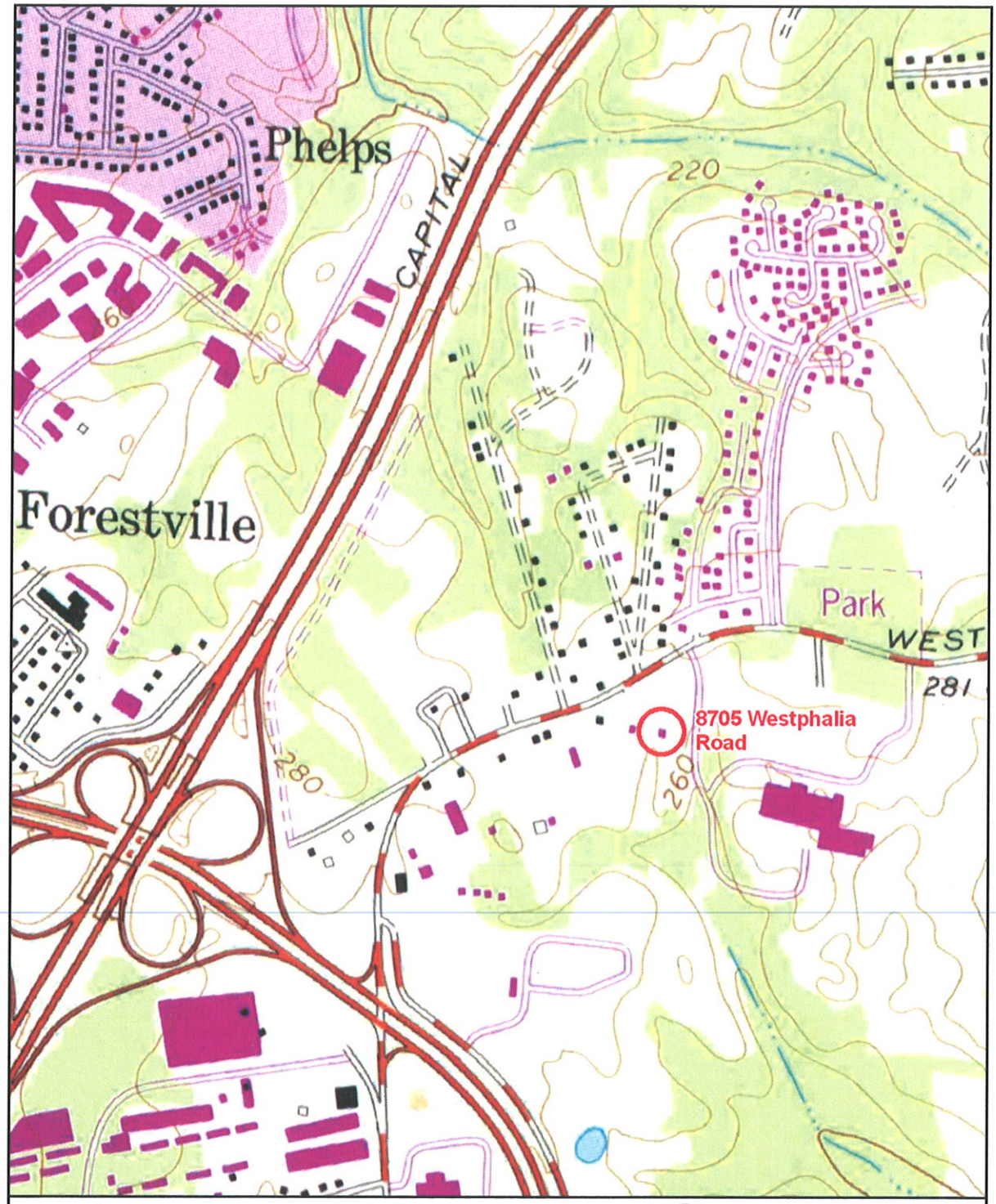
MHT Comments:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**



8705 Westphalia Road
(USGS rev. 1993)

0 0.125 0.25 0.5
Miles

PHOTOGRAPHS

8705 WESTPHALIA ROAD, UPPER MARLBORO,
PRINCE GEORGE'S COUNTY, MARYLAND

Photograph 1: View of 8705 Westphalia Road, looking south at main elevation. Note modern porch and balustrade, as well as heavily altered dormer. The residence has been converted into offices for the business in this location.

Photograph 2: View of 8705 Westphalia Road, looking southeast from Westphalia Road. Note the modern large metal equipment storage building on the right side of the image. Note also the construction equipment in the foreground.

April 5, 2011

Maryland Department of the Environment
Wetlands and Waterways Program
Deputy Program Administrator
Attn: Mr. Elder A. Ghigiarelli
1800 Washington Boulevard
Baltimore, Maryland 21230

SUBJECT: FEDERAL COASTAL ZONE CONSISTENCY DETERMINATION FOR CONSTRUCTION OF A NEW BUS OPERATIONS AND MAINTENANCE FACILITY, WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY, PRINCE GEORGE'S COUNTY, MARYLAND

Dear Mr. Ghigiarelli,

This Federal Coastal Zone Management Program Consistency Determination request is submitted pursuant to Section 307(c)(1) of the Coastal Zone Management Act, 16 U.S.C. § 1456, as amended, and Title 15 Code of Federal Regulations Part 930, sub-part C.

The Washington Metropolitan Area Transit Authority (WMATA) is proposing to construct a new bus operations and maintenance facility in Prince George's County, Maryland. The purpose of the proposed action is to replace the existing Southern Avenue Bus Garage. The replacement of the Southern Avenue Bus Garage will enable the continuation and improvement of bus service to communities throughout the District of Columbia and the southern portion of Prince George's County, Maryland, by accommodating modern Metrobuses and providing for recent and future increases in system capacity. This action would further the vision and existing plans adopted by WMATA by supporting Metrobus ridership growth and network expansion.

Project Description

WMATA is considering three alternatives, two new facility sites and a rebuild-in-place option, for this proposed action. A preferred site has not been chosen.

Alternative A would be built on a 36-acre parcel, just south of Suitland Parkway and west of its intersection with Forestville Road in District Heights, Prince George's County, Maryland (see Figure 1). The facility would include 21.7 acres of impervious surface and include the following elements: (1) a bus parking lot, (2) a staff parking lot, and (3) a 118,000-square foot maintenance and operations facility building.

Alternative B would be built at a 52.5-acre vacant industrial site just south of Westphalia Road and east of its intersection with Pennsylvania Avenue in Upper Marlboro, Prince George's County, Maryland (see Figure 2). The facility would include 18.9 acres of impervious surface and include the following elements: (1) a bus parking lot, (2) a staff parking lot, and (3) a 157,000-square foot maintenance and operations facility building.

Alternative C would involve modifying and expanding the existing facility at its present location from approximately 6 acres to 8.2 acres. The site is located just south of the

Washington Metropolitan Area Transit Authority

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

intersection of Southern Avenue and Marlboro Pike in Prince George's County, Maryland (see Figure 3). The facility would include the following elements: (1) a parking structure for buses and staff, (2) a 59,000-square foot maintenance facility building, and (3) a 34,000-square-foot commercial retail and operations facility building.

Impacts to Coastal Zone Resources

As discussed below, implementation of any of the alternatives is not anticipated to result in any impact to coastal zone resources.

Critical Area Program

All three alternatives are located within Prince George's County, a designated Coastal Zone county; however, no alternative involves conducting work within the Chesapeake Bay Critical Area and related buffers. Therefore, direct impact to the Chesapeake Bay Critical Area is not anticipated.

Other Impacts

a) Land Use

All alternatives involve a change to the existing land use. Alternative A would change the site from an undeveloped, treed lot to a built, developed property. Alternative B is a developed parcel, but the proposed facility would expand parking into areas that are currently undeveloped. Alternative C involves redeveloping several developed properties into an expanded facility and would result in some changes to landscaped areas.

b) Floodplains

None of the alternatives would involve constructing facilities in a floodplain. Review of Flood Insurance Rate Maps (FIRMs) 245208 0040C and 245208 0060C shows that the sites of Alternatives B and C are outside the 100-year floodplain. Review of FIRM 245208 0060C shows that the site of Alternative A contains 607 square feet of floodplain. However, a site specific floodplain study (FPS) by Prince George's County Government, Department of Environmental Resources (FPS-200904) for the Alternative A site determined that the site is completely outside the 100-year floodplain.

c) Water Quality

Potential indirect impacts to water quality could occur due to erosion during construction operations. However, these impacts would be minimized through the implementation of standard best management practices. In the long term, implementation of any of the three alternatives would result in an increase in impervious surface, with the greatest increase under Alternative A and the smallest increase under Alternative C. An increase in impervious surface would lead to a

substantial increase in both the volume and peak discharge of stormwater generated by the sites.

Specific stormwater management features would be developed as the design process moves forward and incorporated into a stormwater management plan to be review and approved by the Maryland Department of the Environment (MDE). Maryland requires the preparation of such a plan for all projects that disturb more than 5,000 square feet of land. Stormwater management plans must be consistent with the 2000 Maryland Stormwater Design Manual and the Stormwater Management Guidelines for State and Federal Projects issued by MDE in April 2010. Preparation and implementation of an approved stormwater management plan would ensure that long-term stormwater impacts are minimized to the maximum extent practicable.

As with any transportation facility, spills or leaks involving petroleum or chemicals could release pollutants into the environment. Precautions would be taken to avoid spills and leaks and, if they do occur, to contain them.

d) Threatened and Endangered Species

One federally-listed species has been documented at sites in Prince George's County: the sensitive joint-vetch (*Aeschynomene virginica*), a threatened species. However, none of the sites considered contains the type of wet habitat favored by this plant. In response to a Section 7 consultation letter, dated February 1, 2011, the USFWS service found that "*Except for occasional transient individuals, no federally proposed or listed endangered or threatened species are known to exist within the project impact area*" (See attachment). Therefore, the proposed action is not expected to affect threatened or endangered species.

e) Wetlands and Waters of the U.S.

Wetlands have been delineated for the Alternatives A and B sites. The Alternative C site is contains no wetlands. The Alternative B site has non-tidal wetlands within its boundary. Three palustrine non-tidal wetlands, totaling 64,258 square feet (1.48 acres), are located within the boundary of the Alternative B site. No construction would take place within these wetland areas or immediately adjacent to them. During construction activities, precautions would be taken to avoid disturbing the wetland area (for instance, by not storing equipment or parking vehicles in them). Therefore, no impact to these wetlands is anticipated.

Additionally, approximately 1,506 linear feet of Waters of the U.S., in the form of freshwater streams, are located on the Alternative B site. Under current concept plans, approximately 127 linear feet of Waters of the U.S. and associated buffers, could be impacted by the implementation of Alternative B by the construction of the new bus parking spaces. However, as plans are developed further, the project footprint could be redesigned to avoid all impacts to Waters of the U.S., including

wetlands and, therefore, no impacts are anticipated. If impacts cannot be avoided, then those impacts would need to be mitigated through compliance with Sections 404 and 401 of the Clean Water Act. All unavoidable impacts would require filing a Joint Federal/State Application for the Alteration of any Floodplain, Waterway, Tidal or Nontidal Wetlands, to be approved by the Maryland Department of Environment. Measures to avoid, minimize, and mitigate the expected impacts would be developed as part of the permitting process. Confirmation of this status is pending review with the USACE and MDE. No streams exist on the sites of Alternative A and C.

f) Forest and Vegetative Cover

Of the three alternative sites, only those of Alternatives A and B have significant forest cover. The Alternative A site has 36 acres of existing forest, of which 24 acres would be cleared during the development process. The Alternative B site has 26.6 acres of existing forest, of which 6.4 acres would be cleared during the development process. All sites are subject to the provisions of the Maryland Forest Conservation Act. Consistent with the Act's requirements, a Forest Conservation Plan would be developed. This plan would account for all clearing of forested land and define the applicable requirements for reforestation, either on or offsite, to mitigate the impact from clearing.

Pursuant to 15 CFR 930.41, the Maryland Department of the Environmental – Wetland & Waterways Program has 60 days from receipt of this letter to concur with, or object to this Federal Consistency Determination, or to request an extension in writing under 15 CFR 930.41 (b). Concurrence will be assumed if no response is received after 60 days from receipt of this letter.

The state's response should be sent to:

James A. Ashe, PE, CPG
Manager, Environmental Planning and Compliance
Office of Chief Engineer, Infrastructure
Transit Infrastructure and Engineering Services
Washington Metropolitan Area Transit Authority
600 5th Street, NW
Washington, DC 20001

WMATA is preparing an Environmental Assessment (EA) for the proposed action in compliance with the National Environmental Policy Act (NEPA). The lead federal agency is the Federal Transit Administration. When complete, the EA will be submitted to your office for comments.

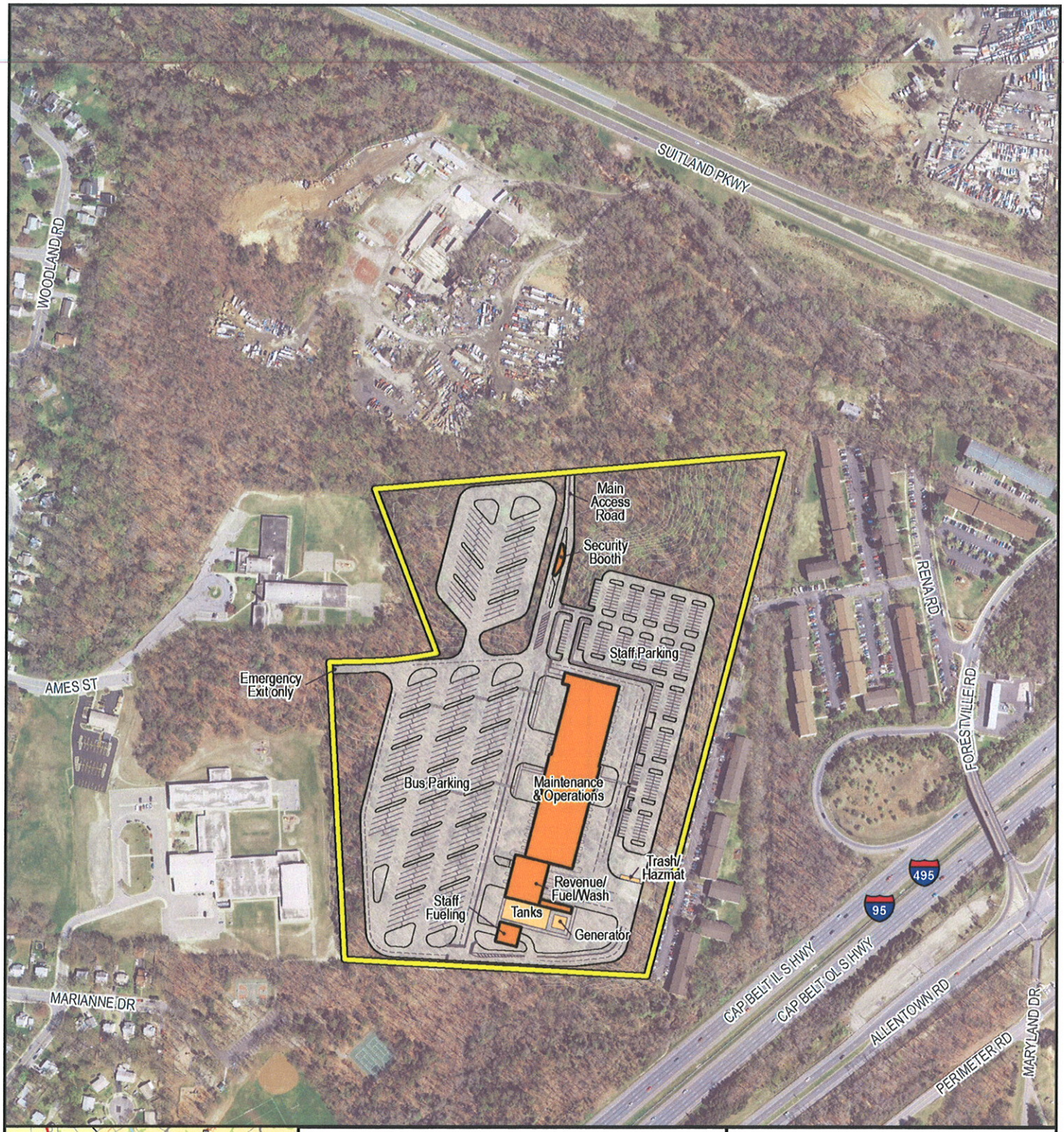
If you have questions please feel free to contact me at (202) 962-1745.

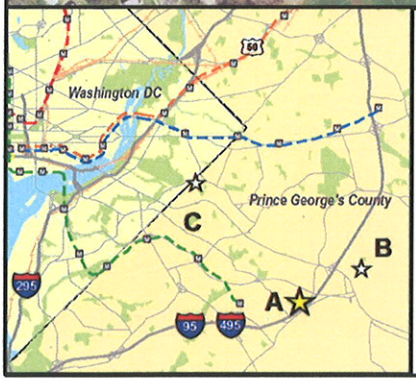
Sincerely,

James A. Ashe, PE, CPG
Manager, Environmental Planning and Compliance
Washington Metropolitan Area Transit Authority

Enclosures:

1. Figure 1: Build Alternative A Proposed Concept Plan
2. Figure 2: Build Alternative B Proposed Concept Plan
3. Figure 3: Build Alternative C Proposed Concept Plan
4. USFWS Section 7 consultation letter





LEGEND

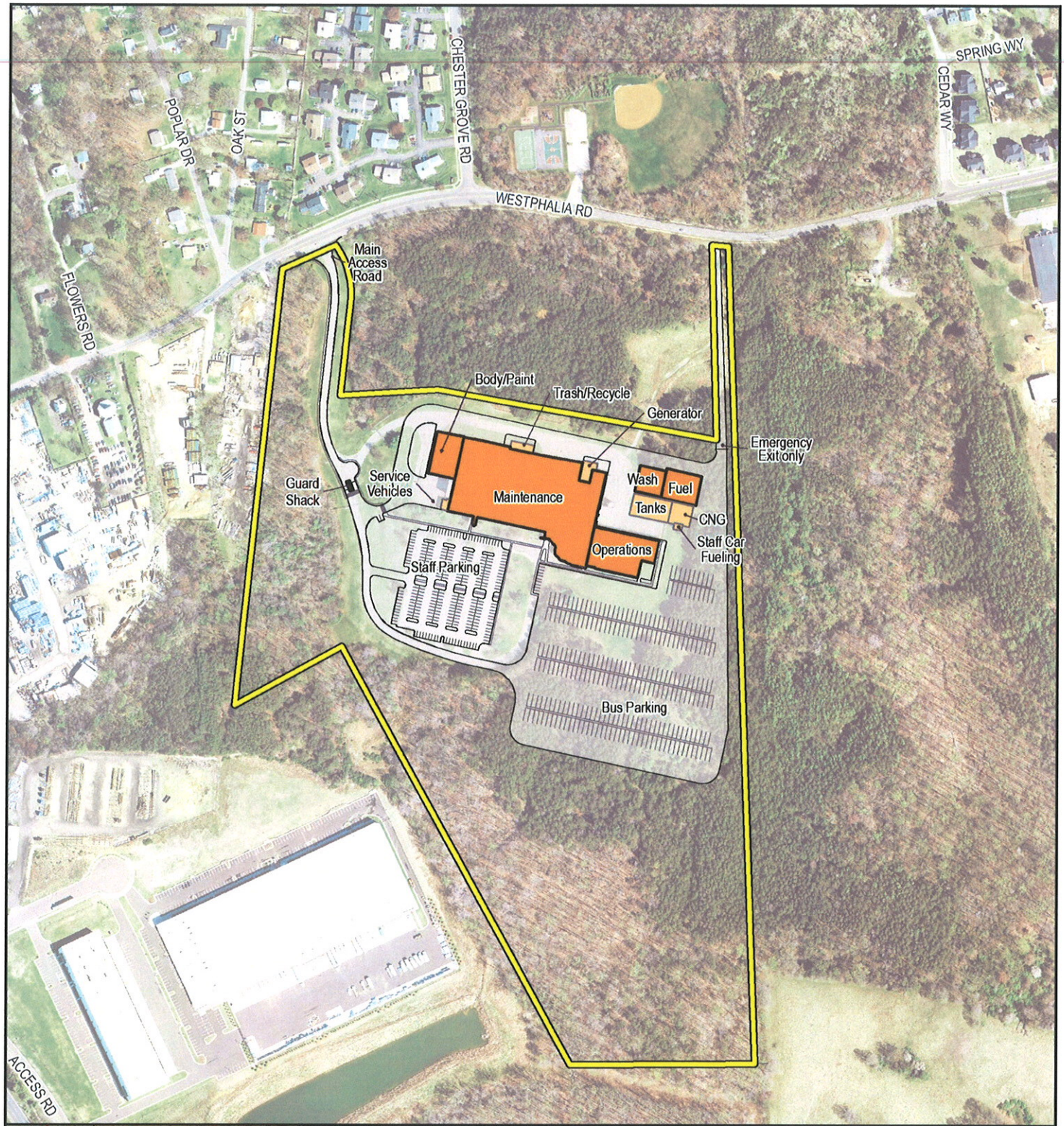
- Proposed Alternative
- ★ Alternative A - Site Location
- ☆ Alternatives B and C - Site Location

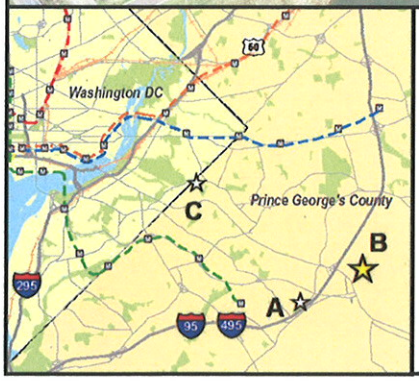
Figure 1:

Build Alternative A Proposed Concept Plan

0 200 400 Feet

N





LEGEND

- Proposed Alternative
- ★ Alternative B - Site Location
- ☆ Alternatives A and C - Site Location

Figure 2:

Build Alternative B Proposed Concept Plan

0 200 400 Feet

N

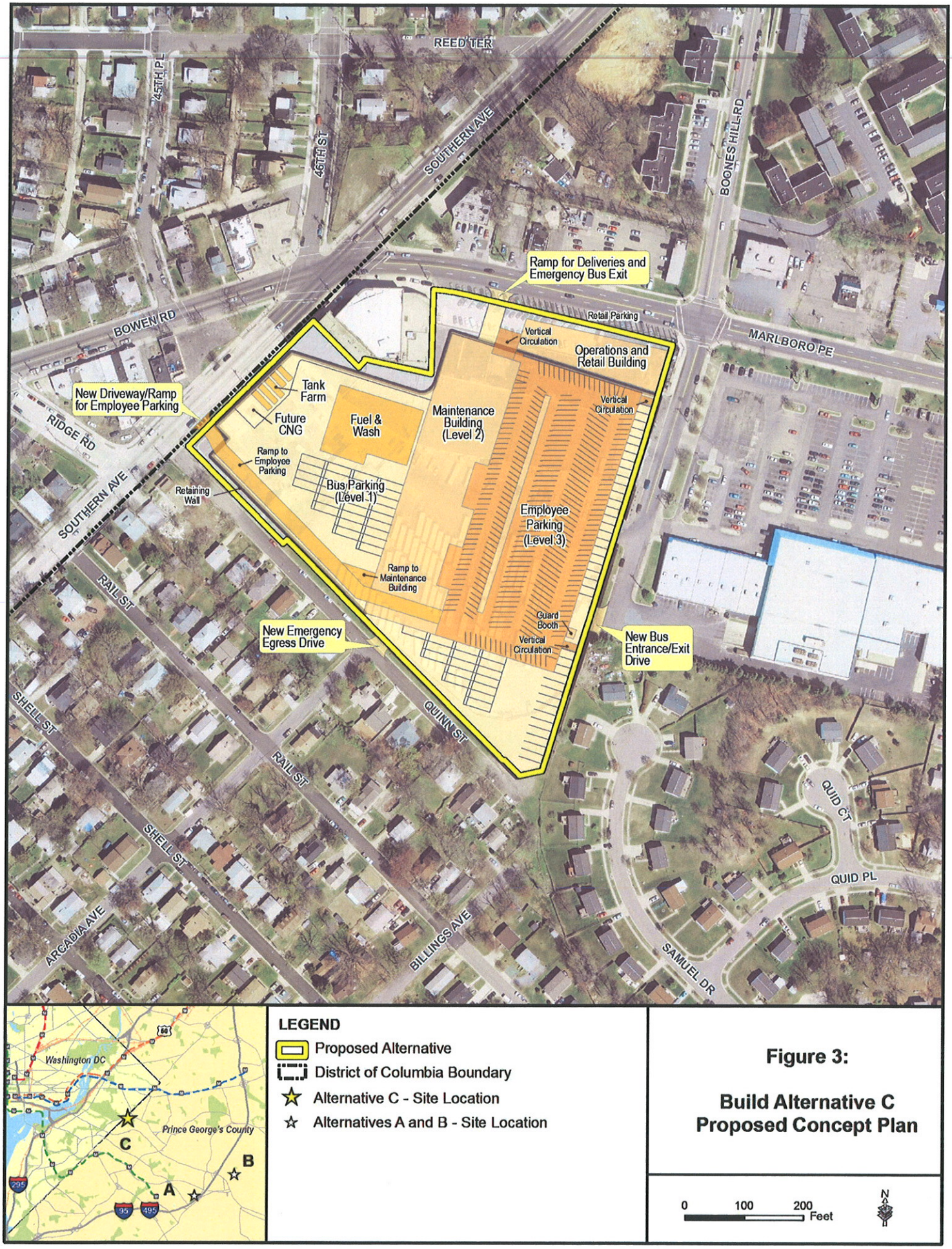


Figure 3:

Build Alternative C
Proposed Concept Plan

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, Maryland 21401
http://www.fws.gov/chesapeakebay

February 1, 2011

United States Department of Transportation
Federal Transit Administration
1760 Market Street
Suite 500
Philadelphia, PA 19103-4124

RE: WMATA Project Review Request, Southern Avenue Bus Garage Replacement Environmental Assessment

Dear Letitia A. Thompson:

This responds to your letter, received, December 28, 2010, requesting information on the presence of species which are federally listed or proposed for listing as endangered or threatened within the vicinity of the above reference project area. We have reviewed the information you enclosed and are providing comments in accordance with section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

Except for occasional transient individuals, no federally proposed or listed endangered or threatened species are known to exist within the project impact area. Therefore, no Biological Assessment or further section 7 Consultation with the U.S. Fish and Wildlife Service is required. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to federally protected threatened or endangered species under our jurisdiction. For information on the presence of other rare species, you should contact Lori Byrne of the Maryland Wildlife and Heritage Division at (410) 260-8573.

Effective August 8, 2007, under the authority of the Endangered Species Act of 1973, as amended, the U.S. Fish and Wildlife Service (Service) removed (delist) the bald eagle in the lower 48 States of the United States from the Federal List of Endangered and Threatened Wildlife. However, the bald eagle will still be protected by the Bald and Golden Eagle Protection Act, Lacey Act and the Migratory Bird Treaty Act. As a result, starting on August 8, 2007, if your project may cause "disturbance" to the bald eagle, please consult the "National Bald Eagle Management Guidelines" dated May 2007.

If any planned or ongoing activities cannot be conducted in compliance with the National Bald Eagle Management Guidelines (Eagle Management Guidelines), please contact the Chesapeake Bay Ecological Services Field Office at 410-573-4573 for technical assistance. The Eagle Management Guidelines can be found at: **http://www.fws.gov/migratorybirds/issues/BaldEagle/NationalBaldEagleManagementGuidelines.pdf.**

In the future, if your project can not avoid disturbance to the bald eagle by complying with the Eagle Management Guidelines, you will be able to apply for a permit that authorizes the take of bald and golden eagles under the Bald and Golden Eagle Protection Act, generally where the take to be authorized is associated with otherwise lawful activities. This proposed permit process will not be available until the Service issues a final rule for the issuance of these take permits under the Bald and Golden Eagle Protection Act.

An additional concern of the Service is wetlands protection. Federal and state partners of the Chesapeake Bay Program have adopted an interim goal of no overall net loss of the Basin's remaining wetlands, and the long term goal of increasing the quality and quantity of the Basin's wetlands resource base. Because of this policy and the functions and values wetlands perform, the Service recommends avoiding wetland impacts. All wetlands within the project area should be identified, and if construction in wetlands is proposed, the U.S. Army Corps of Engineers, Baltimore District, should be contacted for permit requirements. They can be reached at (410) 962-3670.

We appreciate the opportunity to provide information relative to fish and wildlife issues, and thank you for your interests in these resources. If you have any questions or need further assistance, please contact Devin Ray at (410) 573-4531.

Sincerely,

Leopoldo Miranda
Supervisor

U.S. Department
of Transportation
Federal Transit Administration

REGION III
Delaware, District of
Columbia, Maryland,
Pennsylvania, Virginia,
West Virginia

1760 Market Street
Suite 500
Philadelphia, PA 19103-4124
215-656-7100
215-656-7260 (fax)

December 23, 2010

U.S. Fish and Wildlife Service
Region 5
177 Admiral Cochrane Drive
Annapolis, Maryland 21401

Re: WMATA Project Review Request, Southern Avenue Bus Garage Replacement Environmental Assessment

Dear Sir or Madam,

The Washington Metropolitan Area Transit Authority (WMATA) is preparing an environmental study of a proposed replacement of the Southern Avenue Bus Garage located at the intersection of Southern Avenue and Marlboro Pike in Prince George's County, Maryland. The Federal Transit Administration (FTA) is the lead federal agency for the project and has determined that the appropriate class of action for this project is an Environmental Assessment (EA). The project team is preparing the EA to meet federal requirements under the National Environmental Policy Act of 1969, as amended (NEPA).

The replacement of the Southern Avenue Bus Garage is necessary for the continuation and improvement of bus service to communities throughout the District of Columbia and the southern portion of Prince George's County, MD. The existing facility, built in 1922, houses only standard diesel buses and exceeds its efficient capacity by nearly 25%. A new bus facility would be able to accommodate modern Metrobuses as well as provide for recent and future increases in system capacity. Program requirements for a new bus facility include the following:

- Capacity to accommodate a fleet of up to 250 Metrobuses, including up to 20 articulated buses;
- Parking and storage for Metrobuses;
- Maintenance and administrative building;
- Employee parking;
- Service lane facility where fueling, washing and fare box collections are conducted;
- CNG fueling facility;
- Perimeter and other landscaping;
- Security fencing or other security measures; and
- Storm water management measures.

The EA for the replacement of the Southern Avenue Bus Garage will evaluate a No-Build Alternative in addition to three Build Alternatives. This includes two private sector developer proposals to develop a new bus operations and maintenance facility at two alternative site locations in Prince George's County, located within 5 miles of the existing facility, as well as a third option of rebuilding the facilities at the existing site. The three Build Alternative locations under consideration are described below. See Figures 1 and 2 for location and study area maps of the three sites and Figure 3 for the USGS Quadrangle Maps.

Alternative A
Alternative A is approximately up to 36 acres in size, located northwest of the Joint Base Andrews Naval Air Facility and southwest of the intersection of Suitland Parkway and the Capital Beltway (I-95/I-495). It is currently an undeveloped site, heavily wooded and abuts a multi-family residential site (Upper Marlboro Quadrangle).

Alternative B
Alternative B is approximately up to 69 acres in size, located northeast of the intersection of Suitland Parkway and the Capital Beltway (I-95/I-495). The site was originally used as a Pepco Production and Training Facility, and consists of a 100,000 square-foot shop and warehouse space; a 50,000 square-foot two-story office space; a two-lane access road and 295 parking spaces (Upper Marlboro Quadrangle).

Alternative C
Alternative C would rebuild the existing facilities at Southern Avenue on up to approximately 8.5 acres. During construction, the existing facility would be closed and all functions would be relocated to the planned D.C. Village garage (Anacostia Quadrangle).

Through a query of the Chesapeake Bay Field Office of the U.S. Fish and Wildlife Service website, the federally listed threatened species, sensitive Joint-vetch (*Aeschynomene virginica*) is listed for Prince George's County, Maryland. No other federal threatened or endangered species were noted to be listed for Prince George's County, Maryland. Also noted during the query, the Upper Marlboro quadrangle has been cleared for not having any federally listed species. However, the Anacostia Quadrangle was not identified as having been "cleared".

Habitat requirements for the sensitive Joint-vetch includes the intertidal zones of fresh to brackish tidal river segments that experience twice daily flooding, typically in areas where sediments accumulate and extensive marshes are formed. These habitats occur only along stretches of river close enough to the coast to be influenced by tides, yet far enough upstream where the water is fresh to slightly brackish.

No such habitat is located on or in the vicinity of the listed Alternative C, which is located on the existing site of the current Southern Avenue Bus Garage. This site is entirely developed, with no natural water features on or adjacent to the site.

As such, it is FTA's opinion that the required habitat for the sensitive Joint-vetch does not have the potential to be affected by the proposed project.

FTA is requesting U.S. Fish and Wildlife Service concurrence, under Section 7 of the Endangered Species Act, that the project is not likely to adversely affect federally listed threatened or endangered species.

If you have any further questions, please contact Ms. Melissa Barlow by telephone at (202) 219-3565 or by email at melissa.barlow@dot.gov.

Sincerely,

Michele Testa

for Letitia A. Thompson
Regional Administrator

Enclosures:

Figure 1: Location Map

Figure 2: Study Area Maps

Figure 3: USGS Quadrangles (Upper Marlboro and Anacostia)

COPIES TRANSMITTED ELECTRONICALLY

cc: Melissa Barlow, FTA-DC Metro Office
Katie Grasty, FTA Office of Planning and Environment
Jim Ashe, Washington Metropolitan Area Transit Authority

Figure 1

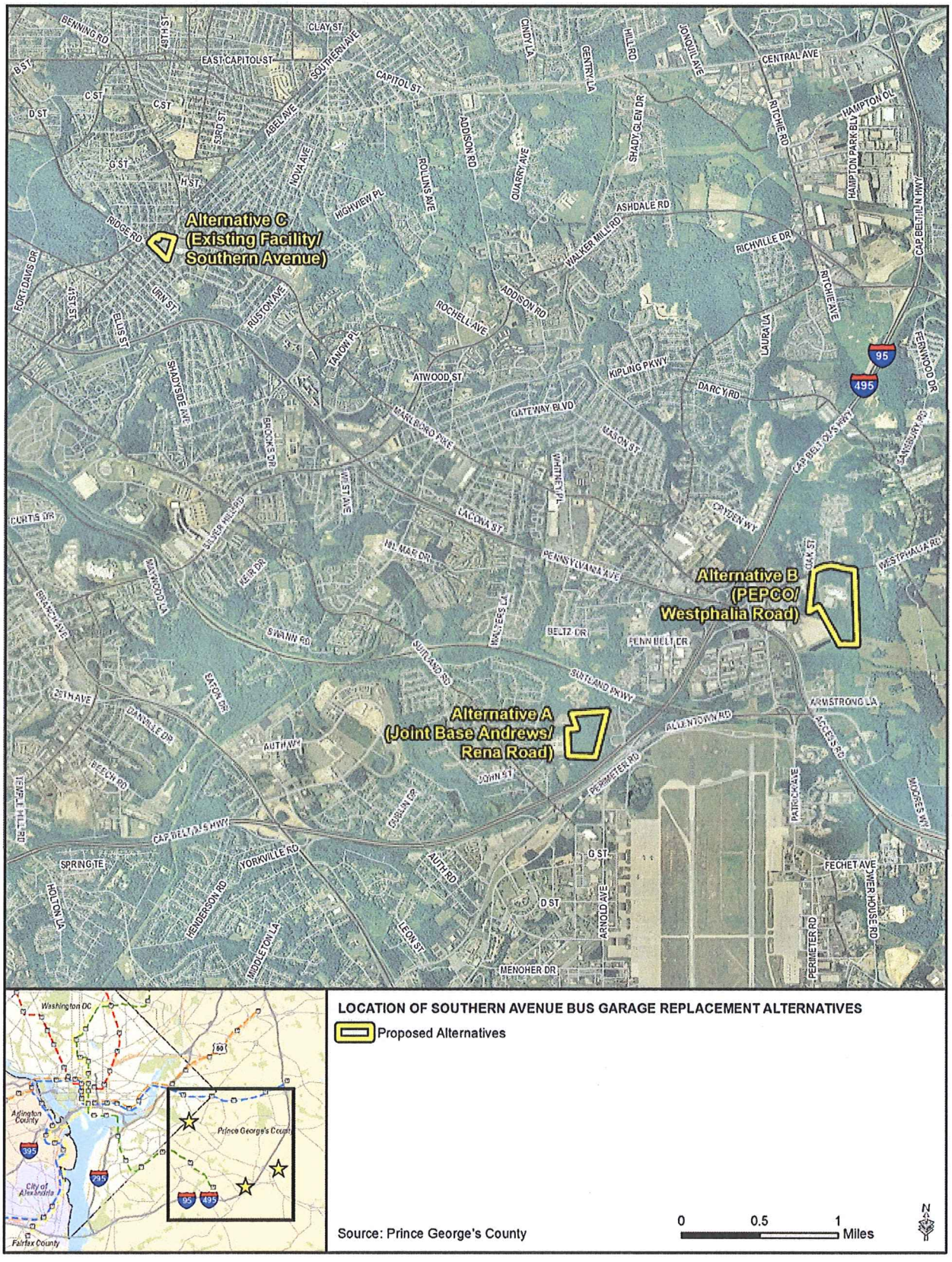

Alternative C
(Existing Facility/
Southern Avenue)
Alternative B
(PEPCO/
Westphalia Road)
Alternative A
(Joint Base Andrews/
Rena Road)
Washington DC
Arlington County
City of Alexandria
Fairfax County
Prince George's County
LOCATION OF SOUTHERN AVENUE BUS GARAGE REPLACEMENT ALTERNATIVES
Proposed Alternatives
Source: Prince George's County
0
0.5
1
Miles
N

Figure 2

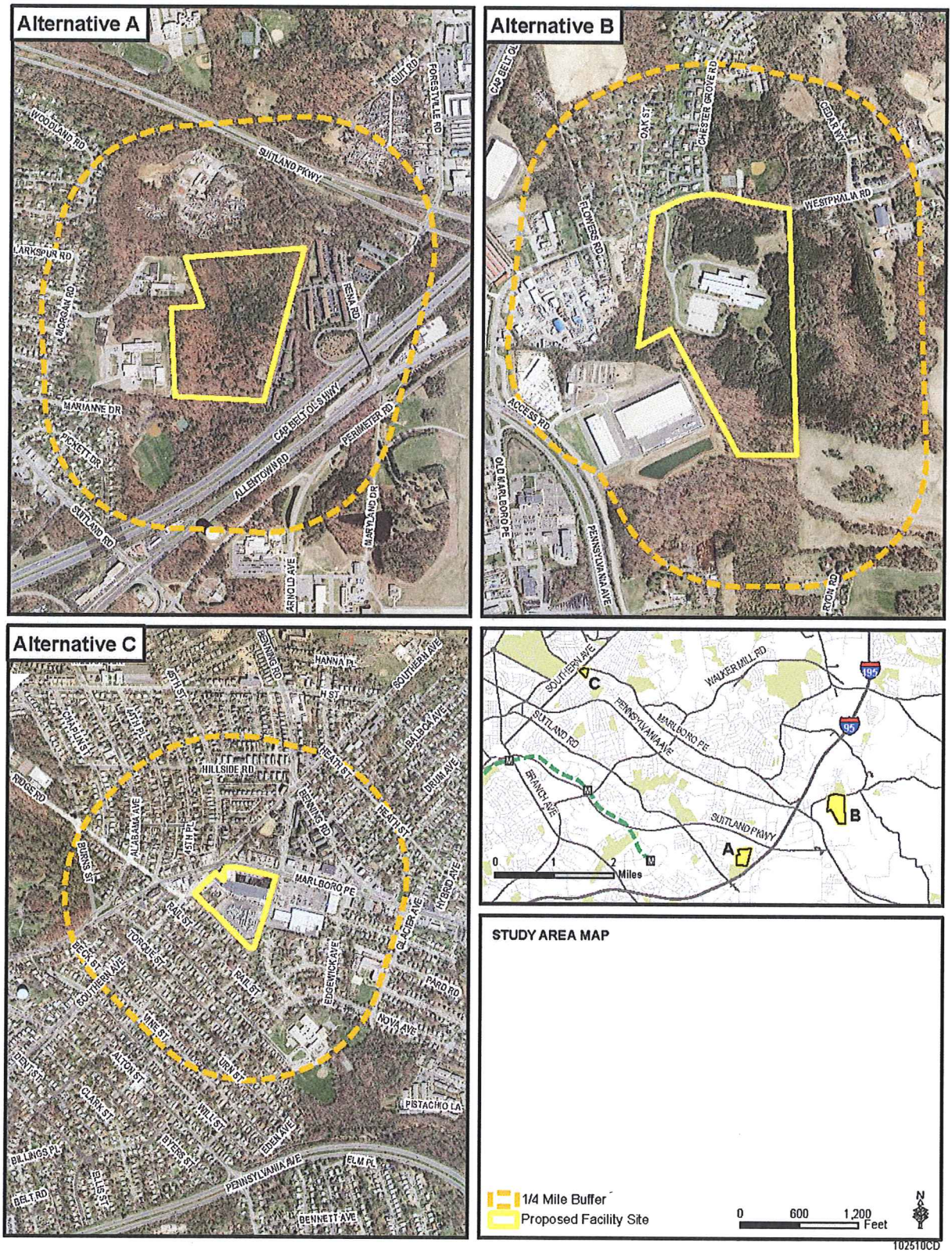
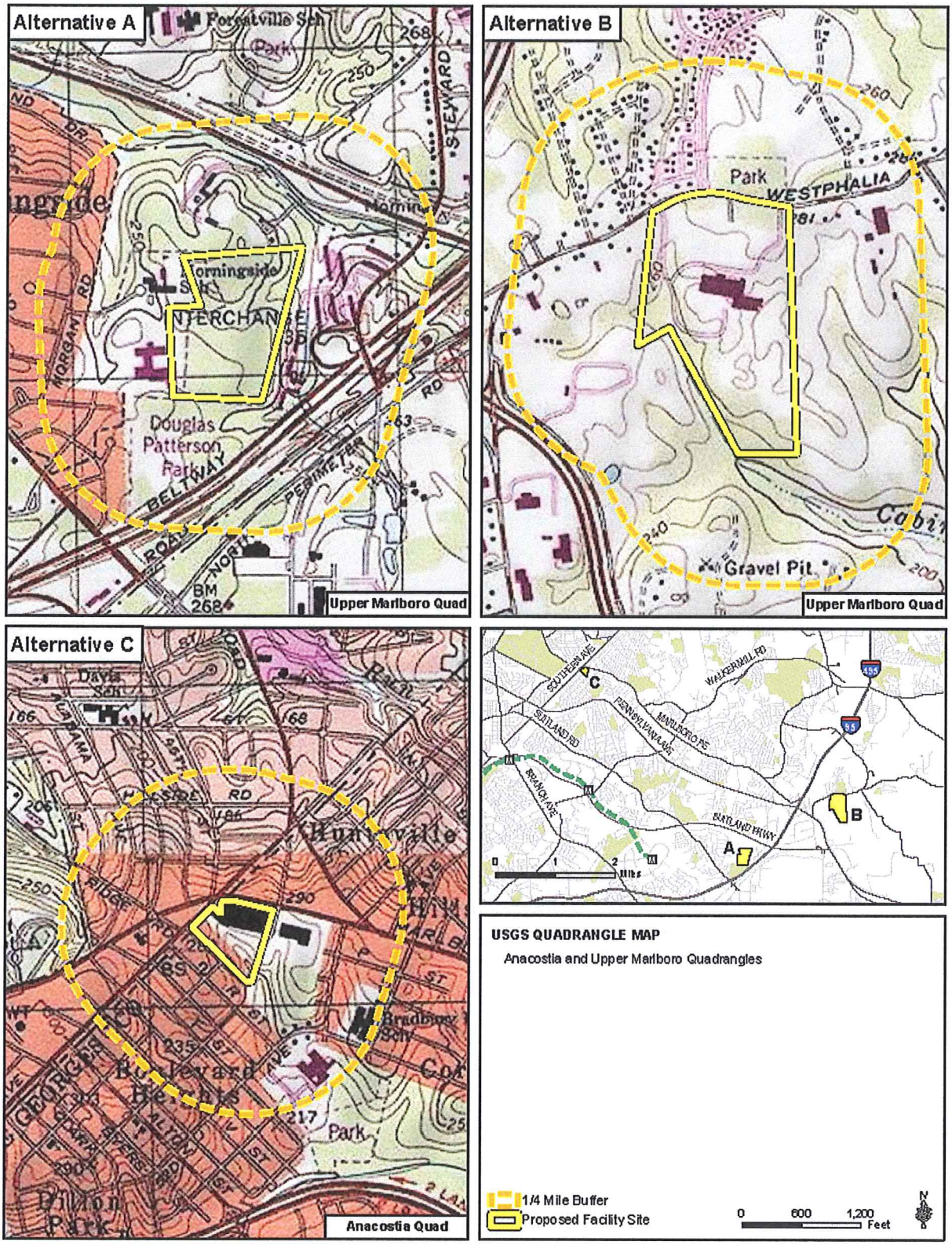

Alternative A
SUITLAND RD
FORESTVILLE RD
WOODLAND RD
SUITLAND PKWY
LARKSPUR RD
MORGAN RD
RENA RD
MARIANNE DR
CAPITOL BELT BLVD
PERIMETER RD
PICKETT DR
ALLENTOWN RD
SUITLAND RD
MARYLAND DR
ARNOLD AVE
Alternative B
CAPITOL BELT CIR
OAK ST
CHESTER GROVE RD
CEDAR LN
WESTPHALIA RD
FLOWERS RD
ACCESS RD
OLD MARLBORO PE
PENNSYLVANIA AVE
RITCH RD
Alternative C
BROWNING RD
HANNA PL
SOUTHERN AVE
5TH ST
H ST
OAK PLANT ST
ALTH PL
HILLSIDE RD
HEATH ST
BALBOA AVE
DRUM AVE
RIDGE RD
ALABAMA AVE
25TH PL
BENNIS RD
BURNS ST
MARLBORO PE
HYBRD AVE
RAIL ST
GLACIER AVE
TORQUE ST
EDGEWICK AVE
PARD RD
NOVA AVE
VINE ST
ALTON ST
DIXIE ST
CLARK ST
WILL ST
PISTACHIO LA
EDEN AVE
BILLINGS PL
DYERS ST
ELM PL
PENNSYLVANIA AVE
BELT RD
BENNETT AVE
C
WALKER MILL RD
I-95
SUITLAND RD
PENNSYLVANIA AVE
MARLBORO PE
BRANCH AVE
SUITLAND PKWY
B
A
0
1
2
Miles
STUDY AREA MAP
1/4 Mile Buffer
Proposed Facility Site
0
600
1,200
Feet
N
102510CD

Figure 3


Alternative A
Forestville Sch
Park
268
250
STEWARD
Morningside Sch
INTERCHANGE
MORGAN RD
Douglas Patterson Parkway
BELTWAY
PENNSYLVANIA
NORTH
BM 268
Upper Marlboro Quad
Alternative B
Park
WESTPHALIA
260
240
Gravel Pit
Upper Marlboro Quad
Alternative C
Davis Sch
Hunt Valley
Bradbury Sch
Boulevard Heights
Park
Dillon Park
Anacostia Quad
SOUTHERN AVE
WALKERHILL RD
SUITLAND RD
PENNSYLVANIA
MARLBORO PK
BRANCH AVE
SUITLAND PKWY
455
95
A
B
C
0 1 2 Miles
USGS QUADRANGLE MAP
Anacostia and Upper Marlboro Quadrangles
1/4 Mile Buffer
Proposed Facility Site
0 600 1,200 Feet
N

Appendix B
Transportation Improvement Program

TRANSPORTATION IMPROVEMENT PROGRAM

For the Metropolitan Washington Region

FY 2011 – 2016



November 17, 2010

The preparation of this report was financially aided through grants from the District of Columbia Department of Transportation, the Maryland Department of Transportation, the Virginia Department of Rail & Public Transportation, the Virginia Department of Transportation, Federal Highway Administration, and the U.S. Department of Transportation, Federal Transit Administration, under the Urban Mass Transportation Act of 1964, as amended.

National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in $1,000)

	Source	Fed/St/Loc	Previous Funding	FY 11	FY 12	FY 13	FY 14	FY15	FY 16	Source Total
TIP ID: **5637** Agency ID:	Title: **Environmental Compliance Projects**									Complete:
Facility:	Local	0/0/100		2,758 e						2,758
From:	Section 5307	50/0/50			5,061 e	3,222 e	3,159 e	1,775 e	3,746 e	16,963
To:									***Total Funds:***	***19,721***
Description: Provides funds for upgrades and/or replacements required to comply with regulatory requirements or directives.										
TIP ID: **5636** Agency ID:	Title: **Rehabilitation and Replacement of Bus Garages**									Complete:
Facility:	Section 5307	80/0/20		32,861 e		114,657 e	24,156 e			171,674
From:	Section 5307,	61/0/39	15,525 e		91,759 e					91,759
To:									***Total Funds:***	***263,433***
Description: Provides funds for upgrades, rehabilitation, and/or replacement of bus garages and maintenance facilities.										
TIP ID: **5635** Agency ID:	Title: **Maintenance of Bus Garages**									Complete:
Facility:	PRIIA	50/0/50		18,879 e	25,739 e	31,052 e				75,670
From:	Section 5307	50/0/50					32,237 e	19,800 e	17,250 e	69,287
To:									***Total Funds:***	***144,957***
Description: Provides funds for the maintenance and/or rehabilitation bus garages/maintenance facilities.										
TIP ID: **5639** Agency ID:	Title: **Maintenance of Rail Yards**									Complete:
Facility:	PRIIA	50/0/50			24,761 e	29,777 e	41,770 e	32,776 e	26,671 e	155,755
From:									***Total Funds:***	***155,755***
To:										
Description: Provides funds for the maintenance and/or rehabilitation of rail maintenance yards.										
TIP ID: **5816** Agency ID:	Title: **Expansion of Bus Garages**									Complete:
Facility:	Section 5307	50/0/50			6,159 e	7,208 e	9,431 e		22,802 e	45,600
From:	Section 5307,	80/0/20		4,655 e						4,655
To:									***Total Funds:***	***50,255***
Description: Provides funds for the expansion of existing bus garages/maintenance facilities and/or construction of new garages/maintenance facilities.										

Other Facilities

TIP ID: **5814** Agency ID:	Title: **Business Support Facilities**									Complete:
Facility:	Section 5307	80/0/20		625 e						625
From:	Section 5309	50/0/50			1,540 e	1,500 e	507 e	409 e	264 e	4,220
To:	Section 5309.	80/0/20		2,949 e						2,949
									Total Funds:	***7,794***
Description: Provides funding for facilities that support business operations functions.										

Appendix C
Section 4(f) Evaluation

Appendix C Section 4(f) Evaluation

C.1 Introduction

Section 4(f) resources have been identified within close proximity and adjacent to the proposed Build Alternatives; however, no "use" of any of the resources identified would occur as a result of the implementation of any of the Build Alternatives. This section provides documentation to supports this finding.

Section 4(f) of the US Department of Transportation Act of 1966, as amended, requires that agencies within the Department assess their potential effects on public parks and recreational lands, wildlife refuges, and historic resources. As part of this assessment, agencies are directed to determine if the proposed action would have a "use" of one the aforementioned facilities. Under Section 4(f), a "use" is defined as a permanent, temporary adverse or proximity effect as defined below.

- A permanent use occurs when a transportation project incorporates the resource into the transportation facility, including a fee simple or permanent easement.
- A temporary adverse use occurs when a transportation project temporarily occupies any portion of the resource and results in an adverse condition. Certain conditions must be met for a temporary use not to be considered adverse.
  - The duration of the occupancy must be less than the time needed for the construction of the project and there must not be a change in ownership.
  - There are no anticipated permanent adverse physical changes or interference with activities or purposes of the resource on a temporary or permanent basis.
  - There must be a documented agreement between the appropriate federal, state or local officials having jurisdiction over the resources regarding the aforementioned conditions.
  - The nature and magnitude of the changes to Section 4(f) resources are minimal and the land is restored to the same or better condition.
- A proximity effect (also referred to as constructive use) occurs when the resource is not physically occupied but the proximity effects of the transportation project (including mitigation) are so severe that the activities, features or attributes that qualify the property for Section 4(f) protection are substantially impaired.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) amended Section 4(f) to allow the FHWA, FTA and FRA to determine that certain uses would have a *de minimus*, or no adverse effect, on a protected resource provided that the responsible party with jurisdiction over the affected property agrees in writing. In this context, a *de minimus* impact is a minor impact that does not adversely affect the activities, features or attributes of the Section 4(f) property.

C.2 Section 4(f) Resources

Section 4(f) resources have been identified adjacent to or within close proximity to both Build Alternative A and Build Alternative B. No Section 4(f) resources were identified for Build Alternative C. (See **Table C-1**: Section 4(f) Resources.)

C.3 Potential Use of Section 4(f) Resources

Based on the analysis conducted as part of this EA, none of the resources described in Section 4.2 will be adversely impacted and result in "use" of a Section 4(f) resources. (See Sections 3.8 Cultural Resources and 3.9 Parklands). As described below, there will be no property acquisition that would impact any of these resources or any temporary adverse effects on these resources during construction activities. Proximity effects could include noise and changes in the existing visual setting. There will be no adverse proximity effects on any of these resources.

Table C-1: Section 4(f) Resources

Alternative Site	Resource	Location	Ownership/ Operated By	Description
Alternative A	Douglas Patterson Community Park	7001 Marianne Dr. Suitland/Forestville, MD 20746	M-NCPPC	Active park with: • Basketball Court • Restroom • 2 Tennis Courts • 3 Picnic Areas • Playground • 2 Softball w/ Football Soccer Overlay Fields • Trails
Alternative A	Morningside Historic District	Town of Morningside, MD	Not applicable	National Register-eligible resource: • Determined eligible for listing in the National Register on September 14, 2000
Alternative B	Westphalia Neighborhood Park	8900 Westphalia Rd. Upper Marlboro, MD 20774	M-NCPPC	Active park with: • Basketball Court • Fitness Station • Tennis Court • Playground • Softball Field

Build Alternative A will not have a direct effect on Douglas Patterson Community Park or the Morningside Historic District. A vegetative buffer of mature trees will remain along the west side of the proposed site that will provide a visual buffer between the proposed bus garage, historic district, and park. Due to the active nature of the park, it is not considered a highly sensitive noise receptor. Noise assessments prepared for this EA did not identify an exceedance of the FTA severe threshold at either resource.

Build Alternative B will not have any effect on the Westphalia Neighborhood Park. An approximate 15-acre parcel of mature trees and Westphalia Road separates the site from the park resource, creating a physical and visual buffer. The noise assessment prepare for this EA did not identify an exceedance of the FTA severe threshold at this resource.

C.4 Avoidance Options and Measures to Minimize Harm

No avoidance options are proposed as none of the Build Alternatives will result in a “use” of the identified Section 4(f) resources.