



Washington Metropolitan Area Transit Authority

Approval for Public Hearing for the Glenmont Parking Structure

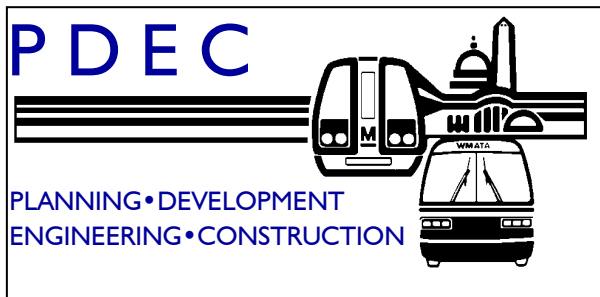


Presented to the Board of Directors:
Planning and Development Committee

by

CONSTRUCTION

March 2, 2006





I. Purpose

- To obtain the concurrence of the Planning & Development Committee and Board approval of the following:
 - To hold a Public Hearing on the general plans and environmental evaluation on two prospective locations for the proposed Glenmont parking structure.
 - To authorize the General Manager to release the Public Hearing Staff Report (including Staff Recommendations) for public comment, as soon as the report is available.



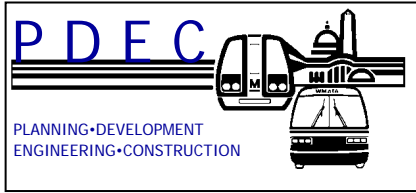
II. Background

- On June 14, 2001, the Board approved the FY02 Capital Improvement Program Budget which contained this project as part of the System/Access Capacity Program.
- On July 18, 2002, the Board approved a Public Hearing for the Glenmont Parking Structure Expansion for two previous locations.
- On July 18, 2005, Montgomery County asked WMATA to review the feasibility of co-locating a Fire Station with the west location.

III. Project Overview

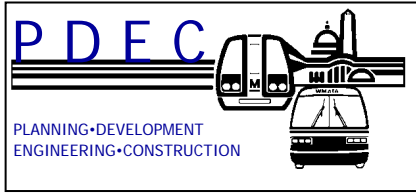
- On July 18, 2002, the Board authorized a Public Hearing on the west side proposed location of the Glenmont Parking Structure project.





III. Project Overview

- On June 14, 2002, Notice-to-Proceed was issued to CTC to perform preliminary engineering for the Public Hearing.
- As a result of a public meeting held on June 26, 2002, Montgomery County requested that the previous options be revised and that the Authority look at other site alternatives.
- On July 18, 2002, the Board approved a Public Hearing for the Glenmont Parking Structure Expansion for two previous locations.
- Shortly thereafter at the request of Montgomery County, the project was put on hold due to funding issues.

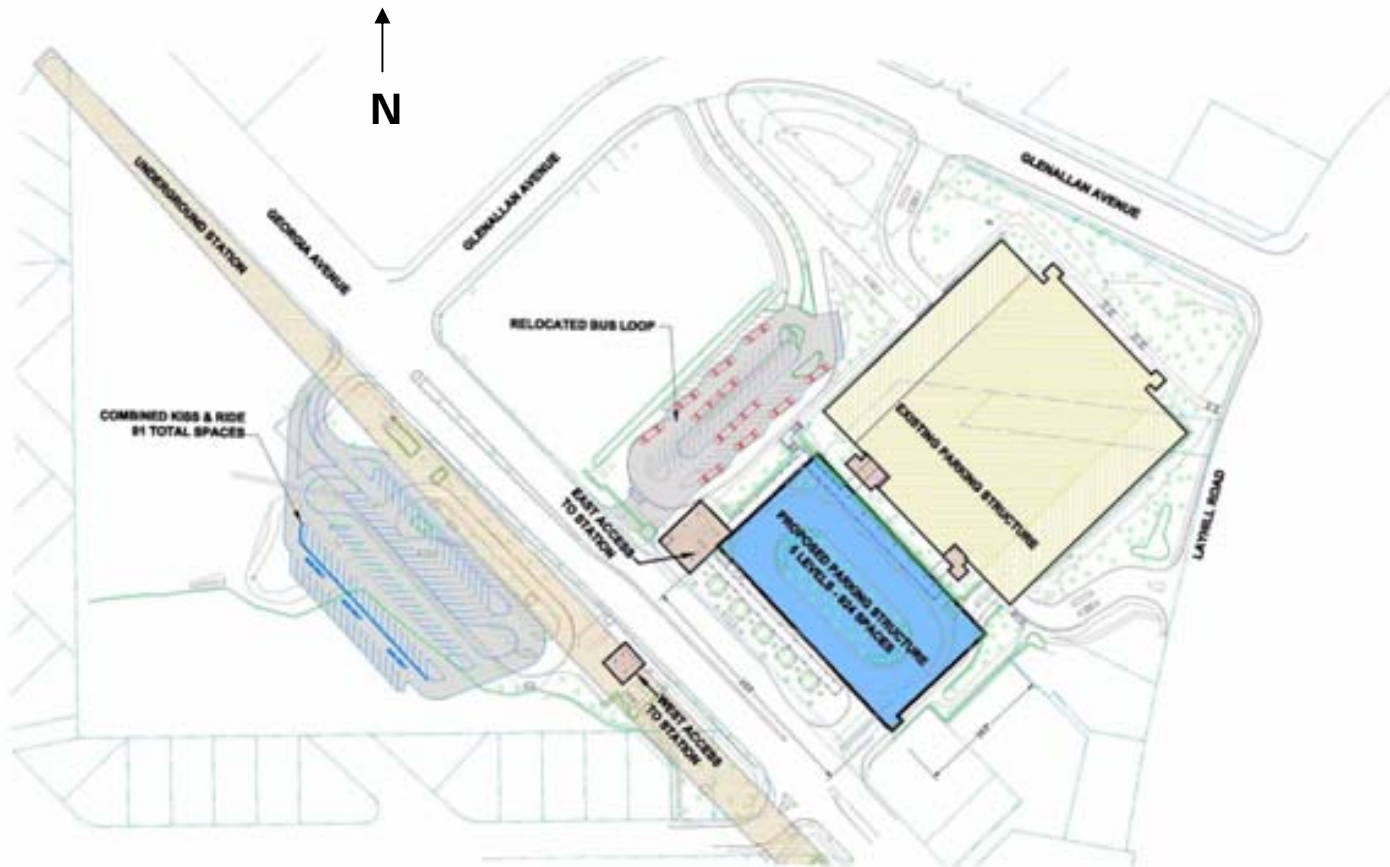


III. Project Overview

- On December 29, 2004, CTC was issued Limited Notice to Proceed and preliminary engineering proceeded.
- On July 18, 2005, Montgomery County requested the Authority evaluate the feasibility of co-locating the Montgomery County Department of Fire and Rescue Services, four bay station with the west side parking structure.
- The Glenmont Parking Structure Expansion will be a multilevel parking facility providing approximately 930 to 1,140 parking spaces at the Glenmont Station.

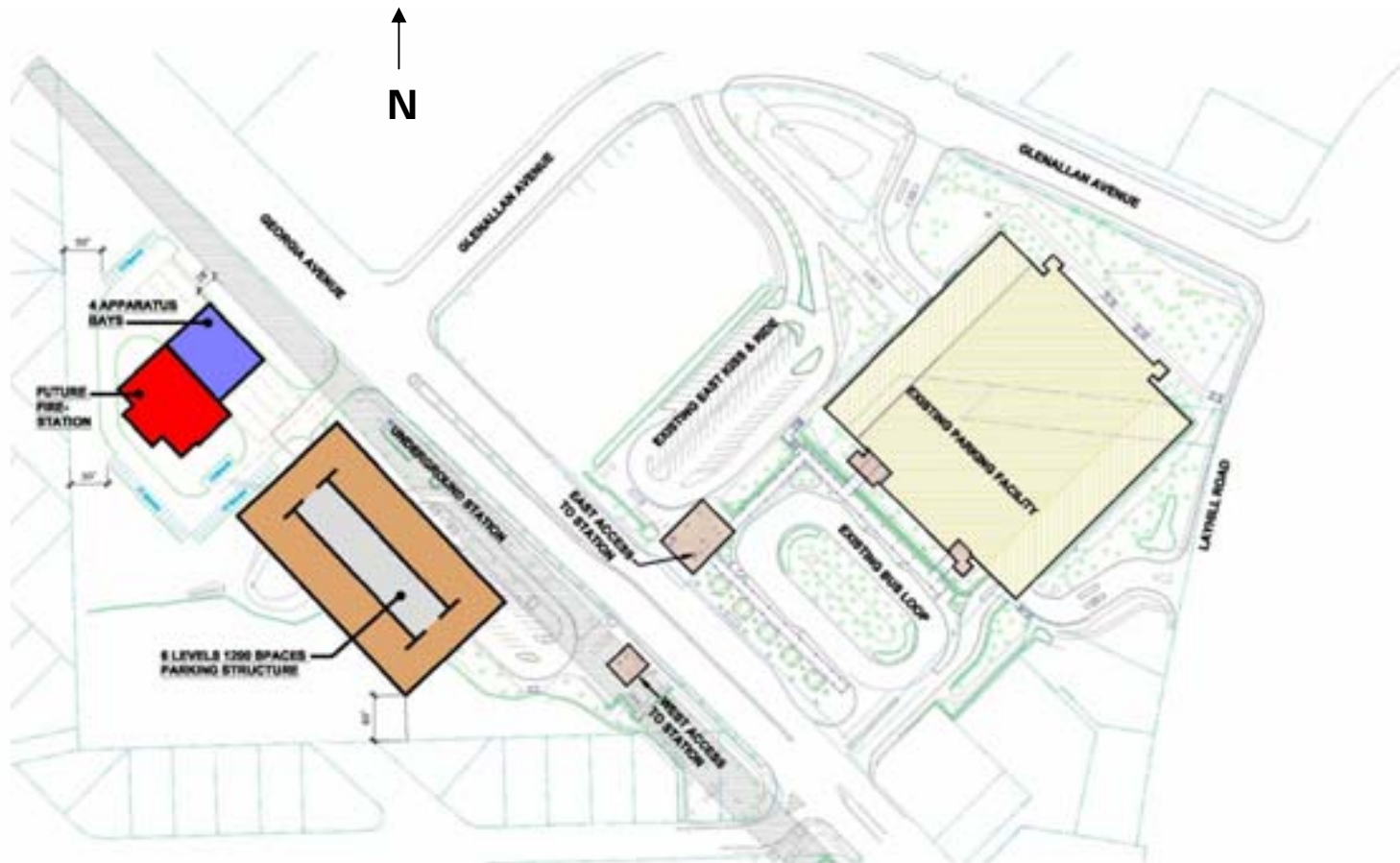
III. Project Overview

- The new structure will be located on one of two locations:
 - One site is on the east side of Georgia Avenue over the existing bus loop, providing 930 spaces.



III. Project Overview

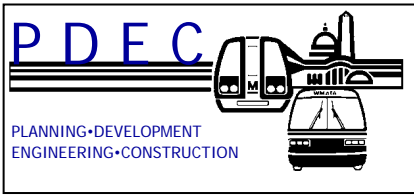
- The other site is on the Kiss and Ride site on the west side of Georgia Avenue, providing 1,140 spaces, and permits possible future co-location of the Montgomery County Department of Fire and Rescue Services.





IV. Recommendations

- That the Planning & Development Committee concurs and the Board of Directors grants approval:
 - To hold a public Hearing on the revised General Plans and environmental evaluation of the proposed Glenmont Parking Structure Expansion.
 - To authorize the General Manager to release the Public Hearing Staff Report (including staff recommendations) for public comment, as soon as the report is available.



V. Next Steps

- Hold the Public Hearing in April 2006.
- Issue Public Hearing Staff Report.
- Seek Montgomery County concurrence on east or west alternative.
- Seek Budget Committee recommendation that the Board approve the use of State of Maryland and Montgomery County funds and increase the SAP Budget to fund a Design/Build contract for the project.



(Board Copy)
Washington Metropolitan Area Transit Authority
METRO ELECTRONIC ACTION DOCUMENT

IDENTIFICATION			
MEAD ID:	99307	ACTION:	N/A
AWARD VALUE:	(Not yet awarded)	CONTRACT: (Proposed)	
FUND SOURCES: (View)		CONTRACTOR:	
LAST MODIFIED:	02/14/2006		

DESCRIPTION	
SUBJECT:	Approval for Public Hearing for Glenmont Parking Structure Expansion
PURPOSE:	To obtain the concurrence of the Planning & Development Committee and Board approval of the following: 1. To hold a public hearing on the general plans and environmental evaluation, previously approved on July 18, 2002, revising the two prospective locations for the proposed Glenmont parking structure. 2. To authorize the General Manager/CEO to release the draft public hearing staff report (including staff recommendations) for public comment, as soon as the report is available.

ORIGINATION					
INITIATOR			DEPARTMENTAL APPROVAL		
DANIEL KORZYM on 02/10/2006			Approved by SALPEAS , PANAGIOTIS 02/14/2006		
PHONE:	202-962-	OFFICE:	CONS	DEPT:	Capital Projects Manageme

COORDINATION (ROUTING)		
OFFICE	NAME	ACTION/DATE
(4110)	SALPEAS, PANAGIOTIS	Approved 02/14/2006
CONS (4210)	HAGGINS, JAMES	Approved w/ Comments 02/10/2006
OLIA (3131)	HICKS, BEA	Approved 02/15/2006
PRMT (7410)	JACKSON, LUCY	Approved 02/15/2006
COUN (1410)	O'KEEFFE, CAROL	Approved 02/21/2006
OPAS (3161)	HUGHES, JAMES	Approved 02/24/2006
CFO1 (2110)	WOODRUFF, HARRY	Approved 02/22/2006

FINAL APPROVALS	
OFFICE	NAME/ACTION
PLN DEV CMTE	Approved for by PANAGIOTIS SALPEAS on 02/14/2006
OPER CMTE	Approved for OPAS by JAMES HUGHES on 02/24/2006
BEMR	Approved for by HAROLD BARTLETT on 02/24/2006
GM	GMGP <i>for P. Salpeas</i>
BOARD	BOARD WMATA (Not Yet Approved)



Washington Metropolitan Area Transit Authority
METRO ELECTRONIC ACTION DOCUMENT

NARRATIVE

DISCUSSION:

On June 14, 2001, the Board approved the FY02 Capital Improvement Program Budget, which contained this project as part of the System/Access Capacity Program.

In anticipation of the availability of the results of a utilization (license plate) survey taken by WMATA of the existing parking structure, Montgomery County requested that the Authority proceed with preliminary engineering to support a public hearing to be held in September 2002. On June 14, 2002, Notice-to-Proceed was issued for CTC to perform preliminary engineering, environmental assessment and to develop general plans to support a public hearing.

As a result of a public meeting held on June 26, 2002, Montgomery County requested that the previous options be revised and that the Authority look at other site alternatives.

On July 18, 2002, the Board approved for The Authority to hold a public hearing on the general plans and environmental evaluation of the original two locations. Shortly thereafter at the request of Montgomery County, the project was put on hold due to funding issues.

WMATA issued CTC a Limited Notice to Proceed on December 29, 2004 followed by a Notice to Proceed on May 6, 2005. Preliminary Engineering proceeded on December 29, 2004, seeking the various locations for the parking structure.

The Authority was asked by Montgomery County to seek various options to attempt a reduction in the budget. On April 7, 2005, WMATA and Montgomery County met to discuss 4 alternatives, 2 on the east and 2 on the west. Montgomery County then narrowed the options back to 2, one on each side.

On May 4, 2005, Montgomery County asked for The Authority to provide a PowerPoint presentation showing the comparisons of the 2 options. On June 1, 2005, Montgomery County contacted WMATA to carry the 2 options forward, but to re-locate the west option more to the north and to also do a future graphic with landscaping for the west option. On June 13, 2005, Gary was forwarded the exhibits.

On July 18, 2005, Montgomery County requested for The Authority to evaluate the

feasibility of co-locating the Kensington Volunteer Fire Station with the west side parking structure option. On July 20, 2005, The Authority was given the information needed to do the study, which was evaluated at a meeting on August 4, 2005. From August 2005 to December 2005, Montgomery County was awaiting for a decision on the location of the Kensington Volunteer Fire Department, for this might affect the budget.

On December 1, 2005, there was a meeting between The Authority and Montgomery County, at this meeting Montgomery County announced that they were within \$3 million of the needed budget to build the structure. However, it was still undecided if the Kensington volunteer fire station would co-locate.

On January 19, 2006, at a meeting between The Authority and Montgomery County, Montgomery County told the Authority that the County does not have full funding yet, but to proceed forward to seek Board approval for a Public Hearing and Environmental Analysis of two options; one on east and one on west with fire station co-location.

As a result of Preliminary Engineering, the proposed Glenmont Parking Structure Expansion will be a multi-level parking facility providing 924 – 1,136 parking spaces at the Glenmont Station. The new structure will be located on one of two locations.

One site is on the east side of Georgia Avenue on the existing bus loop. This alternative will be 7 levels and provide 924 parking spaces. The portions of the bus loop will be reconfigured to be located on the current east side kiss and ride site.

The other site is on the west side of Georgia Avenue on the Kiss and Ride site, with possible future co-location of the Kensington Volunteer Fire Department. The Kensington Volunteer Fire Department is being relocated by the Maryland Department of Transportation as a part of the Georgia Avenue and Randolph Road Interchange project. The Montgomery County Department of Fire and Rescue is recommending this site for consideration of the relocated fire station. The portions of the existing short term parking and kiss and ride in the surface area beneath the new facility will be reconfigured to improve the short term parking and to accommodate the new structure. This alternative will provide approximately 1,136 parking spaces.

ALTERNATIVES

Do not approve a public hearing for the propose parking structure. This alternative is not recommended since the existing 1800 space garage is filled early in the morning and the parking structure cannot be built without a public hearing.

Do not authorize the General Manager/CEO to release the draft Public Hearing Staff Report (including Staff Recommendations) for public comment. This alternative is not recommended since the parking structure cannot be built without a public hearing.

IMPACT ON FUNDING

– Budget: FY06 System Access/Capacity Program
Project Title: Glenmont Parking Structure Expansion

Budget Information:

– Project \$ TBD
Budget
This \$ None
Action
Subtotal \$ TBD

Remaining
Project
Budget

– Remarks: The operating and maintenance costs for implementing this project will be developed based on the final project scope resulting from the public hearing process and will be presented with the final staff report recommendations.

PRIOR APPROVALS:

In June 2001, the Board approved the FY02 Capital Budget which contains this project as part of the System Access Capacity Program.

In July 2002, the Board approved a Public Hearing for the Glenmont Parking Structure Expansion for two previous locations, which are no longer in consideration due to community concerns.

AFFIRMATIVE ACTION REQUIREMENTS:

– Equal Employment Opportunity (EEO):

The prime contractor will be required to comply with Executive Order 11246, Revised Order No. 4

Disadvantaged Business Enterprise (DBE) Requirements:

The DBE goal for this project has been established as 21%.

RECOMMENDATION:

That the Planning & Development Committee and Board approve the following: 1. To hold a public hearing on the general plans and environmental, previously approved on July 18, 2002 revising the two prospective locations for the proposed Glenmont parking structure. 2. To authorize the General Manager/CEO to release the draft public hearing staff report (including staff recommendations) for public comment, as soon as the report is available.