

PRESENTED AND ADOPTED:

SUBJECT: BRENTWOOD YARD MODIFICATIONS – APPROVAL OF THE PUBLIC HEARING STAFF REPORT; APPROVAL OF THE GENERAL PLANS AND AMENDMENT OF THE ARS

PROPOSED
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The Board of Directors has adopted a regional transit system (ARS-68, as revised); and

WHEREAS, WMATA will purchase 120 additional rail cars to relieve customer overcrowding. In order to efficiently maintain the enlarged fleet of rail cars and to ensure safe and reliable eight-car train operations, additional rail car maintenance capacity is necessary, and

WHEREAS, As part of a six-year program known as “Metro Matters,” WMATA proposed modifications at the Brentwood Yard to increase the overall maintenance capacity, and

WHEREAS, The Board of Directors, on September 17, 2004, approved a public hearing for the proposed Metro Matters Shop modifications at Brentwood Yard, and further authorized the General Manager and Chief Executive Officer to approve and release the Public Hearing Staff Report and staff recommendations for public comment as soon as the report and recommendations were completed. The public hearing was held at the Jackson Graham Building in Washington, D.C., on October 20, 2004; one individual commented on the proposed modifications and one letter was received for the record; and

WHEREAS, Upon approval and authorization by the General Manager and Chief Executive Officer, the Public Hearing Staff Report, including the transcript of the public hearing, was released and was available for review through the Office of the Secretary; the public review period ended December 15, 2004, and no comment was received prior to the end of the period; and

WHEREAS, The staff report on the public hearing entitled *Public Hearing Staff Report, Staff Analysis Of The Public Hearing And Staff Recommendations, Proposed Brentwood Yard Improvements, Red (B) Line, Washington, District Of Columbia; Hearing No. 167, Docket No. B04-7*, dated December 2004, presented the final Staff recommendations; and

WHEREAS, On June 2, 2005, the Planning and Development Committee was briefed on the contents of the Public Hearing Staff Report, including the final staff recommendations and the proposed General Plans; and

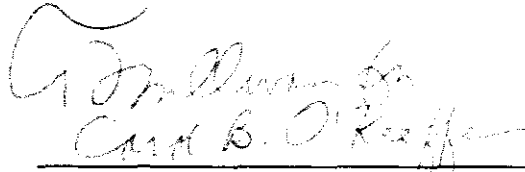
WHEREAS, The Public Hearing Staff Report and the proposed General Plans, along with the transcript of the public hearing, and other related information have been made available to the Board of Directors, and the Board of Directors has considered this information; now, therefore, be it

RESOLVED, That the Board of Directors approves the final staff recommendations as presented in the Public Hearing Staff Report for construction of the Brentwood Yard Modifications, and the General Plans for the Brentwood Yard Modifications; and be it further

RESOLVED, That the Board of Directors hereby amends the Adopted Regional Plan (ARS-68, as revised), to include the modifications to the Brentwood Yard, as described in the Public Hearing Staff Report and the General Plans for that facility; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency



Carol B. O'Keeffe
General Counsel



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

IDENTIFICATION			
MEAD ID:	95015	ACTION:	Initiate & Award
AWARD VALUE:	(Not yet awarded)	CONTRACT: (Proposed)	
FUND SOURCES: (View)	System Access/Capacity Program	CONTRACTOR:	
LAST MODIFIED:	06/29/2005		

DESCRIPTION	
SUBJECT:	Award a Design Build contract for the expansion of Greenbelt, Shady Grove and Brentwood rail yards.
PURPOSE:	To obtain the concurrence of the Planning and Development Committee and the approval of the Board of Directors for the following actions. (1) Adoption of the Public Hearing Staff Report, General Plans, and Final Staff Recommendations for the yard modifications at the Brentwood Yard; (2) Approval to award two design-build contracts for Rail Yards Expansion Projects at Greenbelt, Shady Grove, and Brentwood.

ORIGINATION					
INITIATOR			DEPARTMENTAL APPROVAL		
COLIN MYERS on 05/12/2005			Approved by SALPEAS , PANAGIOTIS 05/17/2005		
PHONE:	202-962-1621	OFFICE:	CONS	DEPT:	Capital Projects Manageme

COORDINATION (ROUTING)		
OFFICE	NAME	ACTION/DATE
AGMM (4100)	SALPEAS, PANAGIOTIS	Approved 05/17/2005
IRPG (4700)	COUCH, DAVID	Approved 06/01/2005
IRPG (4700)	COUCH, DAVID	Approved 06/01/2005
OLIA (3130)	HICKS, BEA	Approved 06/27/2005
AGMP (8100)	THOMAS, EDWARD	Approved 06/28/2005
PRMT (7400)	ZINGALE, JAMES	Approved 06/28/2005

FINAL APPROVALS	
OFFICE	NAME/ACTION
PLN DEV CMTE	Approved for AGMM by PANAGIOTIS SALPEAS on 05/17/2005
GM	GMGR CEO <i>P. Salpeas</i>
BOARD	BOARD WMATA (Not Yet Approved)



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

NARRATIVE

The Metro Matters Program aims to increase the carrying capacity of the Metrorail System by using eight (8) car trains. In order to support longer trains, the Program has ordered 122 additional railcars. The increased fleet will require additional maintenance, which will be accomplished by the expansion of Shady Grove, Greenbelt, and Brentwoods Yards. The solicitation for expansion of the Yards provides for multiple awards.

The selection process has been completed. Hensel Phelps Construction is the selected contractor for the expansion of Greenbelt and Shady Grove Yards. The amount of the accepted proposal for these two Yards is \$98,321,000.

The work at Greenbelt Yard involves construction of a new, two-story 72,000 square foot shop building and expansion of wheel and axle repairs capability in the existing shop. The expansion at Shady Grove Yard involves construction of a new four-track, 16-bay Service and Inspection shop. The project also includes necessary systems upgrade of track work, traction power, AC power, ATC and communications at both the locations.

Clark Design Build is the selected contractor for the expansion of Brentwood Yard. The amount of the accepted proposal for Brentwood is \$43,100,000.

The work at Brentwood Yard involves the construction of three new tracks and 12 Service and Inspection bays along with the necessary systems upgrade of track work, traction power, AC power, ATC and communications. WMATA conducted a public hearing on October 20, 2004, on the proposed modifications at Brentwood Yard. The public hearing staff report and staff recommendations were released December 8, 2004; no comments were received. The staff has considered the oral and written testimony received from the Public Hearing record. The staff recommends approval of the proposed Brentwood Yard improvements, including three elements: (1) Addition of rail tracks through the shop building (2) conversion of the shop from a heavy maintenance facility to a service and inspection facility; and (3) rearrangement of employee parking. The General Plans prepared for the Brentwood Yard Public Hearing are available for review in the Board offices (Room 211).

The sum of the awards for expansion of all three Yards is \$141,421,000.

ALTERNATIVES:

(1) Do not initiate the procurement of contracts for Metro Matters Rail Projects at Greenbelt and Shady Grove and/or Brentwood Yards for the expansion of the Yards. This alternative will compromise the capability to maintain reliable 8 - car train operations.

(2) Do not approve the Brentwood Yard public hearing staff report, General Plans, and final Staff Recommendations. If the Brentwood Yard public hearing staff report, General Plans, and final Staff Recommendations are not approved, construction may not proceed.

IMPACT ON FUNDING

CAPITAL:

Budget: Metro Matters 2nd Urgent Priority- Rail Car Program
 Project Title: Metro Matters Program - Facilities (Yards) & Systems (Traction Power)

Expenditure Schedule:

	FY-05	FY-06	FY07	FY-08	Total
Yards:	0.4	59.1	84.8	10.3	154.6
Traction Power Sub Station:	10.4	101.6	73.6	24.8	210.5
Total:	10.8	160.7	158.4	35.1	365.1

Budget Information:	\$154,600,000
This Action:	\$141,421,000 (*)
Prior Action:	\$0
Subtotal:	\$141,421,000
Balance:	\$ 13,179,000

(*) This action includes award of Greenbelt & Shady Grove yards and Brentwood Yard including necessary systems upgrade for both the projects. The total cost is within the approved program budget.

Budget: Approved FY2005 Budget

Project Title: Systems Access / Capacity Program FY 2005

Project Description Page: 204

Budget Information:	\$15,000,000
Prior Actions:	\$ 6,811,818
This Action:	\$0
Subtotal:	\$ 6,811,818
Balance	\$ 8,188,182 (**)

(**) This action may be used to augment the Yards budget.

PRIOR APPROVAL:

On December 8, 2004, the General Manager/CEO authorized release of the Public Hearing Staff Report Proposed Brentwood Yard Improvements.

On September 17, 2004, the Board of Directors approved (1) holding a public hearing on the proposed Metro Matters Shop expansion at Brentwood Yard; (2) the General Manager/CEO releasing of the Public Hearing Staff Report (including staff recommendations) for public comment as soon as the report is ready; and (3) initiation of a competitive procurement for the improvements at Greenbelt, Shady Grove and Brentwood Metrorail Yards under the Metro Matters Program, with award subject to the Board's future approval of the final Staff Report and Final Staff Recommendations of the Brentwood Metrorail Yard improvements, and with award of the procurement action(s) subject to the Board's future approval, and availability of funds.

On April 15, 2004, Board approved \$22M for design & engineering of Metro Matters Shops expansion and traction power substation upgrade. Of this total, \$15M was identified for the design, engineering and project management costs for the Yards and Shops Expansion.

On October 21, 2004, the Board of Directors approved to amend the FY 05 CIP and FY06 CIP to reflect the Metro Matters Program Budget.

Affirmative Action Requirements:Equal Employment Opportunity

The contractor is required to comply with Executive Order 11246.

Disadvantage Business Enterprise:

The 21% DBE goal applies to the work associated with this contract.

RECOMMENDATION:

That the Planning and Development Committee concur and the Board of Directors approve:

(1) Adoption of the Public Hearing Staff Report, General Plans, and Final Staff Recommendations for the yard modifications at the Brentwood Yard;

(2) Authorization to award two design-build contracts for Rail Yards Expansion Projects at Greenbelt, Shady Grove, and Brentwood;

**PUBLIC HEARING
STAFF REPORT**

**STAFF ANALYSIS OF THE PUBLIC HEARING
AND
STAFF RECOMMENDATIONS**

**PROPOSED BRENTWOOD YARD IMPROVEMENTS
RED (B) LINE
WASHINGTON, DISTRICT OF COLUMBIA**

Hearing No. 167
Docket No. B04-7
October 20, 2004

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
(WMATA)**

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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
PUBLIC HEARING STAFF REPORT
REVIEW OF PUBLIC HEARING AND STAFF RECOMMENDATIONS
PROPOSED BRENTWOOD YARD IMPROVEMENTS
RED (B) LINE
WASHINGTON, DISTRICT OF COLUMBIA

HEARING NO. 167
DOCKET NO. B04-7

This report presents a review of the public hearing held on October 20, 2004, including material submitted for the public hearing record. Included in this report are recommendations from various WMATA staff concerning proposed improvements to the Brentwood Yard, Red (B) Line, in Washington, District of Columbia. Included in this report are the following sections:

- I. Background
- II. Summary of the Public Hearing
- III. Summary of the Staff Presentation
- IV. Supplemental Correspondence Submitted for the Record
- V. Compact Article VI Section 15 - Other Agency Review and Comments
- VI. Responses to Comments Received for the Record
- VII. Staff Recommendations

Appendix A - WMATA Metrorail Public Hearing Notice
Attachment 1 - Public Hearing Notices in Washington Post
Attachment 2 - Public Hearing Notice to Public Agencies

Appendix B - Supplemental Material Received for the Record
Attachment 1 - Letter from Vernon D. Winn

I. BACKGROUND

Projected increases in Metrorail ridership require WMATA to purchase 120 additional rail cars and to increase current train consists from six-car to eight-car operations to relieve customer overcrowding. In order to efficiently maintain the enlarged fleet of rail cars and to ensure safe and reliable eight-car train operations, additional rail car maintenance capacity is necessary. WMATA intends to expand and modify rail-car maintenance capabilities at the Brentwood Yard in the District of Columbia.

As part of a six-year program known as "Metro Matters," WMATA proposes improvements at the Brentwood Heavy Maintenance Yard. Several actions are planned and would be accomplished within the existing WMATA right-of-way. First, the existing heavy maintenance shop area would be converted to a 12-car Service & Inspection area with hoists. In-line wheel truing capabilities and track access would also be provided. The heavy maintenance functions would be moved and consolidated in the existing Greenbelt Yard in Prince George's County, Maryland.

Second, existing first floor offices and the loading dock displaced by tracks would be relocated in the Brentwood shop. Third, most of the existing support shops and functions would be relocated to the Greenbelt S&I Yard. Fourth, the electrical, mechanical, traction power, train control, and communications rooms and systems would be modified as necessary to accommodate the new shop area and tracks. Finally, some on-site parking will be relocated. All improvements will occur within the existing Brentwood Heavy Maintenance Yard right-of-way.

Construction in the Brentwood Yard shop will be phased with that in the Greenbelt Yard shop to ensure that maintenance and service operations continue without interruption

A public hearing for this project was held on Wednesday, October 20, 2004, at the Board Room, Washington Metropolitan Area Transit Authority, 600 5th Street, N.W., Washington, District of Columbia. The official notice of the Public Hearing was published in the Washington Post on September 19, 2004, and on September 26, 2004 (see Appendix A, Attachment 1). In addition, notices were mailed to public officials, federal, regional, state and local agencies, and organizations (see Appendix A, Attachment 2). Notices were also distributed to houses in the Eckington neighborhood in the vicinity of the project site.

The proposed General Plans for the proposed project, the *Environmental Report for the Brentwood Yard Improvements*, and other related materials were available for inspection during normal business hours at the following locations:

Washington Metropolitan Area Transit Authority
c/o Audrey Bredehoff
Office of Engineering and Architecture
Department of Capital Projects Management
600 Fifth Street, NW
Washington, D.C. 20001

Martin Luther King, Jr. Memorial Library
901 G Street, NW
Washington, DC 20001
202.727.1111

Sursum Corda Library
135 New York Avenue, NW
Washington, DC 20001
202.724.4772

II. SUMMARY OF THE PUBLIC HEARING

The Public Hearing was held on Wednesday, October 20, 2004, in the Board Room, Washington Metropolitan Area Transit Authority, 600 5th Street, N.W. Washington, District of Columbia 20001. The hearing was chaired by WMATA Board Member Gladys Mack and was convened at 7:00 P.M. Approximately 20 people were in attendance.

Following an opening statement by Ms. Mack, WMATA staff described the proposed improvements and presented the background information. The staff presentation is summarized in Section III of this report.

The background and supporting documentation included the following:

- copies of the Public Hearing notice
- a 24" x 36" color photo of the proposed improvements,
- 24" x 36" display boards, showing perspectives
- 11" x 17" plan sets of the General Plans
- copies of the Environmental Evaluation

The following testimony followed the staff presentation:

Mr. Vernon D. Winn stated that the heavy maintenance facility should not be moved away from Brentwood Yard to Greenbelt Yard. Mr. Winn stated that he believed WMATA needed a centrally located heavy maintenance facility. He proposed added to the shop facility by extending the building on the west side, as described in his written testimony. He called for expanding the yard into an area now occupied by the former CSX freight yard at Eckington to make up for car storage capacity displaced by the extended shop. He stated that it would be equally effective to extend the existing facility as it would to adopt the staff proposal.

The public hearing closed with no additional testimony.

III. SUMMARY OF THE STAFF PRESENTATION

The purpose of this Public Hearing was to receive and evaluate comments, suggestions and alternatives on the proposed improvements to the Brentwood Yard in Washington, District of Columbia. Attendees were advised that the proposed design concepts presented for comment may change as a result of this hearing process.

Proposed improvements at the Brentwood Yard include the following items:

- Addition of rail tracks through the shop building;

- Conversion of the shop from a heavy maintenance facility to a service and inspection facility; and
- Rearrangement of employee parking.

There will be no expansion of the yard boundary. WMATA projects a similar level of train activity before and after the improvements.

If approved by the WMATA Board of Directors at the conclusion of the public hearing process, it is anticipated that the construction of the improvements could begin in late 2005, with completion in 2006.

PROPERTY REQUIREMENTS

The yard improvements would be located entirely on WMATA-owned property. Consequently, no private property would be required on a permanent basis.

IV. SUPPLEMENTAL CORRESPONDENCE SUBMITTED FOR THE RECORD

The Public Hearing record remained open until November 3, 2004.

V. COMPACT ARTICLE VI, SECTION 15 - OTHER AGENCY REVIEW AND COMMENTS

Copies of the Public Hearing notice were sent to federal, state, regional and local agencies. No letters were received for the Public Hearing record.

VI. RESPONSES TO COMMENTS RECEIVED FOR THE RECORD

A. Letter regarding Brentwood Yard improvements

A.1 **Issue:**

Relocation of the Brentwood Yard facilities to Greenbelt Yard is not in the best interest of the Metrorail system.

Analysis:

One commenter believes that the heavy maintenance facility and the component overhaul work should remain in Washington, DC, because the facility is centrally located. The commenter believes that a centrally-located heavy maintenance facility serves the system best.

Staff responds that conversion of the Brentwood Yard to a Service & Inspection facility would enable maintenance staff to perform light maintenance on trains in the system core and then return the trains to service more rapidly than if the trains have to go to yards at the ends of the lines. By comparison, it is more efficient to accomplish heavy maintenance at an end-of-the-line facility, away from the system core, because the trains will be out of service for an extended period of time.

A.2 Issue:

Conversion of the Brentwood Yard requires extensive construction work and would cause disruption of repair work at Brentwood Yard.

Analysis:

The commenter believes that this construction is unnecessary and could be avoided by employing either one of two proposals.

Staff responds that conversion of the facility to a Service & Inspection facility would entail extensive work. Staff believes this work will result in a better alignment of maintenance resources to support the entire system, as outlined in the response to issue A-1 above.

Staff states that the work at Brentwood Yard would not begin until improvements to Greenbelt yard are completed. Consequently, the system would not experience a major disruption.

A.3 Issue:

Commenter proposes to convert the present wash track and tracks 5 and 6 to accommodate a Service & Inspection facility. According to the commenter, this proposal would result in the loss of 30 storage spaces.

Analysis:

Staff responds that one purpose of the Metro Matters program is to accommodate storage of 120 additional cars. Loss of storage for 30 cars at Brentwood would require construction of replacement facilities elsewhere in the system.

A.4 Issue:

Commenter proposes to convert the B&O Eckington Yard to accommodate the Service and Inspection facility. To mitigate the acknowledged costliness of this proposal, commenter proposes provision of development air rights to mitigate the expense.

Analysis:

Staff responds that purchase of additional land is not feasible within the proposed Metro Matters budget.

VII. STAFF RECOMMENDATION

The staff has considered the oral and written testimony received from the Public Hearing record. The staff recommends approval of the proposed Brentwood Yard improvements, including the following elements.

- Addition of rail tracks through the shop building;
- Conversion of the shop from a heavy maintenance facility to a service and inspection facility;
and
- Rearrangement of employee parking.

Appendix A - WMATA Metrorail Public Hearing Notice

Attachment 1 -Public Hearing Notices in Washington Post

Attachment 2 -Public Hearing Notice to Public Agencies

Appendix B - Supplemental Material Received for the Record
Attachment 1 - Written Testimony from Vernon D. Winn

**PUBLIC HEARING
STAFF REPORT SUPPLEMENT**

**STAFF ANALYSIS OF THE
PUBLIC REVIEW OF THE
PUBLIC HEARING STAFF REPORT
AND
FINAL STAFF RECOMMENDATIONS**

**PROPOSED BRENTWOOD YARD IMPROVEMENTS
RED (B) LINE
WASHINGTON, DISTRICT OF COLUMBIA**

Hearing No. 167
Docket No. B04-7
October 20, 2004

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
(WMATA)**

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
PUBLIC HEARING STAFF REPORT SUPPLEMENT

STAFF ANALYSIS OF THE PUBLIC REVIEW OF
THE PUBLIC HEARING STAFF REPORT
AND
FINAL STAFF RECOMMENDATIONS

PROPOSED BRENTWOOD YARD IMPROVEMENTS
RED (B) LINE
WASHINGTON, DISTRICT OF COLUMBIA

HEARING NO. 167
DOCKET NO. B04-7

I. BACKGROUND

Projected increases in Metrorail ridership require WMATA to purchase 120 additional rail cars and to increase current train consists from six-car to eight-car operations to relieve customer overcrowding. In order to efficiently maintain the enlarged fleet of rail cars and to ensure safe and reliable eight-car train operations, additional rail car maintenance capacity is necessary. WMATA intends to expand and modify rail-car maintenance capabilities at the Brentwood Yard in the District of Columbia.

As part of a six-year program known as "Metro Matters," WMATA proposes improvements at the Brentwood Heavy Maintenance Yard. Several actions are planned and would be accomplished within the existing WMATA right-of-way. First, the existing heavy maintenance shop area would be converted to a 12-car Service & Inspection area with hoists. In-line wheel truing capabilities and track access would also be provided. The heavy maintenance functions would be moved and consolidated in the existing Greenbelt Yard in Prince George's County, Maryland.

Second, existing first floor offices and the loading dock displaced by tracks would be relocated in the Brentwood shop. Third, most of the existing support shops and functions would be relocated to the Greenbelt S&I Yard. Fourth, the electrical, mechanical, traction power, train control, and communications rooms and systems would be modified as necessary to accommodate the new shop area and tracks. Finally, some on-site parking will be relocated. All improvements will occur within the existing Brentwood Heavy Maintenance Yard right-of-way.

Construction in the Brentwood Yard shop will be phased with that in the Greenbelt Yard shop to ensure that maintenance and service operations continue without interruption

A public hearing for this project was held on Wednesday, October 20, 2004, at the Board Room, Washington Metropolitan Area Transit Authority, 600 5th Street, N.W., Washington, District of Columbia. The official notice of the Public Hearing was published in the Washington Post on September 19, 2004, and on September 26, 2004 (see Appendix A, Attachment 1). In addition, notices were mailed to public officials, federal, regional, state and local agencies, and organizations (see Appendix A, Attachment 2). Notices were also distributed to houses in the Eckington neighborhood in the vicinity of the project site.

The proposed General Plans for the proposed project, the *Environmental Report for the Brentwood Yard Improvements*, and other related materials were available for inspection during normal business hours at the following locations:

Washington Metropolitan Area Transit Authority
c/o Audrey Bredehoft
Office of Engineering and Architecture
Department of Capital Projects Management
600 Fifth Street, NW
Washington, D.C. 20001

Martin Luther King, Jr. Memorial Library
901 G Street, NW
Washington, DC 20001
202.727.1111

Sursum Corda Library
135 New York Avenue, NW
Washington, DC 20001
202.724.4772

WMATA staff prepared and distributed a Public Hearing Staff Report for review to all parties of the public hearing record. WMATA received no public or governmental comments on the Staff Report and its staff recommendations.

II. SUMMARY OF COMMENTS RECEIVED DURING THE PUBLIC REVIEW PERIOD OF THE STAFF REPORT

Following the close of the public review period of the Staff Report, WMATA received no public or governmental comments on the Staff Report and its staff recommendations.

III. SUMMARY OF COMMUNITY MEETINGS DURING THE PUBLIC REVIEW PERIOD OF THE STAFF REPORT

No community meeting was held.

IV. FINAL STAFF RECOMMENDATIONS

The staff has considered the oral and written testimony received from the Public Hearing record. The staff recommends approval of the proposed Brentwood Yard improvements, including the following elements.

1. Addition of rail tracks through the shop building;
2. Conversion of the shop from a heavy maintenance facility to a service and inspection facility; and
3. Rearrangement of employee parking.