

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

<input checked="" type="radio"/> Action <input type="radio"/> Information	MEAD Number: 100725	Resolution: <input type="radio"/> Yes <input checked="" type="radio"/> No
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TITLE:

MOU with Maryland DOT for New Carrollton TOD

PURPOSE:

Request Authorization to (1) include Metro properties on the north and south sides of the New Carrollton Metrorail station with adjoining Maryland Transit Administration ("MTA") properties in a joint solicitation, and (2) execute a Memorandum of Understanding ("MOU") with the Maryland Department of Transportation ("MDOT"), and (3) advertise offering based on Metro's Joint Development Policies and Guidelines (the "Guidelines").

DESCRIPTION:

This item supports the following strategic goals:

1. Deliver quality service by improving the station as a multi-modal transportation facility.
2. Use every resource wisely by developing Metro's property to its highest and best use.
3. Maintain and enhance Metro's image by creation of a Transit Oriented Development (TOD).

On May 4, 2010, the Prince George's District Council passed a Transit District Development Plan for the New Carrollton area that calls for over 2.7 million square feet of commercial development and up to 3,000 residential units, starting with the Metro core.

The draft MOU before the Board for approval, similar to the Montgomery County MOU the Board approved for the Wheaton Metrorail station, sets out the basic parameters for Metro and MDOT to cooperate in this effort. Metro would lead in the developer selection process. A development team would be selected using Metro's Request for Qualifications (RFQ) process. It is the preferred choice because there are many open items to be resolved including, but not limited to, possible expansion of the New Carrollton Metrorail station, determination of the number and location of bus bays to accommodate future growth, integration of the Purple Line and location of new streets and open spaces. The stakeholder

planning process, with active leadership by Metro, would be used to resolve these and other issues. The selected developer would be required to fund the cost of hiring outstanding consultants to facilitate stakeholder input and coordination.

Any redevelopment of Metro`s property would be in accordance with Metro`s standards and procedures. Metro, in its sole judgment, would be responsible for the quantity, quality, and design of its facilities, and the standards for safety, operations, and access. The cost of replacing existing Metro facilities would be reflected in the valuation contained in the ultimate agreement between Metro and the selected developer. Metro would not be required to proceed if the costs of constructing the replacement facilities exceed the financial return to Metro. Metro would continue to own or retain perpetual easements for its operational facilities.

Future Board approvals would include: developer selection, any subsequent agreements related to the sale or lease of Metro property, and approval of the staff report if a Compact public hearing were required as a result of the final plan. In addition, Federal Transit Administration approval of an eventual transfer would be required.

FUNDING IMPACT:

There is no current impact on funding. Assuming the process contemplated by the MOU is successful, there will be future agreements which, if approved by the Board, would likely generate revenue and/or improve station access. However, there are no immediate financial consequences of executing the MOU.

Office of Station Area Planning & Asset Management
Project Manager: Gary Malasky

RECOMMENDATION:

Authorization to (1) include Metro properties at New Carrollton Metrorail station with adjoining Maryland Transit Administration properties in a joint solicitation and (2) execute a Memorandum of Understanding with the Maryland Department of Transportation, and (3) advertise offering based on Metro`s Joint Development Policies and Guidelines.