

Washington Metropolitan Area Transit Authority  
**Board Action/Information Summary**

☒ Action ☐ Information

MEAD Number:  
202071

Resolution:  
☒ Yes ☐ No

**TITLE:**

Rail Heavy Repair and Overhaul Facility

**PRESENTATION SUMMARY:**

Staff will review feedback from the public on the new railcar maintenance facility and request approval of the Final Public Hearing Staff Report, selection of the preferred alternative, amendment to the Mass Transit Plan; and delegation to the General Manager/Chief Executive Officer or his designee for property acquisitions for the project.

**PURPOSE:**

The purpose of this item is to seek Board approval of the Final Public Hearing Staff Report, selection of the preferred alternative, amendment to the Mass Transit Plan; and delegation to the General Manager/Chief Executive Officer or his designee to negotiate and acquire properties for the project.

**DESCRIPTION:**

**Key Highlights:**

- Daily and heavy overhaul maintenance are currently performed at the Greenbelt & Brentwood Rail Yards
- Rail Yard Study concluded need for consolidated facility to streamline maintenance functions and properly store railcars
- Metropolitan region considered for location of new facility
- Categorical Exclusion prepared to evaluate environmental impacts of new facility
- Compact requires public hearing for Mass Transit Plan changes
- Public hearing held March 18, 2019
- One (1) person testified; 52 comments received during open comment period

**Background and History:**

The Department of Rail Services Office of Car Maintenance is establishing a new program titled Scheduled Maintenance System (SMS) for rail-cars. SMS will entail a schedule of maintenance activities for each railcar and its

subsystems. The new maintenance regime will eliminate major predicted failures resulting in greater car availability, fewer delays caused by railcar problems, fewer offloads and more efficient maintenance of the railcars. To address the inefficiencies of the current rail yards and to facilitate the SMS, a new rail yard dedicated to heavy overhaul maintenance is needed. This facility would consolidate existing heavy maintenance functions currently at Greenbelt and Brentwood rail yards thus freeing-up storage space and maintenance capacity at these yards.

Staff developed eight evaluation criteria to determine site suitability. These criteria were applied to properties throughout the entire region. Seven sites were identified as viable options. An additional eight screening criteria were applied to the seven sites which eliminated all but two. A constructability analysis was applied to these sites, which concluded that the Maryland location was optimal due to its topography. A Documented Categorical Exclusion was prepared to evaluate the environmental impacts of the new facility at the Maryland location.

### **Discussion:**

To add the proposed facility to Metro holdings, the Mass Transit Plan needs to be amended. The Compact requires public hearing for Mass Transit Plan changes. The proposed changes to the Mass Transit Plan were transmitted to the entities and agencies enumerated in Section 15(a) of the Compact, and to others, as required in Section 15(b) of the Compact. A copy of the proposed changes to the Mass Transit Plan were also made available for public inspection on-line and in the Office of the Board Secretary. A public hearing was held on March 18, 2019 where one person testified. Fifty-two comments were submitted during the open comment period, including correspondence from an elected official and a jurisdictional transportation director. The feedback was collated into a Public Hearing Staff Report with responses provided and published for comment. There was no feedback provided on the Public Hearing Staff Report. The Final Public Hearing Staff Report addresses all comments received and makes a recommendation for the preferred alternative.

The proposed facility would be located at 3636 Pennsy Drive in Landover, Maryland. Project elements include a building for revenue fleet maintenance, a building for maintenance of the railroad maintenance vehicles, a parking garage and the associated rail and power infrastructure. The project is estimated to cost \$300-\$400 million.

WMATA does not own the property where the new facility would be constructed. Three properties would have to be acquired and existing businesses relocated. As a result, staff is seeking approval for the delegation of authority to the General Manager/Chief Executive Officer or his designee for the negotiation and acquisition of real estate for the project.

**FUNDING IMPACT:**

Funding for this project is included in the FY20-25 Capital Improvement Program.	
Project Manager:	John D. Thomas
Project Department/Office:	DECO/COO

**TIMELINE:**

<b>Previous Actions</b>	11/18 – Board approval to hold the public hearing 03/19 – Public hearing held
<b>Anticipated actions after presentation</b>	06/19 – Commence property acquisition activities 06/19 – Commence procurement activities for the new facility

**RECOMMENDATION:**

Approval of the Final Public Hearing Staff Report, selection of the preferred alternative, amendment to the Mass Transit Plan; and delegation to the General Manager/Chief Executive Officer or his designee for property acquisitions for the project.