



Finance and Capital Committee

Action Item III-A

May 9, 2019

**Rail Heavy Repair and Overhaul Facility –
Public Hearing Staff Report and Mass Transit
Plan Amendment**

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:

Previous Actions	11/18 – Board approval to hold the public hearing 03/19 – Public hearing held
Anticipated actions after presentation	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.

Rail Heavy Repair and Overhaul Facility

Finance and Capital Committee
May 9, 2019



Purpose

- Review Staff Report on Public Hearing
- Recommend
 - Selection of preferred alternative
 - Amending Adopted Regional System (ARS); and
 - Delegating authority to General Manager to negotiate and acquire properties

Background

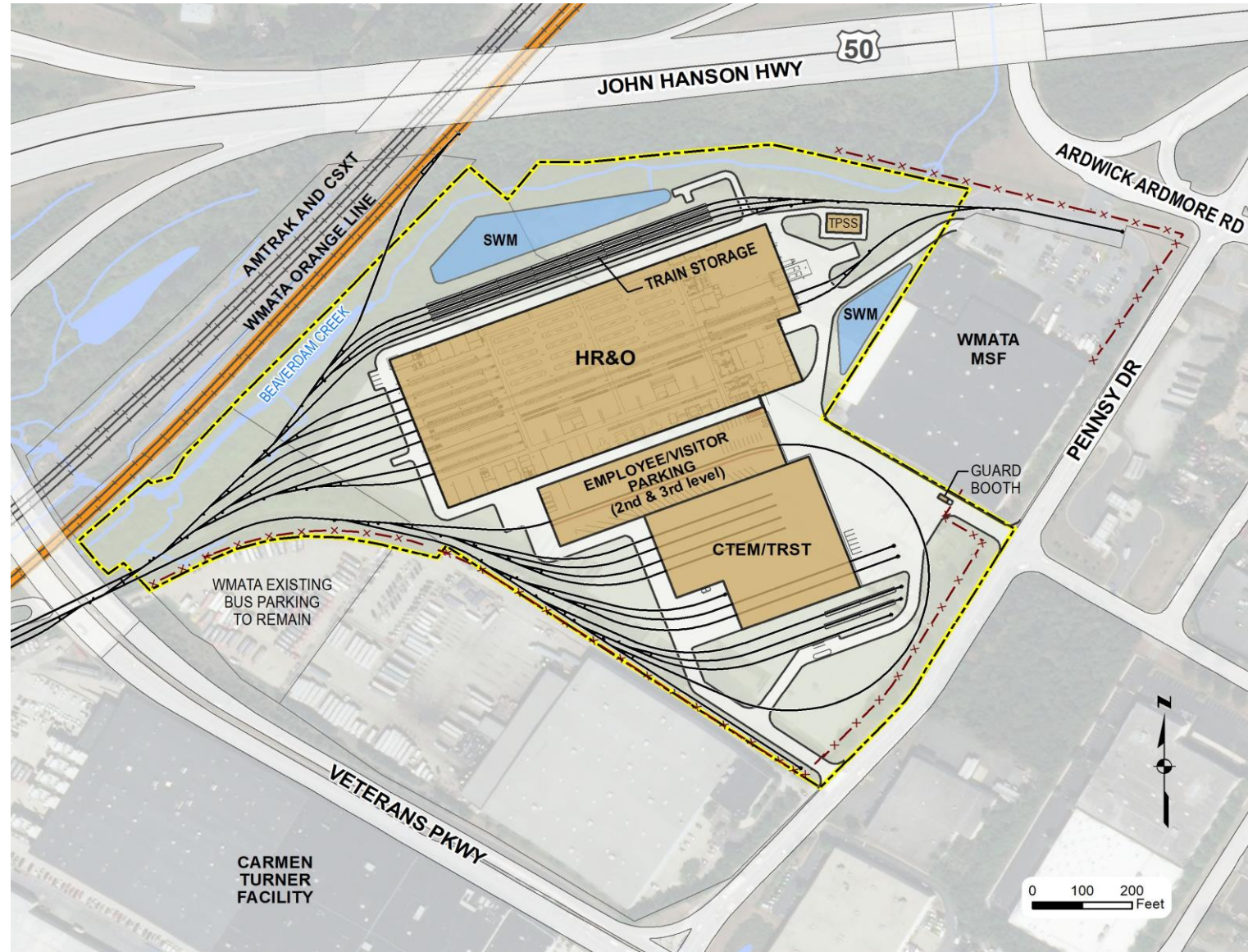
- Daily and heavy overhaul maintenance currently at Greenbelt and Brentwood Yards
- Recent Rail Yard study concluded:
 - Limited space to perform non-routine (heavy) maintenance and daily maintenance
 - Competing maintenance functions limits storage space for rail cars
 - Rail yard storage tracks not designed to store rail cars in quads
- New facility consolidates heavy maintenance from Greenbelt and Brentwood rail yards
- Additional space will increase daily maintenance capacity at the two rail yards
- Entire region considered for new facility location
- Categorical Exclusion prepared to evaluate environmental impacts of the new facility

Public Hearing

- 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
 - 26 comments support project
 - 3 comments on the 8k vehicle contract
 - Remaining comments re: business displacement, noise , vibration, etc.
- Final Public Hearing Staff Report addresses all comments and recommends preferred alternative

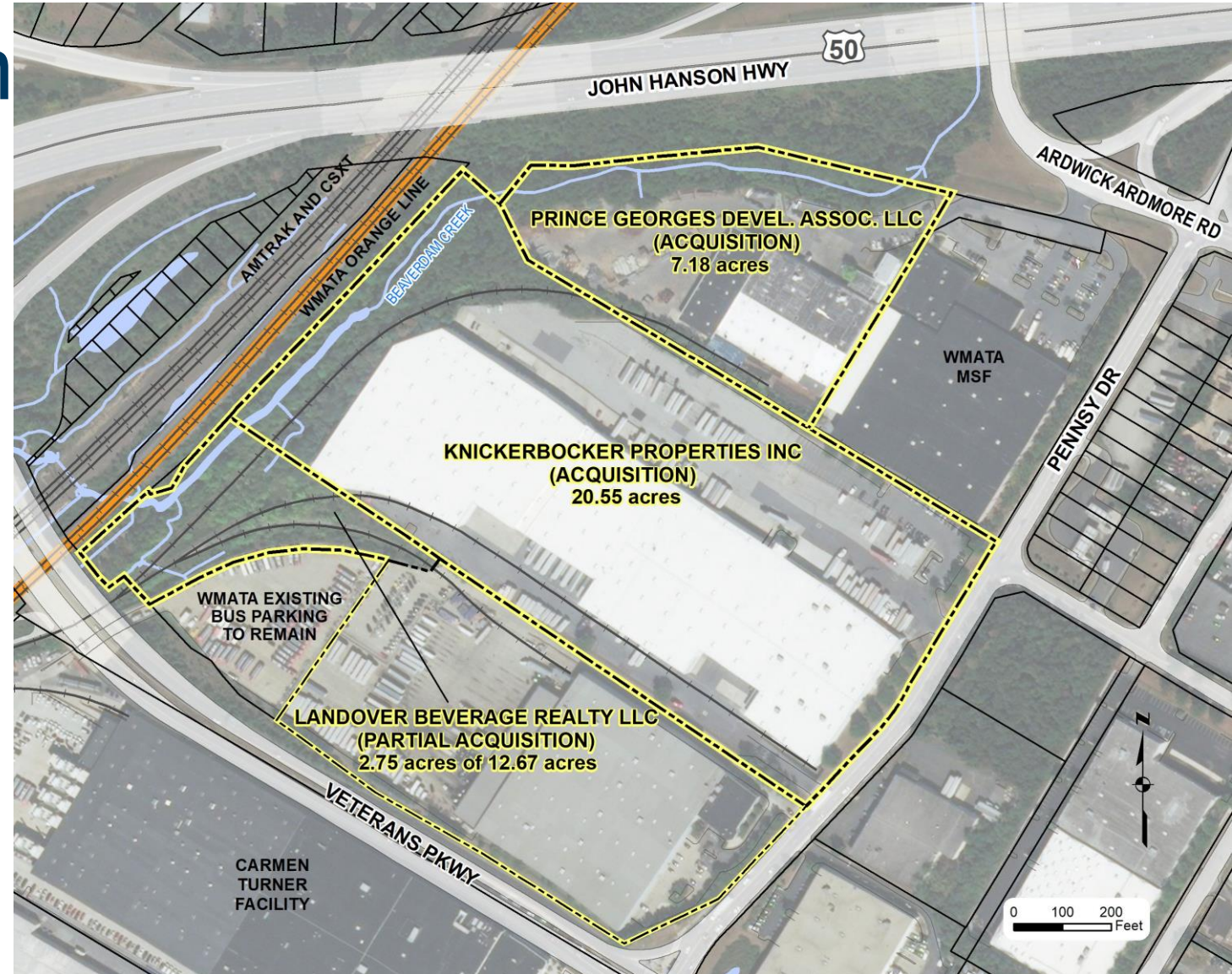
Recommendation

- Locate facility on Pennsy Drive
- Project elements include:
 - Building for revenue fleet maintenance
 - Building for maintenance of railroad maintenance vehicles
 - Parking garage
 - Rail infrastructure
- Three properties have to be acquired



Property Acquisition

- Two properties have warehouses with businesses that will need to be relocated
- Acquisition of property valued over \$1 million requires Board approval
- Staff request Board delegate authority to the General Manager for property acquisition



Recommendations

Board approval of

- Final Public Hearing Staff Report
- Selection of the preferred alternative
- Amend the Adopted Regional System (ARS)
- Delegation of authority to the General Manager to acquire property for the project

Appendix

Site Selection Criteria

Criteria	Definition
Metrorail Track Geometry and Accessibility	Areas along Metrorail at-grade tangent track segments with a minimum length of 300 feet
	No tangent track segments bound between freight rail tracks or roadway lanes without room (approximately 30 feet in width) for a yard lead track connection
Initial Property Suitability Screen	No federally owned land, which WMATA cannot condemn
	No public parkland, due to Section 4(f) of the Department of Transportation Act of 1966
	No schools or other institutional facilities providing essential public services, due to schedule risk of facility relocation and potential community disruption
	No cemeteries, due to schedule risk of relocation and potential disturbance of historic sites
Proximity to Metrorail Lines	Parcels within 1 mile of identified Metrorail track segments (5,280 feet on either side of Metrorail tracks and from termini)
Grade-separated Access	Areas accessible by a minimum 25-foot with exclusive right-of-way without grade crossings of public or private roads or active railroad right-of-way
Minimum Site Area	Parcels or groups of parcels with a minimum width of 450 feet and minimum length of 2,400 feet
	Parcels or groups of parcels with a minimum width of 600 feet and minimum length of 1,200 feet
Roadway Access	Sites that can be served by heavy truck access via a wide two-lane access road
Avoidance of Residences or Residential Communities	Does not displace residences or residential communities
Supported by Local Jurisdiction Officials	WMATA staff will confer with officials of local jurisdictions regarding their support for consideration of sites in the NEPA process

Site Selection Criteria



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Site Selection Criteria

Initial Candidate Site*	Site more than ¼ Mile from Metrorail Station	100-Year Floodplains on less than 25% of Site	Wetlands on less than 1 acre of Site	Proximity to Residences	Proximity to Parkland	Generally Consistent with Local Plans	Generally Consistent with Zoning	Presence of Endangered Species
4800 Addison Road/ Cheverly, Prince George's Co., MD								
	Yes 0.28 Miles	Yes (1.43 acres, 4.34%)	Yes (0.08 acres)	Adjacent	Adjacent (Jesse J. Warr Jr Recreation Center)	Prince George's County Subregion 4 Master Plan (2010) recommends preserving industrial land use in the site area.	M-T (Transit-Oriented Mixed Use)	None on Site, None Nearby
Beaver Road, Prince George's Co., MD								
	Yes 0.58 Miles	No (9.69 acres, 35.27%)	No (5.29 acres)	650 ft to nearest residence	Adjacent (Kentland Community Center Park)	Prince George's County Subregion 4 Master Plan (2010) recommends continued industrial use remain in the future.	I-2 (Heavy Industrial) R-55 (Single Unit Residential, WMATA-owned parcel)	None on Site, None Nearby
3636 Pennsy Drive, Prince George's Co., MD								
	Yes 0.32 Miles	Yes (5.65 acres, 20.34%)	Yes (none on site)	375 ft to nearest residence	1,500 ft away (West Lanham Hills Neighborhood Park)	Prince George's County New Carrollton TOD Strategy (2004) recommends continued industrial use remain in the future.	I-1 (Light Industrial)	None on Site, None Nearby
Auth Place/Branch Avenue, Prince George's Co., MD								
	Yes 0.33 Miles	Yes (none on site)	Yes (0.13 acres)	415 ft to nearest residence	Adjacent (Henson Creek Stream Valley Park)	Prince George's County Central Branch Avenue Corridor Revitalization Sector Plan (2012) proposes development of area as TOD with commercial office uses.	C-M (Commercial-Mixed)	None on Site, None Nearby
Farrington Avenue/ Van Dorn, Fairfax Co., VA								
	Yes 0.46 Miles	Yes (1.94 acres, 4.41%)	Yes (none on site)	450 ft to nearest residence	70 ft away (Backlick Run Park)	Fairfax County Comprehensive Plan (2013) recommends continued industrial uses remaining. City of Alexandria Eisenhower West Small Area Plan (under development, 2014) initial concepts recommended extension of Farrington Ave to Edsall Rd.	I-6 (Heavy Industrial) R-1 (Single Family Residential, WMATA-owned parcel)	None on Site, 1 Nearby
East Gude Drive/ Frederick Road, Montgomery Co., MD								
	Yes 0.76 Miles	Yes (none on site)	Yes (none on site)	215 ft to nearest residence	750 ft away (King Farm Stream Valley Park)	Montgomery County Shady Grove Sector Plan (2006) proposes development of area as commercial/mixed use with some existing uses remaining, but reconfigured to allow opportunities for housing and other commercial uses.	I-1 (Light Industrial)	None on Site, None Nearby
Twinbrook, City of Rockville, Montgomery Co., MD								
	No 0.08 Miles	Yes (none on site)	Yes (none on site)	115 ft to nearest residence	2,075 ft away (Montrose Park)	City of Rockville, Rockville Pike Plan Update (draft, June 2014) proposes a mix of retail, business services, and multi-family housing on the site.	MXTD (Transit-Oriented Mixed-Use) MXCD (Mixed-Use Commercial District)	None on Site, None Nearby

SUBJECT: APPROVAL OF PUBLIC HEARING STAFF REPORT AND AMENDMENT TO THE MASS TRANSIT PLAN TO ADD A NEW RAIL YARD AND HEAVY RAIL OVERHAUL MAINTENANCE FACILITY, AND APPROVAL TO ACQUIRE REAL PROPERTY

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

WHEREAS, Compact Section 15 requires the Board to transmit proposed changes to the Mass Transit Plan to certain enumerated agencies and to conduct a public hearing; and

WHEREAS Resolution 2011-30 requires Board approval to acquire real property valued over \$1 million; and

WHEREAS, Resolution 2018-44 authorized staff to conduct a Compact public hearing for the proposed addition of a new rail yard and heavy rail overhaul maintenance facility (HRO Project); and

WHEREAS, A report on the results of the public outreach and the public hearing regarding the HRO Project entitled, *Public Hearing Staff Report, Docket R19-01: Proposed New Heavy Rail Yard & Overhaul Facility, Prince George's County, MD*, was presented to the public for review and comment on April 17, 2019, and the public comment period closed on April 26, 2019; and

WHEREAS, The Board has reviewed and considered the attached Staff Report; and

WHEREAS, WMATA intends to acquire three properties for the HRO Project with each property valued over \$1 million;

NOW, THEREFORE, be it

RESOLVED, That the Board approves the attached Staff Report; and be it further

RESOLVED, That the Board amends the Mass Transit Plan to include the HRO Project; and be it further

RESOLVED, That the Board authorizes the General Manager/Chief Executive Officer or his designee to acquire the properties necessary for the HRO Project; and be it finally

RESOLVED, That, in order to meet the HRO Project's timeline, this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Patricia Y. Lee
General Counsel

WMATA File Structure Nos.:

12.7.2 Master Plans/Mass Transit Plan (including transit zone modifications)

21.1.1 Fee Simple Acquisition

PROPOSED

**Public Hearing Staff Report
Docket R19-01:
Proposed New Heavy Repair & Overhaul Facility
Prince George's County, MD**

PUBLIC HEARING REPORT AVAILABLE FOR INSPECTION

Notice is hereby given that the Public Hearing Staff Report on a proposed Heavy Repair & Overhaul Facility (HRO) in Prince George's County, MD is available for review and comment from April 17, 2019. The document addresses comments on the proposal received at the public hearing held on March 18, 2019, as well as comments received during the public comment period. This comment period on the Public Hearing Staff Report is your opportunity to make sure your comments were accurately characterized in the Staff Report, and send clarification if desired. Comments on the Public Hearing Staff Report will be accepted **until 5 p.m. on April 26, 2019**. The report is available online at wmata.com/plansandprojects and during business hours at the following locations:

WMATA
Office of the Secretary
600 Fifth Street, NW
Washington, DC 20001
202-962-2511
(Please call in advance to coordinate)

Glenarden Library
8724 Glenarden Parkway
Glenarden, MD 20706
301-772-5477

Landover Hills Town Hall
6904 Taylor Street
Landover Hills, MD 20784
301-773-6401

Town of Cheverly Executive Offices
6401 Forest Road
Cheverly, MD 20785
301-773-8360

HOW TO SUBMIT WRITTEN COMMENTS ON THE PUBLIC HEARING REPORT

Written statements and exhibits must be received by **5 p.m. on Friday, April 26, 2019**, and may be emailed to WMATAHearingReport@wmata.com, or mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001. Please reference "HRO" in your submission. All comments received become a part of the public record, which may be made available to the public and may be posted, without change, to wmata.com, including any personal information provided.



PUBLIC HEARING STAFF REPORT

STAFF ANALYSIS OF THE PUBLIC HEARING AND STAFF RECOMMENDATIONS

**PROPOSED NEW
HEAVY REPAIR & OVERHAUL FACILITY
PRINCE GEORGE'S COUNTY, MARYLAND**

Hearing No. 625
Docket No. R19-01
March 18, 2019

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

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Appendix A - WMATA Metrorail Public Hearing Notice

Attachment 1 -- Public Hearing Notices in *Washington Post*

Attachment 2 -- Advertisement in *El Tiempo Latino* and *Washington Hispanic*

Attachment 3 -- Public Hearing Notice to Public Agencies

Appendix B - Comments

Attachment 1 -- Public Hearing Transcript

Attachment 2 -- Written Correspondence Comments

Attachment 3 -- Website Comments

Appendix C -- Public Hearing Presentation

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
PUBLIC HEARING STAFF REPORT
REVIEW OF PUBLIC HEARING TESTIMONY AND STAFF RECOMMENDATIONS
PROPOSED NEW HEAVY REPAIR & OVERHAUL FACILITY
PRINCE GEORGE'S COUNTY, MARYLAND
HEARING NO. 625
DOCKET NO. R19-01

This report presents a review of the public hearing held on March 18, 2019, including material submitted for the public hearing record. Included in this report are recommendations from various WMATA staff concerning construction of a proposed new Heavy Repair & Overhaul Facility in Prince George's County, Maryland.

This report contains the following sections:

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

Appendix A - WMATA Metrorail Public Hearing Notice

Attachment 1 -- Public Hearing Notices in *Washington Post*

Attachment 2 -- Advertisement in *El Tiempo Latino* and *Washington Hispanic*

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Appendix B - Comments

Attachment 1 -- Public Hearing Transcript

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Attachment 3 -- Website Comments

Appendix C -- Public Hearing Presentation

I. INTRODUCTION

WMATA proposes construction of a new rail maintenance facility, which would provide additional rail car maintenance capacity to support Metrorail vehicle fleet and reorganize track maintenance functions at WMATA's rail yards to accommodate the increase in demand for additional track maintenance and associated equipment.

The new rail yard and support facilities would support WMATA's Car Track and Equipment Maintenance (CTEM) division and the Office of Track and Structures (TRST). The project site (shown in Figure 1) is bounded by Pennsy Drive, Ardwick-Ardmore Road, Veterans Parkway (MD 410), and the Metrorail Orange Line, in Landover, Maryland. The project site includes a connection to the Metrorail Orange Line between the Landover and New Carrollton Metrorail Stations. Facility components include:

- Enclosed HRO service bays to accommodate up to 40 rail cars;
- Rail car truck shop;
- Vehicle storage tracks to accommodate up to 24 rail cars;
- Bays for rail car repair;
- Traction power substation;
- Yard operations control tower;
- Roadway access and loading docks for heavy trucks;
- Stormwater management facilities;
- Employee parking; and
- Operations and administrative offices.

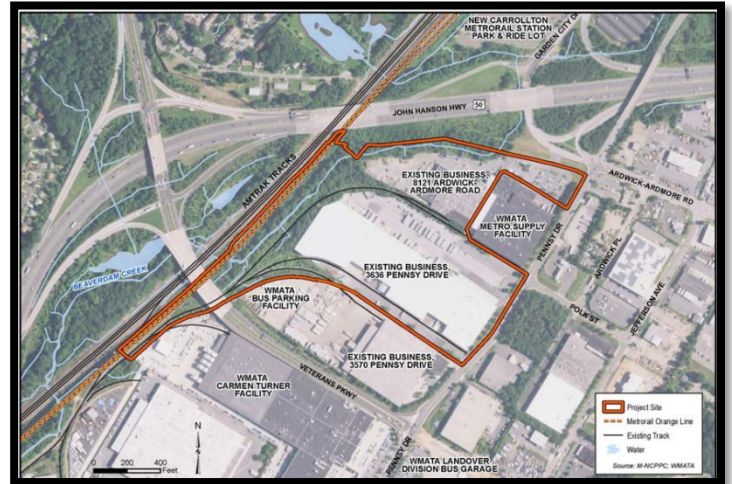


Figure 1: Proposed Site Plan

Property acquisition would be necessary for construction of the Heavy Repair and Overhaul facility, as shown in the attached plans and described in the environmental report. The new facility would be approximately 37 acres in size.

Details of the proposal are shown in the General Plans; this document and the Notice of Public Hearing were available online at:

<http://www.wmata.com/plansandprojects>

Also, these documents were available for inspection during normal business hours at the following locations, commencing February 15, 2019.

Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, DC 20001
202.962.2511

Glenarden Library

8724 Glenarden Parkway
Glenarden, MD
301.772.5477

Landover Hills Town Hall

6904 Taylor Street
Landover Hills, MD 20784
301.773.6401

Town of Cheverly Executive Offices

6401 Forest Road
Cheverly, MD 20785
301.773.8360

II. COMMUNICATIONS AND OUTREACH TO THE PUBLIC

Introduction

As required by WMATA's Compact, the public was provided with the opportunity to comment on the proposal. Following the guidelines established by WMATA's Board-approved Public Participation Plan, the following report is a summary of the public outreach and resulting comments on the proposal.

Communications & Outreach to the Public

In order to encourage customers to provide feedback on the proposal, as well as to fulfill Metro's Public Participation Plan, Metro tailored a communications and outreach plan that focused on local business and property owners near the impacted area.

Below is an overview of all communications and outreach efforts conducted during the comment period from Saturday, February 16 through 5:00 p.m. Thursday, March 28:

- Stakeholder communication
- Targeted marketing & media
- Open house & public hearing on Monday, March 18, 2019

Customers had the opportunity to provide feedback through the following sources:

- Online feedback form in English and Spanish
- In-person at the open house and public hearing
- Comments received by the Office of the Board Corporate Secretary

Stakeholder Communication

Local stakeholders helped to spread the word and encourage feedback from their constituents about the proposal.

- The Office of Equal Employment Opportunity (OEEEO) notified multiple organizations and local agencies about the proposed project via email and telephone to inform them about the WMATA Heavy Repair & Overhaul Facility Project. Email notifications included a link to the online feedback form and an invitation to attend the open house and public hearing. OEEEO contacted the following groups:
 - o First Baptist Church of Glenarden
 - o The Shabach Ministries
 - o Glenarden Civic Association
 - o Glenarden City Council
 - o Glenarden Mayor's Office
- The Office of External Relations notified 38 local business and property owners within 1 mile of the proposed facility location via mail. The mailing included a letter, brochure in English and Spanish, and a copy of the legal notice. Property

owners and businesses located on the proposed location received the mailing certified mail.

- The Office of Government Relations (GOVR) provided information about the proposal via in-person visits and email communication to local, state, and Congressional staff. GOVR met with Prince George's County Councilmembers Danielle Glaros and Jolene Ivey and sent emails to all members of the County Council and all state senators and state delegates from Prince George's County, including Senator Joanne C. Benson.

Targeted Marketing & Media

Metro used targeted marketing and media strategies to increase awareness and encourage feedback on the proposal.

- Legal notices were placed in the *Washington Post* on Saturday, February 16, 2019 and Saturday, February 23, 2019, notifying the public of the opportunities to provide public comment.
- Advertisements were placed in local Spanish publications:
 - o *El Tiempo Latino*
 - o *Washington Hispanic*
- A press release was published on Tuesday, February 19, 2019.
- Signs and brochures in English and Spanish were posted at New Carrollton Metrorail Station.
- A webpage created on wmata.com/plansandprojects informed customers about the project and included details about the proposal and ways to provide feedback. It also included a link to the Spanish webpage which was professionally translated. The English page generated 1,495 views with 789 unique visitors and the Spanish page generated 83 views with 53 unique visitors.
- Social media (Twitter) was used to post information about the proposals:
 - o Total amount of impressions: 1,116
 - o Total amount of engagements: 27
- Copies of the English and Spanish notices were



sent to the following jurisdictional libraries and county executive offices:

- o Glenarden Library
- o Landover Hills Town Hall
- o Town of Cheverly Executive Offices

Open House & Public Hearing

Metro hosted an open house and public hearing on Monday, March 18, 2019, at Fortis College, 4351 Garden City Drive, Hyattsville, MD. Fortis College is ADA accessible and conveniently located 0.3 miles from the New Carrollton Metrorail Station.

Signage throughout the open house and public hearing was in English and Spanish, and Spanish-speaking staff was available at both events.

The open house began at 6:30 p.m. and provided the opportunity for attendees to speak with members from WMATA's project staff.

The public hearing began at 7:00 p.m. and followed WMATA's standard public hearing procedures. At the beginning of the hearing, Board Member Clarence Crawford read a prepared statement outlining the public hearing process and James Ashe, Senior Program Manager, Office of Civil Engineering and Architecture, presented an overview of the proposal. One registered speaker offered testimony and eleven attended. A copy of the oral testimony can be found in *Appendix B, Attachment 1*.



Figure 3: Open House



Figure 4: Public Hearing

Public Input Results

Metro collected public input through an online feedback form, letters sent to the Board Corporate Secretary's Office, and oral testimony at the public hearing during the public comment period which lasted from Saturday, February 16 through 5:00 p.m. Thursday, March 28. Metro received 53 responses to the proposal.

Public Input Sources	
Online feedback form	49
Letters sent to the Board Secretary Office	3
Oral testimony	1
Total	53

Online Feedback Form Results

More than 90 percent of the input received came in using the online feedback form. Written comments received from the feedback form, attachments through the feedback form, and letters sent to the Board's Office can be reviewed in *Appendix B, Attachments 2 and 3*.

To categorize the feedback collected, respondents were asked to describe their connection to the Pennsy Drive location (business owner/tenant, resident, or other). The breakdown of feedback collected was as follows:

Participants	Responses	Percentage
Business owner/Tenant	4	(8%)
Resident	32	(65%)
Other	13	(27%)
Total	49	100%

Table 1: Feedback Form Responses

Note: The sample size of respondents is small so that the percentages are shown for ease of comparison only and are not statistically meaningful.

It is unclear if any of the four respondents who selected business owner/tenant are the parties impacted by the proposed facility (two of the respondents in this segment are definitely not businesses that were targeted for feedback).

The respondents who chose "other" described themselves in the following ways:

- Jurisdictional funder
- AAC Member
- Member, Cheverly Green Infrastructure Committee
- WMATA employee

- Metro User
- Engineering Consultant
- 40 Year Black Business Advocate 12 years with the MD Minority Contractors Assoc., Inc. (MMCA) and 17 years with the City of Philadelphia Minority Business Enterprise Council (MBEC)
- Community member
- Metro customer in a different part of Prince George's county
- Orange/ Red line rider
- Customer
- Ride Metro from Cheverly, local citizen

Feedback Collection

Through the online form respondents were able to provide a written comment, upload a document, or upload a document and submit a comment. 42 respondents submitted a comment through the tool, five uploaded a document, and two uploaded a document and submitted an online comment.

Demographics	Responses	%
Latino or Hispanic Origin		
Yes	0	(0%)
No	43	(88%)
No response	6	(12%)
Race		
African American or Black	10	(20%)
American Indian or Alaska Native	1	(2%)
Asian	5	(10%)
Native Hawaiian or other Pacific Islander	0	(0%)
White	28	(57%)
Other	1	(2%)
No response	4	(8%)

Table 2: Demographic Information

Note: The sample size of respondents is small so that the percentages are shown for ease of comparison only and are not statistically meaningful.

III. SUMMARY OF THE PUBLIC HEARING

The public hearing was held on Monday, March 18, 2019, at Fortis College, 4351 Garden City Drive, Landover, Maryland. The hearing was chaired by WMATA Board of Directors Member Clarence Crawford, and was convened at approximately 7:00 P.M. Approximately 25 people attended the meeting.

Following an opening statement by Mr. Crawford, WMATA staff described the proposed facility. The staff presentation is summarized in Section IV of this report.

The background and supporting documentation included the following:

- Copies of the Public Hearing notice,
- The Environmental Report, and
- General Plans.

The following individual testified at the hearing:

- Mr. Tino Calabria

The public hearing closed at 7:25 P.M.

IV. SUMMARY OF THE STAFF PRESENTATION

Mr. Crawford opened the hearing and explained that the hearing had been advertised in the Washington Post, El Tiempo Latino, and the Washington Hispanic. He explained the purpose of the public hearing was to receive comments, suggestions and alternatives on the proposed Heavy Repair & Overhaul Facility. Mr. Crawford then explained the hearing procedures and explained that changes to the options presented may be proposed in response to testimony received and subsequent staff analysis.

Mr. James Ashe, WMATA Senior Program Manager, delivered the staff presentation. Mr. Ashe explained that the project was the construction of the facility, and he provided an overview of identified environmental impacts.

The transcript and presentation are presented in Appendix B and Appendix C, respectively.

PROPERTY REQUIREMENTS

WMATA proposes to acquire three properties for construction of the HR&O facility: 3636 Pennsy Drive, 3570 Pennsy Drive, and 8121 Ardwick Drive. These properties are located within an industrial park with multiple tenants. Acquisition of these three properties will result in displacement of six tenants. WMATA will conduct the property acquisition process in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970.

V. SUPPLEMENTAL CORRESPONDENCE SUBMITTED FOR THE RECORD

The Public Hearing record remained open until March 28, 2019. Two written comments were received.

VI. 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. The District of Columbia provided correspondence about the proposal.

VII. RESPONSES TO COMMENTS RECEIVED FOR THE RECORD

Comments were separated into five categories according to the nature of the comment. All comments are presented below in italicized text, with the commenter name and/or a comment number. Those names and numbers can be cross-referenced to the unedited comments shown in Appendix B. Comments are grouped around an issue; a summary and a response is offered at the end of each issue.

A. Metrorail Vehicle Design

Issue: Support for Design Changes to Metrorail Vehicles

T. Calabia "Thank you, panel, for allowing me to speak. I'm not here to bid on any of the projects. What I am here to do is to echo the recommendation made by the WMATA Accessibility Advisory Committee which has recommended that WMATA consider for the 8000 Series trains to build at least a pilot project among the new 8000 Series trains several trains that are articulated, or they're also called open gangway. The United States has no open gangway trains at the moment. New York, though, is piloting ten trains for beginning operations in about, I think, 2020 or somewhere in the early twenties.

"As you can see, the picture is of an articulated train to be on the road, I guess, around 2024 in Montgomery County. Now, you'll note that it's a Light Rail train. What I am speaking of for the 8000 Series is, of course, a heavy rail train. And for such a series of trains, obviously, sufficient space would be in the maintenance yard. I hope you will consider this because, as you can see below, one of the features that we're interested in is that, unlike in the past couple of years, when two limited vision riders fell through the gap between trains, this wouldn't happen on an open gangway train. As you can see, there's no gap between the cars.

"Now, again, this is a Light Rail train. We're talking about, or at least we're hoping that for the 8000 Series, which will be heavy rail, that there will be heavy rail trains built along the lines of this.

"Let me remind you that 75 percent of the trains around the world are built on the concept of open gangway articulated trains. I'll repeat again: There's none yet here in the U.S., but New York is considering one -- is producing a pilot which will be on the road in a few years. Thank you very much."

[Mr. Calabia's written material is shown in Appendix B.]

T. Calabia—51 Dear WMATA Board Members:

A regular rider since MetroRail's opening, I support WMATA's construction of a MetroRail Heavy Repair and Overhaul Facility in Landover. As Chair of the Bus/Rail Subcommittee of your Accessibility Advisory Committee (ACC), may I remind the Board that the AAC recommends: Consideration be given to developing a pilot project involving open gangway trains as part of the upcoming 8000-Series trains. A maintenance facility suitable for accommodating such trains would, of course, be needed.

No open gangway trains are yet operational in the U.S. However, approximately 75 percent of the local transit systems around the world do run them. Last

Sunday, March 24th, Jakarta, the world's 2nd largest metropolitan area, launched its subway system with open gangway trains.

Moreover, New York City's Metropolitan Transit Authority is implementing a pilot project, ordering several open gangway trains to test around 2022. (See "R211 Contract Options" and photos below).

As the Board knows, in the past three years, on two different occasions, accidents befell two low-vision riders attempting to board 7000-Series trains. Thinking they were entering car doorways, they fell into the gaps between cars and onto the railbed. Because no gaps separate the cars of open gangway trains, such accidents could not happen to low-vision riders or anyone.

By 2022, Montgomery and Prince George's Counties will roll out open gangway trains to connect the MetroRail stations at Bethesda and New Carrollton. The attachment shows a photo of the Purple Line open gangway train and lists other ADA-related features of such trains. Please glance over the supporting reasons for building it and, thus, developing maintenance yards for open gangway Metro trains of the future.

- 13 *Facility should be designed to be able to accommodate entire 8-car trainsets so that future railcars can have open-gangway design*

Summary

One commenter and one internet comment supported changes to WMATA rail vehicles. The commenter suggests that 'Open Gangway' trains are safer than the current configuration.

Response

WMATA appreciates the recommendation. A new Heavy Repair and Overhaul facility would be able to accommodate 'open gangway' trains.

B. Support for the Proposal

Issue: Support for the Project

J. Benson "I am very pleased to submit this correspondence in strong support of the construction of a Metrorail Heavy Repair and Overhaul Facility in Landover, Maryland. This facility will be located at the WMAT A rail yard which is responsible for the maintenance of track and associated equipment. This will be a tremendous asset and opens the door for job opportunities for the citizens of Prince George's County."

1 I support the project.

2 This is a good idea

4 Great Idea!

6 I welcome the building of the facility seeing at its WMATA property.

- 8 *Maintenance capacity is critical. Assuming the cost is "reasonable" this needs to be done.*
- 9 *Build it, this is very much needed.*
- 10 *I think that the idea is a good one but I am concerned that it will cost Metro too much with how Metro has been in a deficit lately and I want to make sure that Metro is around because as a Metro customer with disabilities Metro is my primary transportation platform since I do not have my driver's license due to my disabilities.*
- 11 *It would help Orange line service*
- 16 *Think this is a great idea to maintain the metro network, hopefully getting back to extended hours!!*
- 17 *I am for this if it will actually reduce the amount of down time and increase the operational running and availability of cars to include heat and A/C during the appropriate times while helping to prevent single tracking due to train and track issues. Additionally, a general landscape improvement needs to be considered and implemented to prevent visual pollution of a heavy machinery rail operation. Something along the lines of the Nike Campus or Intel campus with the raised earth berms and quick growth trees to prevent eye sores while contributing to the ambiance of the area.*
- 19 *I think this would be a great idea*
- 20 *This is a great initiative and a good choice of location.*
- 21 *The county should give the approval for this project. I'm going to ask that WMATA reach out to the surrounding community regarding possible job opportunities that the project will bring to the area. I also hope that WMATA will reach out to the local businesses community regarding contracting opportunities.*
- 24 *The site appears appropriate for the existing rail access and infrastructure. This minimizes impact to the environment. Recommend WMATA apply a Sustainable Nature overlay design to the plans for public awareness and in keeping with WMATA's focus on sustainability. Those adjacent waterways can be enhanced and the wildlife too. Stormwater management plan should address water quality/monitoring and control to enhance the watershed. Pavement designs, hardscape and rooftops water management should be addressed.*
- 25 *I trust if you think you need it, then you do. I've never ridden the metro over there. I live in NW DC.*
- 26 *I support the proposed Rail Heavy Repair and Overhaul Facility. I understand the need for it to ensure the repair capacity needed to support Metrorail operations.*
- 27 *I am for anything that increases maintenance capacity. I do believe that the three governments involved in WMATA funding need to invest more money into the system. We also need to use extsting funding more prudently. Do not subsidize competitors (Lyft and Uber for late-night service), do not spend your own money on 3D station tours when Google will do it for free, etc.*
- 29 *I support the proposed project. Given that Metro needs a new maintenance facility to repair its trains and track, the proposed site at New Carrollton provides a location with ideal access to the Orange line and its rolling stock, and is situated in one of a dwindling number of sites in the metro area zoned and configured for industrial use.*

T. Johnson 31 *This facility is desperately needed for the on going maintenance of all rail cars in operation. Most importantly, it is needed for the new 700 series trains so as to not let the go in disrepair and neglect that has gone on since Metro opened. Pushing back maintenance is the cause of all of band-aid fixes that have been made instead of dedicated maintenance. Additionally this facility is needed for the future extension of the Green Line to BWI Airport. Even though this facility is being built on the Orange Line, the land is cheap and the facility is needed. Most importantly, this facility can provide a modern, even futuristic way of keeping ahead of the curve. This facility will expand the capacity needed to keep our Metrorail safe. Metro has invested \$Millions in the 7000 series, let not let them go the way of dinosaur and keep them safely moving. Safety first and this is an excellent step to achieving that goal.*

32 *I think the proposed location is reasonable and if the facility is needed to better maintain Metro's inventory then it should be built.*

33 *I strongly support capital improvements and job creation by WMATA and Metrorail, to improve safety, efficiency, WiFi, train length and frequency, service, etc. - and I'm willing to pay more to support these initiatives.*

34 *I support this project. It makes sense to me.*

C. Baker 36 *Hi team,*

I am a supporter of the initiative of the Heavy Repair and Overhaul facility. As a new member of the community of Alexandria, I absolutely love the Metro and bus routes and have had nothing but positive experiences for the 6 months that I have lived here. I take the metro every day to get to work, and if this facility will better serve the community, then I support it.

39 *Looks like a good location since it is close to existing WMATA facilities and can be connected to the rail easily.
This location can be added to the existing WMATA employee shuttle from the New Carrollton station.*

T. Johnson 46 *This facility in Landover, MD is absolutely necessary to sustain Metro's future plans for expansion as well as to keep up with the expansion occurring right now. With the Orange Line station platform reconstruction occurring now, The Landover site is a perfect location for this facility. The availability of affordable land, as well as land already owned by Metro makes this area perfect for the project. This area also has a huge potential for expansion, should the need arise, and it will, due to the large swaths of underdeveloped land surrounding this proposed facility. This location will take pressure of the Greenbelt facility if the planned expansion of the the Green Line to BWI. The idea for this expansion was floated over the past few years for a 19 mile extension, including 6 stations, to TMBWI Airport. This Landover facility would be a perfect kick start for the BWI extension. As a true Metropolitan area (Baltimore/Washington) we have become a real symbiont society and all of these extensions are necessary for our future. It all starts with Heavy Rail Repair & Overhaul Facilities such as this one proposed for Landover.*

Summary

Maryland Senator Joanne Benson and 25 website comments expressed support for the proposal.

Response

Comments acknowledged.

Issue: Support for the Project

J. Marootian *" . . .the DDOT has no objection to the proposed location of the facility or the general need for the facility, . . ."*

Summary

District of Columbia Department of Transportation Director Jeff Marootian commented on the facility location and the project need.

Response

Comment acknowledged.

Issue: Opposition to the Project

7 *Simply put, this seems unnecessary in an already congested area.*

Summary

One website comment opposed the project.

Response

Comment acknowledged.

C. Strategic Aim

Issue: Is this project aligned with WMATA's strategic goals?

J. Marootian *" . . .we lack adequate information on the facility and its planned operation that would enable us to form an opinion as to the appropriate size of the facility in order to meet current and future heavy repair and overhaul needs. The lack of adequate information on the WMATA capital program has been a recurring concern of District officials involved in WMATA oversight and funding. The District's Chief Financial Officer has called for greater detail in the description of WMATA capital programs and the value they will deliver for customers and program funders. He has also suggested a prioritization of projects in the Capital Improvement Program with a ranking or scoring system that allows one to evaluate benefits across program categories.*

In order to evaluate the planned 40 car capacity of the heavy repair facility and 24 car storage tracks DDOT would like to have the following information provided:

- *Capacity of the current facility; scheduled shifts per day and the number of days per week that the facility operates; fleet size assumption for current facility.*

- *Planned operating schedule for the new facility - number of days per week the facility operates and number of shifts per day; discussion of how the operating schedule would change if the 8000 series railcar order includes fleet expansion cars.*

- *Same information on other existing facilities that undertake Heavy Repair and Overhaul work. How will the existing facility or facilities be used when the new Maryland facility opens?*

- *The budget for design and construction of the proposed facility. The TIP includes \$142.5 million through FY2022. The WMATA Six-Year CIP figure for rail car facilities is much larger.*

- *The schedule for design and construction.*

18 *I'm not opposed to the idea of a heavy maintenance facility, and knowing that neighborhood you've decided on a good spot without many foreseeable noise issues for local residents. What I would like to know is, what will this facility do that can't be done at existing maintenance facilities? (And is this related to Kawasaki's potential exit from the American market, thereby making it hard to get support for the 7000 series cars?)*

30 *Please consider adding additional railcar storage in this new facility so Metro can accommodate more trains (or longer trains) in the future.*

Summary

District of Columbia Department of Transportation Director Jeff Marootian and two comments questioned the strategic need and aims for the facility. Mr. Marootian requested more information about whether the project would meet WMATA's strategic goals and is sized to meet WMATA's current and future needs.

Response

WMATA's strategy is to consolidate heavy repair functions at a single facility, thereby freeing existing yard capacity (maintenance capacity and storage space) for an expanded and re-configured fleet. This new yard will not provide day-to-day storage of rail cars, but construction of the HRO facility will free space in other yards.

Further information about the rationale for this effort can be found in a number of supporting documents. WMATA maintains several documents about the strategic management of its assets, including:

- The Transit Asset Management Plan
<< https://www.wmata.com/about/records/public_docs/upload/TAM-PLAN-Final.pdf>>
- The 10-Year Capital Needs Inventory and Prioritization
<< <https://www.wmata.com/initiatives/plans/upload/CNI-full-report-and-appendices.pdf>>>

The 10-Year Capital Needs Inventory and Prioritization states:

"Vehicles and facilities comprise 30 and 29 percent of total new investment needs costs, respectively. . . . High-cost new investment needs for facilities include:

- *Expanding storage and maintenance facilities to support operation of full eight-car trains*
- *Building a central heavy repair and overhaul facility for Metrorail"*

These documents provide additional information about the need and strategic aim of the effort.

In his letter, Director Marootian asked for specific information. The specific requests and responses are presented below.

"In order to evaluate the planned 40 car capacity of the heavy repair facility and 24 car storage tracks DDOT would like to have the following information provided:

REQUEST: Capacity of the current facility; scheduled shifts per day and the number of days per week that the facility operates; fleet size assumption for current facility.

RESPONSE: Current heavy repair activities occur at Greenbelt Yard and Brentwood Yard. Activities occur 7 days per week, over two shifts.

Current CTEM activities occur at New Carrollton Yard. Activities occur 5 days per week, over one shift.

REQUEST: Planned operating schedule for the new facility - number of days per week the facility operates and number of shifts per day; discussion of how the operating schedule would change if the 8000 series railcar order includes fleet expansion cars.

RESPONSE: The new facility would operate 7 days per week, over 3 shifts. Consolidating heavy repair activities in a single location will afford greater storage flexibility and maintenance capacity at existing rail yards to support the 8000-series cars.

REQUEST: Same information on other existing facilities that undertake Heavy Repair and Overhaul work. How will the existing facility or facilities be used when the new Maryland facility opens?

RESPONSE: Existing facilities would continue to operate 7 days per week, over 3 shifts. Consolidating heavy repair activities in a single location will afford greater storage flexibility and maintenance capacity at existing rail yards.

REQUEST: The budget for design and construction of the proposed facility. The TIP includes \$142.5 million through FY2022. The WMATA Six-Year CIP figure for rail car facilities is much larger.

RESPONSE: The project budget has not been established. As the commenter indicates, the current TIP includes \$142.5 million for rail car facilities. The WMATA CIP includes \$284.82 million for rail car facilities.

Once a project budget is established, the TIP and the CIP will be updated to reflect the budget numbers.

The project will be funded with Federal and local funds.

REQUEST: The schedule for design and construction.

RESPONSE: The project will be constructed as a design-build procurement. The procurement would commence after approval by the Board of Directors.

Onsite activities would not commence until WMATA has legal access to the properties, which is projected for the Fall 2019.

Construction completion is projected for 2023.

D. Concern about Project Impacts

Issue: What are the Project Impacts and how will they be managed?

- 5 *Looks like most of the area is already industrial. Will you be purchasing those 'other businesses' noted on the map?
What about the waterway, will you be sure not to pollute them with run off or toxic waste from your repair station?*
- 28 *Does this mean parking will be further reduced at New Carrollton and Landover Stations? Parking is already too limited. Any further reduction will be unfair to people like me who use the METRO to get into the city from my home in Randallstown.*
- 41 *What impacts with regard to noise and pollution will this new facility have on the Immediate area? I think this is a concern for several residents close to the proposed site of this facility.*
- 42 *The Cheverly Green Infrastructure Committee participated in earlier hearings. We remain concerned about any impacts on Lower Beaverdam Creek, which abuts the property.*

What measures are being taken to ensure that pols and other materials do not reach the stream or its buffers?

- 44 *I have environmental concerns regarding the both the facility construction phase as well as operations. The new construction site is adjacent to and overlaps the Beaverdam Creek watershed. It is critical that construction pollution be managed to prevent damage to Beaverdam Creek and waterways feeding the Anacostia River. Furthermore the heavy repair operations must likewise be carefully managed to prevent air and water pollution from damaging the local environment and nearby communities.*
- 49 *I think the facility will be great if it brings jobs to the area and doesn't cause disruptions to orange line service. I would oppose building the facility here as opposed to another area with access to multiple lines so that at least one line can be running at full service in those areas during disruptions.*

Summary

Six comments expressed concerns about the impacts of the project, including business displacement, pollution, waste management, commuter parking, noise, and disruption to the Orange Line.

Response

Business displacement and land purchases will be governed by the Federal regulations.

WMATA will obtain appropriate permits (stormwater, erosion and sediment control, and wetlands) to manage the site according to Federal and state regulations. Waste generated during construction and operation of the site will be managed according to Federal and state regulations. As discussed in the Environmental Report, no noise impact due to site operations is projected.

No commuter parking, either at Landover or New Carrollton metrorail stations, will be displaced by this project.

One shutdown of the Orange Line will be required, so that the yard can be connected to the Orange Line track. This activity will likely occur over a three-day weekend.

E. Other Comments

Issue: Uncategorized Comments

- 12 *We need more train service. 8 minute peak headways on the green line is unacceptable.*
- 14 *WMATA NEEDS TO REBUILT DC TRANSIT BUSES ORANGE AND GREEN, WMA TRANSIT BUSES RED, ALEXANDRIA BARCROFT & WASHINGTON TRANSIT BUSES RED, WVM TRANSIT BUSES ORANGE AND GREEN CREATED METROBUS AGAIN PUT A NEW MOTOR IN IT AND PUT A NEW MALFUNCTION SMARTRIP FAREBOX ON ALL VINTAGE METROBUSES. AND WMATA NEED TO REBUILT AMG METROBUSES AND GMC RTS METROBUSES, WMATA NEED TO REBUILT D.C TRANSIT EAGLE BUSES, D.C. TRANSIT GMC PD CREATED METROBUS PUT A NEW MOTOR IN IT AND PUT A NEW MALFUNCTION SMARTRIP FAREBOX ON ALL*

VINTAGE METROBUSES,REBUILT GMC PD METROBUSES PUT A NEW MOTOR IN IT AND PUT A NEW MALFUNCTION SMARTRIP FAREBOX ON ALL VINTAGE METROBUSES.

15 wmata need to rebuilding all vintage metrobuses from the 40's,50's,60's and 70's.

H. Jones 23 Subject: **NO DBE Goals on a Multi-year Multi Million Dollar Silver Line Operations Maintenance RFP # CQ19017, in particular, and no DBE goal Policy on non-federally funded jobs**

Dear Honorable Chairman Evans and the Members of the WMATA Board of Directors:
My name is Hanford Jones and I am the former Director of the Maryland Minority Contractors Association, Inc. (MMCA) from 1977 to 1989 and I am retired from the City of Philadelphia Minority Business Enterprise Council (MBEC) from 1990 to 2007.

I am writing to you Mr. Chairman and WMATA Board of Director (BOD) members to ask that the above RFP be cancelled until such time as WMATA changes it's no DBE or LDBE goals on "Revenue Generated" funded projects. WMATA has had a long and good track record of affording Black and DBE firms' contracts on WMATA jobs since the early 70's.

However, the policy of WMATA having no goals when the money does not come from federal sources has to immediately change. All the ramifications that allow WMATA to set goals on federally funded projects exist in the WMATA metropolitan marketplace area to satisfy having DBE goals on non-federally funded work.

I am asking that your Board of Directors set up a quick advocacy group to assist WMATA procurement office to adjust your position of **not having DBE or LDBE goals** on non-federally funded projects starting with this one. I am also requesting that WMATA begin to actually have a program that one can "click on" and see your annual detailed DBE, MBE and LDBE reports, by contract name, title and number, the awarded vendor and their amount and the DBE, LDBE firms listed and their subcontract amounts and description of work they are performing and the type of DBE, by race gender they are.

After all the years WMATA has been doing DBE goals, I have yet to see a DBE detailed report and with the IT systems available to show who is working on your projects that are Black and DBE is necessary and fulfills transparency. We know pretty fairly how many slaves **Harriett Tubman** allegedly stole to **FREEDOM** but I can't tell you what Black firms worked on a job I drive past every day. Something is wrong with that picture, don't you think? Thanks for listening and I await your response.

43 It's very disheartening to know that all summer from May -September yellow line to Huntington has been completely shut down. The commute is going to be extremely difficult for a lot of riders that that another connecting bus from Huntington. 11y to And from Mt Vernon has been extremely unpredictable and the service is not enough special with closed yellow line.

It's a shame that after paying so much for metro and bus line WMATA can't still help commuters.

Summary

Five comments were submitted about several issues—train service, DBE goals, and bus maintenance.

Response

Comments acknowledged.

VIII. COMMENTS OVERVIEW AND STAFF RECOMMENDATIONS

A. Summary

Metro collected public input through an online feedback form, letters sent to the Board Secretary's Office, and oral testimony at the public hearing during the public comment period. Metro received 53 responses to the proposal.

Public Input Sources	
Online feedback form	49
Letters sent to the Board Secretary Office	3
Oral testimony	1
Total	53

The table below provides an analysis of commenters' concerns about the project.

Overview of Comments

Issue	No. of comments	Overview
Metrorail Vehicle Design	3	Requested open gangway rail car design for 8000-series rail cars
Support for Project	28	26 comments supported project, 1 comment was unopposed to the project, and 1 comment was opposed to the project.
Strategic Aim	3	Commenters asked whether the project is aligned with WMATA's strategic goals
Project Impacts	6	Business displacement, parking displacement, noise, pollution, waste management were concerns.
Other Comments	5	Train service, DBE goals, and bus maintenance.

B. Staff Recommendation

Staff recommends approval of construction of a heavy repair and overhaul facility in the vicinity of 3636 Pennsy Drive, Landover, Maryland.

Appendix A - WMATA Metrorail Public Hearing Notice

Attachment 1 - Public Hearing Notices in *Washington Post*

Attachment 2 - Advertisement in *El Tiempo Latino* and *Washington Hispanic*

Attachment 3 - Public Hearing Notice to Public Agencies

Attachment 1 - Public Hearing Notices in *Washington Post*

SATURDAY, FEBRUARY 16, 2019

Official Notices

Official Notices

Official Notices

Official Notices

Official Notices

Official Notices

Notice of Public Hearing
Washington Metropolitan Area Transit Authority
Proposed new Heavy Repair & Overhaul Facility
Prince George's County, MD
Docket R19-01

**Purpose**

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority on a proposed Heavy Repair & Overhaul Facility in Prince George's County, MD as follows:

Hearing No. 625

Monday, March 18, 2019

Fortis College, 4351 Garden City Drive, Landover, MD

Closest Metrorail station: New Carrollton (Metrobus Routes F12, F14, TheBus 21)

Public Hearing scheduled to begin at 7 p.m.

Open house at 6:30 p.m.

Please note that this date is subject to the facility's cancellation policy.

The locations of all public hearings are wheelchair accessible. Any individual who requires special assistance such as a sign language interpreter or additional accommodation to participate in the public hearings, or who requires these materials in an alternate format, should contact Danise Peña at 202-962-2511 or TTY: 202-962-2033 as soon as possible in order for Metro to make necessary arrangements. For language assistance, such as an interpreter or information in another language, please call 202-962-1082 at least 48 hours prior to the public hearing date.

For more information please visit wmata.com/plansandprojects

PURPOSE OF THE PUBLIC HEARING – Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority (WMATA) regarding the environmental report and general plans for a Heavy Repair and Overhaul (HRO) facility in Prince George's County, MD. At the hearing, WMATA will receive and consider public comments and suggestions about the proposal. The proposed design concepts may change as a result of this hearing.

HOW TO REGISTER TO SPEAK AT THE PUBLIC HEARING – All organizations or individuals desiring to be heard with respect to the proposal will be afforded the opportunity to present their views and make supporting statements and to offer alternative proposals. Public officials will be allowed five minutes each to make their presentations. All others will be allowed three minutes each. Relinquishing of time by one speaker to another will not be permitted.

In order to establish a witness list, individuals and representatives of organizations who wish to be heard at the public hearing are requested to furnish in writing their name and organization affiliation, if any, via email to speak@wmata.com. Please submit only one speaker's name per request. Lists of individual speakers will not be accepted. The request may also be made by calling the Office of the Secretary at 202-962-2511.

HOW TO SUBMIT WRITTEN STATEMENTS – Testimony may be submitted online about this proposal at wmata.com/plansandprojects. Online submission will be available by 9 a.m. on Saturday, February 16, 2019 and will close on Thursday, March 28, 2019 at 5 p.m. This is in addition to your ability to speak at a public hearing. For those without access to computers or internet, testimony may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001. All comments must be received by the Office of the Secretary by 5 p.m. on Thursday, March 28, 2019 to be included in the public record.

The comments received by the Office of the Secretary, along with the online submissions and public hearing comments, will be presented to the WMATA Board of Directors and will be part of the official public hearing record. Please note all statements are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided.

WHAT IS PROPOSED – WMATA proposes construction of a new rail maintenance facility, which would provide additional rail car maintenance capacity to support Metrorail vehicle fleet and reorganize track maintenance functions at WMATA's rail yards to accommodate the increase in demand for additional track maintenance and associated equipment.

Heavy Repair and Overhaul Facility – WMATA would construct a new rail yard and support facilities for WMATA's Car Track and Equipment Maintenance (CTEM) division and the Office of Track and Structures (TRST). The project site is bounded by Pennsy Drive, Ardwick-Ardmore Road, Veterans Parkway (MD 410), and the Metrorail Orange Line, in Landover, Maryland. The project site includes a connection to the Metrorail Orange Line between the Landover and New Carrollton Metrorail Stations. Facility components include:

- Enclosed HRO service bays to accommodate up to 40 rail cars;
- Rail car truck shop;

- Vehicle storage tracks to accommodate up to 24 rail cars;
- Bays for railcar repair;
- Traction power substation;
- Yard operations control tower;
- Roadway access and loading docks for heavy trucks;
- Stormwater management facilities;
- Employee parking; and
- Operations and administrative offices.

Property acquisition would be necessary for construction of the Heavy Repair and Overhaul facility, as shown in the attached plans and described in the environmental report. The new facility would be approximately 37 acres in size.

REFERENCE MATERIAL AVAILABLE FOR INSPECTION – The docket consists of this Notice of Public Hearing, an environmental report and general plans for the new Heavy Repair and Overhaul facility. These documents are available online at wmata.com/plansandprojects and may be inspected during normal business hours at the following locations:

WMATA, Office of the Secretary
 600 Fifth Street, NW
 Washington, DC 20001
 202-962-2511
 (Please call in advance to coordinate)
 Glenarden Library
 8724 Glenarden Parkway
 Glenarden, MD 20706
 301-772-5477

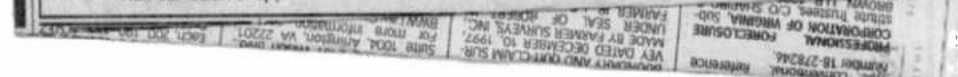
Landover Hills Town Hall
 6904 Taylor Street
 Landover Hills, MD 20784
 301-773-6401

Town of Cheverly Executive Offices
 6401 Forest Road
 Cheverly, MD 20785
 301-773-8360

WMATA COMPACT REQUIREMENTS – WMATA's Compact requires that the Board, in amending the mass transit plan, consider current and prospective conditions in the transit zone should the project be built. The transit zone includes Prince George's County and considerations include, without limitation, land use, population, economic factors affecting development plans, existing and proposed transportation and transit facilities, any dislocation of families or businesses; preservation of the beauty and dignity of the DC Metro Area; factors affecting environmental amenities and aesthetics, and financial resources. The mass transit plan encompasses, among other things, transit facilities to be provided by WMATA, including stations and parking facilities, and the character, nature, design, location and capital and operating cost thereof. The mass transit plan, in addition to designating the design and location of transit facilities, also provides for capital and operating expenses, as well as "various other factors and considerations, which, in the opinion of the Board, justify and require the projects therein proposed" all as more particularly set forth in WMATA's Compact.

WMATA submitted the environmental report to the Federal Transit Administration (FTA) to support a Categorical Exclusion determination in accordance with the National Environmental Policy Act (NEPA). The environmental report and general plans for the project are available for public review at the locations identified in the reference materials section above.

The work and changes depicted in this information package constitute the proposed amendment to the mass transit plan for purposes of the WMATA Compact.



The Washington Post ASSISTED

SATURDAY, FEBRUARY 23, 2019

D8

Official Notices

Official Notices

Official Notices

Official Notices

Official Notices

Official Notices

Notice of Public Hearing Washington Metropolitan Area Transit Authority Proposed new Heavy Repair & Overhaul Facility Prince George's County, MD Docket R19-01



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HOW TO SUBMIT WRITTEN STATEMENTS - Testimony may be submitted online about this proposal at wmata.com/plansandprojects. Online submission will be available by 9 a.m. on Saturday, February 16, 2019 and will close on Thursday, March 28, 2019 at 5 p.m. This is in addition to your ability to speak at a public hearing. For those without access to computers or internet, testimony may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001. All comments must be received by the Office of the Secretary by 5 p.m. on Thursday, March 28, 2019 to be included in the public record.

The comments received by the Office of the Secretary, along with the online submissions and public hearing comments, will be presented to the WMATA Board of Directors and will be part of the official public hearing record. Please note all statements are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided.

WHAT IS PROPOSED - WMATA proposes construction of a new rail maintenance facility, which would provide additional rail car maintenance capacity to support Metrorail vehicle fleet and reorganize track maintenance functions at WMATA's rail yards to accommodate the increase in demand for additional track maintenance and associated equipment.

Heavy Repair and Overhaul Facility - WMATA would construct a new rail yard and support facilities for WMATA's Car Track and Equipment Maintenance (CTEM) division and the Office of Track and Structures (TRST). The project site is bounded by Pennsy Drive, Ardwick-Ardmore Road, Veterans Parkway (MD 410), and the Metrorail Orange Line, in Landover, Maryland. The project site includes a connection to the Metrorail Orange Line between the Landover and New Carrollton Metrorail Stations. Facility components include:

- Enclosed HRO service bays to accommodate up to 40 rail cars;
- Rail car truck shop;

- Vehicle storage tracks to accommodate up to 24 rail cars;
- Bays for railcar repair;
- Traction power substation;
- Yard operations control tower;
- Roadway access and loading docks for heavy trucks;
- Stormwater management facilities;
- Employee parking; and
- Operations and administrative offices.

Property acquisition would be necessary for construction of the Heavy Repair and Overhaul facility, as shown in the attached plans and described in the environmental report. The new facility would be approximately 37 acres in size.

REFERENCE MATERIAL AVAILABLE FOR INSPECTION - The docket consists of this Notice of Public Hearing, an environmental report and general plans for the new Heavy Repair and Overhaul facility. These documents are available online at wmata.com/plansandprojects and may be inspected during normal business hours at the following locations:

WMATA, Office of the Secretary
600 Fifth Street, NW
Washington, DC 20001
202-962-2511
(Please call in advance to coordinate)

Glenarden Library
8724 Glenarden Parkway
Glenarden, MD 20706
301-772-5477

Landover Hills Town Hall
6904 Taylor Street
Landover Hills, MD 20784
301-773-6401

Town of Cheverly Executive Offices
6401 Forest Road
Cheverly, MD 20785
301-773-8360

WMATA COMPACT REQUIREMENTS - WMATA's Compact requires that the Board, in amending the mass transit plan, consider current and prospective conditions in the transit zone should the project be built. The transit zone includes Prince George's County and considerations include, without limitation, land use, population, economic factors affecting development plans, existing and proposed transportation and transit facilities, any dislocation of families or businesses; preservation of the beauty and dignity of the DC Metro Area; factors affecting environmental amenities and aesthetics, and financial resources. The mass transit plan encompasses, among other things, transit facilities to be provided by WMATA, including stations and parking facilities, and the character, nature, design, location and capital and operating cost thereof. The mass transit plan, in addition to designating the design and location of transit facilities, also provides for capital and operating expenses, as well as "various other factors and considerations, which, in the opinion of the Board, justify and require the projects therein proposed" all as more particularly set forth in WMATA's Compact.

WMATA submitted the environmental report to the Federal Transit Administration (FTA) to support a Categorical Exclusion determination in accordance with the National Environmental Policy Act (NEPA). The environmental report and general plans for the project are available for public review at the locations identified in the reference materials section above.

The work and changes depicted in this information package constitute the proposed amendment to the mass transit plan for purposes of the WMATA Compact.

Sporting Goods

Moving Sale

Estate Sales

Dogs for Sale

Dogs for Sale

Dogs for Sale

Attachment 2 - Advertisement in *El Tiempo Latino* and *Washington Hispanic*



A Metro le gustaría conocer sus comentarios sobre la construcción propuesta de una Instalación de reparación pesada y revisión de Metrorail en Landover, Maryland.

Esta instalación proporcionaría una capacidad de mantenimiento de vagones de ferrocarril adicional para respaldar la flota de vehículos de Metrorail y las funciones de mantenimiento en los patios y depósitos de trenes de WMATA para adaptarse al aumento de la demanda de mantenimiento de vías adicionales y equipos asociados.

El sitio propuesto para esta instalación de mantenimiento es 3636 Pennsy Drive, que actualmente consta de varias propiedades con usos industriales ligeros activos y está ubicado a lo largo del lado oeste de Pennsy Drive entre Veterans Parkway y Ardwick-Ardmore Drive. La ubicación propuesta es de aproximadamente 37 acres e incluye una conexión a la línea anaranjada entre las estaciones de Metrorail de Landover y New Carrollton. La instalación proporcionaría oficinas operativas y administrativas, incluidas aquellas que supervisan las operaciones ferroviarias y monitorean y reparan el ferrocarril.

Para obtener más información sobre esta instalación propuesta, incluido el informe ambiental y los planes generales, visite wmata.com/plansandprojects.

Por favor envíe sus comentarios antes de las 5:00 p.m. del jueves, 28 de marzo de 2019.

Los comentarios públicos se harán llegar a la Junta Directiva de WMATA en mayo de 2019 para su aprobación. Si se aprueban, sería necesaria la adquisición de propiedades para la construcción de esta instalación.

¡Queremos saber su opinión!



Proporcione sus comentarios escritos en wmata.com/plansandprojects



Asista a la reunión abierta al público a las 6:30 p.m. y a la audiencia pública a las 7:00 p.m. el lunes, 18 de marzo de 2019 en Fortis College, 4351 Garden City Drive, Landover, MD 20785.

Se solicita la participación pública independientemente de la raza, color, nacionalidad, edad, género, religión, discapacidad o estatus familiar. Si necesita adaptaciones especiales en virtud de la Ley sobre Estadounidenses con Discapacidades o servicios de interpretación (de forma gratuita), debe ponerse en contacto con el equipo del proyecto en el 202-962-2511 (TTY: 202-962-2033) lo antes posible antes de la fecha de la audiencia pública.

wmata.com/plansandprojects





A Metro le gustaría conocer sus comentarios sobre la construcción propuesta de una Instalación de reparación pesada y revisión de Metrorail en Landover, Maryland.

Esta instalación proporcionaría una capacidad de mantenimiento de vagones de ferrocarril adicional para respaldar la flota de vehículos de Metrorail y las funciones de mantenimiento en los patios y depósitos de trenes de WMATA para adaptarse al aumento de la demanda de mantenimiento de vías adicionales y equipos asociados.

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¡Queremos saber su opinión!



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wmata.com/plansandprojects



Attachment 3 - Public Hearing Notice to Public Agencies



**Notice of Public Hearing
Washington Metropolitan Area Transit Authority
Proposed new Heavy Repair & Overhaul Facility
Prince George's County, MD
Docket R19-01**

Purpose

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority on a proposed Heavy Repair & Overhaul Facility in Prince George's County, MD as follows:

Hearing No. 625
Monday, March 18, 2019
Fortis College
4351 Garden City Drive
Landover, MD
Closest Metrorail station: New Carrollton
(Metrobus Routes F12, F14, TheBus 21)

**Public Hearing scheduled to begin at 7 p.m.
Open house at 6:30 p.m.**

Please note that this date is subject to the facility's cancellation policy.

The locations of all public hearings are wheelchair accessible. Any individual who requires special assistance such as a sign language interpreter or additional accommodation to participate in the public hearings, or who requires these materials in an alternate format, should contact Danise Peña at 202-962-2511 or TTY: 202-962-2033 as soon as possible in order for Metro to make necessary arrangements. For language assistance, such as an interpreter or information in another language, please call 202-962-1082 at least 48 hours prior to the public hearing date.

For more information please visit
wmata.com/plansandprojects



PURPOSE OF THE PUBLIC HEARING

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority (WMATA) regarding the environmental report and general plans for a Heavy Repair and Overhaul (HRO) facility in Prince George's County, MD. At the hearing, WMATA will receive and consider public comments and suggestions about the proposal. The proposed design concepts may change as a result of this hearing.

HOW TO REGISTER TO SPEAK AT THE PUBLIC HEARING

All organizations or individuals desiring to be heard with respect to the proposal will be afforded the opportunity to present their views and make supporting statements and to offer alternative proposals. Public officials will be allowed five minutes each to make their presentations. All others will be allowed three minutes each. Relinquishing of time by one speaker to another will not be permitted.

In order to establish a witness list, individuals and representatives of organizations who wish to be heard at the public hearing are requested to furnish in writing their name and organization affiliation, if any, via email to speak@wmata.com. Please submit only one speaker's name per request. Lists of individual speakers will not be accepted. The request may also be made by calling the Office of the Secretary at 202-962-2511.

HOW TO SUBMIT WRITTEN STATEMENTS

Testimony may be submitted online about this proposal at wmata.com/plansandprojects. Online submission will be available by 9 a.m. on Saturday, February 16, 2019 and will close on Thursday, March 28, 2019 at 5 p.m. This is in addition to your ability to speak at a public hearing. For those without access to computers or internet, testimony may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001. All comments must be received by the Office of the Secretary by 5 p.m. on Thursday, March 28, 2019 to be included in the public record.

The comments received by the Office of the Secretary, along with the online submissions and public hearing comments, will be presented to the WMATA Board of Directors and will be part of the official public hearing record. Please note all statements are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided.

WHAT IS PROPOSED

WMATA proposes construction of a new rail maintenance facility, which would provide additional rail car maintenance capacity to support Metrorail vehicle fleet and reorganize track maintenance functions at WMATA's rail yards to accommodate the increase in demand for additional track maintenance and associated equipment.

Heavy Repair and Overhaul Facility

WMATA would construct a new rail yard and support facilities for WMATA's Car Track and Equipment Maintenance (CTEM) division and the Office of Track and Structures (TRST). The project site is bounded by Pennsy Drive, Ardwick-Ardmore Road, Veterans Parkway (MD 410), and the Metrorail Orange Line, in Landover, Maryland. The project site includes a connection to the Metrorail Orange Line between the Landover and New Carrollton Metrorail Stations. Facility components include:

- Enclosed HRO service bays to accommodate up to 40 rail cars;
- Rail car truck shop;
- Vehicle storage tracks to accommodate up to 24 rail cars;
- Bays for railcar repair;
- Traction power substation;
- Yard operations control tower;
- Roadway access and loading docks for heavy trucks;
- Stormwater management facilities;
- Employee parking; and
- Operations and administrative offices.

Property acquisition would be necessary for construction of the Heavy Repair and Overhaul facility, as shown in the attached plans and described in the environmental report. The new facility would be approximately 37 acres in size.

REFERENCE MATERIAL AVAILABLE FOR INSPECTION

The docket consists of this Notice of Public Hearing, an environmental report and general plans for the new Heavy Repair and Overhaul facility. These documents are available online at wmata.com/plansandprojects and may be inspected during normal business hours at the following locations:

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301-773-6401

Town of Cheverly Executive Offices
6401 Forest Road
Cheverly, MD 20785
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WMATA COMPACT REQUIREMENTS

WMATA's Compact requires that the Board, in amending the mass transit plan, consider current and prospective conditions in the transit zone should the project be built. The transit zone includes Prince George's County and considerations include, without

limitation, land use, population, economic factors affecting development plans, existing and proposed transportation and transit facilities, any dislocation of families or businesses; preservation of the beauty and dignity of the DC Metro Area; factors affecting environmental amenities and aesthetics, and financial resources. The mass transit plan encompasses, among other things, transit facilities to be provided by WMATA, including stations and parking facilities, and the character, nature, design, location and capital and operating cost thereof. The mass transit plan, in addition to designating the design and location of transit facilities, also provides for capital and operating expenses, as well as “various other factors and considerations, which, in the opinion of the Board, justify and require the projects therein proposed” all as more particularly set forth in WMATA’s Compact.

WMATA submitted the environmental report to the Federal Transit Administration (FTA) to support a Categorical Exclusion determination in accordance with the National Environmental Policy Act (NEPA). The environmental report and general plans for the project are available for public review at the locations identified in the reference materials section above.

The work and changes depicted in this information package constitute the proposed amendment to the mass transit plan for purposes of the WMATA Compact.

Appendix B - Comments

Attachment 1 – Public Hearing Transcript

Attachment 2 – Written Correspondence

Attachment 3 – Website Comments

Attachment 1 – Public Hearing Transcript

PUBLIC HEARING

Washington Metropolitan Area Transit Authority

Proposed new Heavy Repair & Overhaul Facility

Docket R19-01

Monday, March 18, 2019

Fortis College

4351 Garden City Drive

Landover, Maryland 20785

REPORTED BY: Louisa B. McIntire-Brooks, RPR, CSR

PROCEEDINGS

1
2 MR. CRAWFORD: I call this meeting to
3 order. My name is Clarence Crawford. I'm a Metro
4 board member from Prince George's County. I want to
5 just make sure that we do not have any elected
6 officials. I don't think so. Just checking. Also
7 with me tonight is Jennifer Ellison, our Board
8 Secretary, John Thomas, Metro's Chief Engineer and Jim
9 Ashe, the Senior Project Manager. Mr. Ashe will make
10 the presentation this evening.

11 This hearing is convened by the Metro Board
12 of Directors to gather public comments on a proposed
13 Heavy Repair and Overhaul Yard which will be located in
14 Landover, Maryland. The general plans and the
15 environmental report for this project are available for
16 inspection at the back of the room. Ms. Pena, wave
17 your hand there, the lady that turned the lights off.

18 The notice of the hearing was made by
19 publication in the Washington Post and ads were placed
20 in the Washington Hispanic and El Tiempo Latino. And
21 the notice of public hearing, the environmental report

1 and the general plans were sent to the Glenarden
2 Library, the Town of Cheverly Executive Offices and the
3 Landover Hills Town Office for viewing and posted on
4 the wmata.com website.

5 Briefly I'd like to cover the procedures
6 for this evening. In this room, we will hear from
7 those who have signed up to give testimony. Please see
8 the staff at the registration table if you would like
9 to have your name put on the list. Since we don't have
10 any elected officials, everyone will be given three
11 minutes each. Extra time will be granted for
12 translation. If you have copies of your testimony to
13 distribute, please give them to Ms. Ellison on the
14 right.

15 If you signed up to speak, you can make
16 your way to the podium once your name is called. If
17 you need a microphone brought to you, please raise your
18 hand and let us know. There will be a timer that will
19 count down how much time you have left to speak. It
20 will give you a warning at 20 seconds and will start to
21 beep when your time is up.

1 I want to take this moment to recognize
2 that this is where we come to listen to you. This is
3 your opportunity to comment on the proposals and we're
4 here to listen.

5 We will not be able to answer questions
6 during your testimony. If you have questions, staff in
7 the back of the room will be happy to help you. Before
8 you begin your remarks, please state your name and the
9 organization that you represent, if any. Also, please
10 note that all statements including your name, personal
11 information, e-mail address, phone numbers that you
12 provide in the statement are releasable to the public
13 upon request and may be posted on WMATA's website
14 without change including any personal information
15 provided.

16 Further testimony may be submitted and must
17 be received by 5:00 p.m. on Thursday, March the 28th.
18 This testimony must be mailed to the Office of the
19 Secretary, WMATA, 600 5th Street, N.W., Washington,
20 D.C. 20001 and or can be submitted online at the
21 freeform comment box that will be available until

1 5:00 p.m. on Thursday, March the 28th. This is in
2 addition to all of your other input. The survey can be
3 found on the wmata.com slash plans and projects.

4 If you have questions about providing
5 testimony, please see the Metro staff at the
6 registration table. Your comments will become part of
7 the public record reviewed by the WMATA board. Changes
8 to the options presented here tonight may be proposed
9 in response to testimony received and subsequent staff
10 analysis.

11 The public comment period will close on
12 March the 28th. Staff anticipates releasing a Staff
13 Report in early April. The Staff Report comment period
14 will close in late April. Staff anticipates that the
15 Staff Report and Supplement will be submitted to the
16 Board of Directors for action in May.

17 If you have not already done so, please
18 silence your mobile devices, make sure mine is off.
19 Okay. And at this time, I would like to ask Mr. Ashe
20 to provide the presentation. Thank you, sir.

21 MR. ASHE: Thank you, Mr. Crawford. WMATA

1 proposes to construct a 37-acre Heavy Repair and
2 Overhaul Facility located along the Orange Line in
3 Landover, Prince George's County, Maryland. The
4 purpose of the effort to is consolidate rail -- heavy
5 vehicle repair activities at a single location. The
6 facility would have service bays to accommodate up to
7 40 railcars, a truck shop, railcar storage tracks, bays
8 for rail vehicle repair, a yard control tower, loading
9 docks, storm water ponds, a traction power substation
10 and offices.

11 As shown here, the facility will have four
12 basic structures: The Heavy Repair and Overhaul
13 building, a building to maintain track maintenance
14 vehicles, which is called the CTEM/TRST building, a
15 parking deck for employees and a traction power
16 substation. Rail track will be constructed to connect
17 the various facilities.

18 WMATA has prepared an environmental report
19 for the project. The analysis indicates moderate
20 impacts to traffic, wetlands and flood plains as well
21 as some minor construction impacts.

1 Three properties would be required for this
2 effort as shown here. No impact has been identified in
3 most resource areas. WMATA will obtain required
4 permits from the Maryland Department of the Environment
5 before impacting wetlands or flood plains. The Federal
6 Transit Administration has identified the probable
7 class of action under the National Environmental Policy
8 Act, NEPA for short, as a Documented Categorical
9 Exclusion. WMATA has submitted this documentation to
10 FTA.

11 This concludes the staff presentation.

12 MR. CRAWFORD: Thank you very much, Mr.
13 Ashe. It is now time to call our first witness.
14 Mr. Calabria, welcome, sir.

15 MR. CALABIA: Thank you very much.

16 MR. CRAWFORD: Thank you, sir.

17 MR. CALABIA: Thank you, panel, for
18 allowing me to speak. I'm not here to bid on any of
19 the projects. What I am here to do is to echo the
20 recommendation made by the WMATA Accessibility Advisory
21 Committee which has recommended that WMATA consider for

1 the 8000 Series trains to build at least a pilot
2 project among the new 8000 Series trains several trains
3 that are articulated, or they're also called open
4 gangway. The United States has no open gangway trains
5 at the moment. New York, though, is piloting ten
6 trains for beginning operations in about, I think, 2020
7 or somewhere in the early twenties.

8 As you can see, the picture is of an
9 articulated train to be on the road, I guess, around
10 2024 in Montgomery County. Now, you'll note that it's
11 a Light Rail train. What I am speaking of for the 8000
12 Series is, of course, a heavy rail train. And for such
13 a series of trains, obviously, sufficient space would
14 be in the maintenance yard. I hope you will consider
15 this because, as you can see below, one of the features
16 that we're interested in is that, unlike in the past
17 couple of years, when two limited vision riders fell
18 through the gap between trains, this wouldn't happen on
19 an open gangway train. As you can see, there's no gap
20 between the cars.

21 Now, again, this is a Light Rail train.

1 We're talking about, or at least we're hoping that for
2 the 8000 Series, which will be heavy rail, that there
3 will be heavy rail trains built along the lines of
4 this.

5 Let me remind you that 75 percent of the
6 trains around the world are built on the concept of
7 open gangway articulated trains. I'll repeat again:
8 There's none yet here in the U.S., but New York is
9 considering one -- is producing a pilot which will be
10 on the road in a few years. Thank you very much.

11 MR. CRAWFORD: Thank you, sir, very much.
12 We appreciate your comments. Is there anyone else who
13 wishes to speak tonight? If not, this hearing is now
14 concluded. We thank you very much for coming out. And
15 we really appreciate your input and questions. Good
16 night. Thank you.

17

18

19

20

21

1 State of Maryland

2 City of Baltimore, to wit:

3 I, Louisa B. McIntire-Brooks, a Notary Public
4 of the State of Maryland, Anne Arundel County, do
5 hereby certify that the within-named proceedings took
6 place before me at the time and place herein set out.

7 I further certify that the proceedings were
8 recorded stenographically by me and this transcript
9 is a true record of the proceedings.

10 I further certify that I am not of counsel
11 to any of the parties, nor an employee of counsel,
12 nor related to any of the parties, nor in any way
13 interested in the outcome of this action.

14 As witnessed my hand and notarial seal this
15 _____ day of _____, 2019.

16 
17

Louisa B. McIntire-Brooks

18 Notary Public
19

20 My commission expires:

21 November 30, 2019

Attachment 2 – Written Correspondence

**Tino Calabia, Chair, Bus/Rail Subcommittee
WMATA Accessibility Advisory Committee
[REDACTED]**

WMATA's Accessibility Advisory Committee has recommended that the Board consider piloting the production of several articulated trains among its 8000-Series trains. The new maintenance facility should be designed to service such trains. Shown below is a Purple Line articulated (or so-called "Open Gangway") train soon to begin operating in Montgomery County.



**Articulated Train: 143' long,
431-passenger capacity.**

No gap between cars thru which a low-vision rider may fall onto tracks

Said to meet Americans with Disability Act requirements

Can simultaneously accommodate eight wheelchairs plus eight bicycles

Interior displays, passenger announcements designed to be visible and audible for riders with disabilities

"Open-gangway" design allows riders to walk from one car to other cars

JOANNE C. BENSON
Legislative District 24
Prince George's County

Finance Committee
Chair, Rules Committee

Joint Committees

Children, Youth, and Families

Ending Homelessness

Fair Practices and State Personnel Oversight

Management of Public Funds

Chair, Prince George's County

Senate Delegation



THE SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401

James Senate Office Building
11 Bladen Street, Room 214
Annapolis, Maryland 21401
301-858-3148 • 410-841-3148
800-492-7122 Ext. 3148
Fax 301-858-3149 • 410-841-3149
Joanne.Benson@senate.state.md.us

MAR 12 '19 AM 11:07

March 5, 2019

Honorable Jack Evans, Chairman
WMATA Board of Directors
600 5th Street, N.W.
Washington, DC 20001

Dear Chairman Evans:

I am very pleased to submit this correspondence in strong support of the construction of a Metrorail Heavy Repair and Overhaul Facility in Landover, Maryland. This facility will be located at the WMATA rail yard which is responsible for the maintenance of track and associated equipment. This will be a tremendous asset and opens the door for job opportunities for the citizens of Prince George's County. We are very encouraged that Metro is seeking the feedback from those of us who help set policy for our beloved county and the state of Maryland. We very much look forward to the Open House where we will be able to ask questions, look at the plans and provide the necessary feedback.

We "thank you" and look forward to working closely with you in the future.

Sincerely,

A handwritten signature in cursive script that reads "Joanne C. Benson".

Joanne C. Benson

Government of the District of Columbia

Department of Transportation



d. Office of the Director

March 26, 2019

Ms. Jennifer Ellison
Board Corporate Secretary
Washington Metropolitan Area Transit Authority (WMATA)
600 Fifth Street, NW
Washington, D.C. 20001

Re: Comments on the Rail Maintenance Facility (Docket R19-01)

Dear Ms. Ellison:

I submit this letter to you to include as part of the public comments on WMATA's proposed new Rail Heavy Repair and Overhaul Facility (Docket R19-01). The District Department of Transportation (DDOT) appreciates the opportunity to provide comments on this proposed new facility.

While the DDOT has no objection to the proposed location of the facility or the general need for the facility, we lack adequate information on the facility and its planned operation that would enable us to form an opinion as to the appropriate size of the facility in order to meet current and future heavy repair and overhaul needs.

The lack of adequate information on the WMATA capital program has been a recurring concern of District officials involved in WMATA oversight and funding. The District's Chief Financial Officer has called for greater detail in the description of WMATA capital programs and the value they will deliver for customers and program funders. He has also suggested a prioritization of projects in the Capital Improvement Program with a ranking or scoring system that allows one to evaluate benefits across program categories.

In order to evaluate the planned 40 car capacity of the heavy repair facility and 24 car storage tracks DDOT would like to have the following information provided:

- Capacity of the current facility; scheduled shifts per day and the number of days per week that the facility operates; fleet size assumption for current facility.
- Planned operating schedule for the new facility – number of days per week the facility operates and number of shifts per day; discussion of how the operating schedule would change if the 8000 series railcar order includes fleet expansion cars.

Ms. Jennifer Ellison
March 26, 2019
Page 2

- Same information on other existing facilities that undertake Heavy Repair and Overhaul work. How will the existing facility or facilities be used when the new Maryland facility opens?
- The budget for design and construction of the proposed facility. The TIP includes \$142.5 million through FY2022. The WMATA Six-Year CIP figure for rail car facilities is much larger.
- The schedule for design and construction.

DDOT thanks WMATA for the opportunity to provide these comments to the Board of Directors and the Federal Transit Administration as they consider funding and advancing this project. We look forward to working with the agency to better inform the public along with WMATA funders on the agency's planned capital improvement program.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Marootian", with a long horizontal flourish extending to the right.

Jeff Marootian
Director

cc: Hon. Jack Evans
Corbett Price
Jeff Bennett

Attachment 3 – Website Comments

Seq No.	Comment
1	I support the project.
2	This is a good idea
3	
4	Great Idea!
5	Looks like most of the area is already industrial. Will you be purchasing those 'other businesses' noted on the map? What about the waterway, will you be sure not to pollute them with run off or toxic waste from your repair station?
6	I welcome the building of the facility seeing at its WMATA property.
7	Simply put, this seems unnecessary in an already congested area.
8	Maintenance capacity is critical. Assuming the cost is "reasonable" this needs to be done.
9	Build it, this is very much needed.
10	I think that the idea is a good one but I am concerned that it will cost Metro too much with how Metro has been in a deficit lately and I want to make sure that Metro is around because as a Metro customer with disabilities Metro is my primary transportation platform since I do not have my driver's license due to my disabilities.
11	It would help Orange line service
12	We need more train service. 8 minute peak headways on the green line is unacceptable.
13	Facility should be designed to be able to accommodate entire 8-car trainsets so that future railcars can have open-gangway design
14	WMATA NEEDS TO REBUILT DC TRANSIT BUSES ORANGE AND GREEN,WMA TRANSIT BUSES RED,ALEXANDRIA BARCROFT&WASHINGTON TRANSIT BUSES RED,WVM TRANSIT BUSES ORANGE AND GREEN CREATED METROBUS AGAIN PUT A NEW MOTOR IN IT AND PUT A NEW MALFUNCTION SMARTRIP FAREBOX ON ALL VINTAGE METROBUSES.AND WMATA NEED TO REBUILT AMG METROBUSES AND GMC RTS METROBUSES,WMATA NEED TO REBUILT D.C TRANSIT EAGLE BUSES,D.C.TRANSIT GMC PD CREATED METROBUS PUT A NEW MOTOR IN IT AND PUT A NEW MALFUNCTION SMARTRIP FAREBOX ON ALL VINTAGE METROBUSES,REBUILT GMC PD METROBUSES PUT A NEW MOTOR IN IT AND PUT A NEW MALFUNCTION SMARTRIP FAREBOX ON ALL VINTAGE METROBUSES.
15	wmata need to rebuilding all vintage metrobuses from the 40's,50's,60's and 70's.
16	Think this is a great idea to maintain the metro network, hopefully getting back to extended hours!!

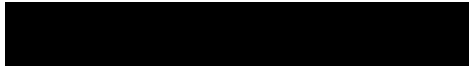
17	I am for this if it will actually reduce the amount of down time and increase the operational running and availability of cars to include heat and A/C during the appropriate times while helping to prevent single tracking due to train and track issues. Additionally, a general landscape improvement needs to be considered and implemented to prevent visual pollution of a heavy machinery rail operation. Something along the lines of the Nike Campus or Intel campus with the raised earth berms and quick growth trees to prevent eye sores while contributing to the ambiance of the area.
18	I'm not opposed to the idea of a heavy maintenance facility, and knowing that neighborhood you've decided on a good spot without many foreseeable noise issues for local residents. What I would like to know is, what will this facility do that can't be done at existing maintenance facilities? (And is this related to Kawasaki's potential exit from the American market, thereby making it hard to get support for the 7000 series cars?)
19	I think this would be a great idea
20	This is a great initiative and a good choice of location.
21	The county should give the approval for this project. I'm going to ask that WMATA reach out to the surrounding community regarding possible job opportunities that the project will bring to the area. I also hope that WMATA will reach out to the local businesses community regarding contracting opportunities.
22	
23	Hanford Jones letter
24	The site appears appropriate for the existing rail access and infrastructure. This minimizes impact to the environment. Recommend WMATA apply a Sustainable Nature overlay design to the plans for public awareness and in keeping with WMATA's focus on sustainability. Those adjacent waterways can be enhanced and the wildlife too. Stormwater management plan should address water quality/monitoring and control to enhance the watershed. Pavement designs, hardscape and rooftops water management should be addressed.
25	I trust if you think you need it, then you do. I've never ridden the metro over there. I live in NW DC.
26	I support the proposed Rail Heavy Repair and Overhaul Facility. I understand the need for it to ensure the repair capacity needed to support Metrorail operations.
27	I am for anything that increases maintenance capacity. I do believe that the three governments involved in WMATA funding need to invest more money into the system. We also need to use existing funding more prudently. Do not subsidize competitors (Lyft and Uber for late-night service), do not spend your own money on 3D station tours when Google will do it for free, etc.

28	Does this mean parking will be further reduced at New Carrollton and Landover Stations? Parking is already too limited. Any further reduction will be unfair to people like me who use the METRO to get into the city from my home in Randallstown.
29	I support the proposed project. Given that Metro needs a new maintenance facility to repair its trains and track, the proposed site at New Carrollton provides a location with ideal access to the Orange line and its rolling stock, and is situated in one of a dwindling number of sites in the metro area zoned and configured for industrial use.
30	Please consider adding additional railcar storage in this new facility so Metro can accommodate more trains (or longer trains) in the future.
31	This facility is desperately needed for the on going maintenance of all rail cars in operation. Most importantly, it is needed for the new 700 series trains so as to not let the go in disrepair and neglect that has gone on since Metro opened. Pushing back maintenance is the cause of all of band-aid fixes that have been made instead of dedicated maintenance. Additionally this facility is needed for the future extension of the Green Line to BWI Airport. Even though this facility is being built on the Orange Line, the land is cheap and the facility is needed. Most importantly, this facility can provide a modern, even futuristic way of keeping ahead of the curve. This facility will expand the capacity needed to keep our Metrorail safe. Metro has invested \$Millions in the 7000 series, let not let them go the way of dinosaur and keep them safely moving. Safety first and this is an excellent step to achieving that goal. Thank you, Thomas Johnson [REDACTED]
32	I think the proposed location is reasonable and if the facility is needed to better maintain Metro's inventory then it should be built.
33	I strongly support capital improvements and job creation by WMATA and Metrorail, to improve safety, efficiency, WiFi, train length and frequency, service, etc. - and I'm willing to pay more to support these initiatives.
34	I support this project. It makes sense to me.
35	Stan Brown, Esq. Mingo Properties, LLC Pennsy, LLC [REDACTED] Largo, Maryland 20774 [REDACTED] I am an adjacent property owner on Pennsy Drive and would like to be on the witness list. Thanks.

	Hi team, I am a supporter of the initiative of the Heavy Repair and Overhaul facility. As a new member of the community of Alexandria, I absolutely love the Metro and bus routes and have had nothing but positive experiences for the 6 months that I have lived here. I take the metro every day to get to work, and if this facility will better serve the community, then I support it. Thanks,
36	Colton Baker
37	
38	
39	Looks like a good location since it is close to existing WMATA facilities and can be connected to the rail easily. This location can be added to the existing WMATA employee shuttle from the New Carrollton station.
40	
41	What impacts with regard to noise and pollution will this new facility have on the Immediate area? I think this is a concern for several residents close to the proposed site of this facility.
42	The Cheverly Green Infrastructure Committee participated in earlier hearings. We remain concerned about any impacts on Lower Beaverdam Creek, which abuts the property. What measures are being taken to ensure that pols and other materials do not reach the stream or its buffers?
43	It's very disheartening to know that all summer from May -September yellow line to Huntington has been completely shut down. The commute is going to be extremely difficult for a lot of riders that that another connecting bus from Huntington. 11y to And from Mt Vernon has been extremely unpredictable and the service is not enough special with closed yellow line. It's a shame that after paying so much for metro and bus line WMATA can't still help commuters.
44	I have environmental concerns regarding the both the facility construction phase as well as operations. The new construction site is adjacent to and overlaps the Beaverdam Creek watershed. It is critical that construction pollution be managed to prevent damage to Beaverdam Creek and waterways feeding the Anacostia River. Furthermore the heavy repair operations must likewise be carefully managed to prevent air and water pollution from damaging the local environment and nearby communities.
45	

	This facility in Landover, MD is absolutely necessary to sustain Metro's future plans for expansion as well as to keep up with the expansion occurring right now. With the Orange Line station platform reconstruction occurring now, The Landover site is a perfect location for this facility. The availability of affordable land, as well as land already owned by Metro makes this area perfect for the project. This area also has a huge potential for expansion, should the need arise, and it will, due to the large swaths of underdeveloped land surrounding this proposed facility. This location will take pressure of the Greenbelt facility if the planned expansion of the the Green Line to BWI. The idea for this expansion was floated over the past few years for a 19 mile extension, including 6 stations, to TMBWI Airport. This Landover facility would be a perfect kick start for the BWI extension. As a true Metropolitan area (Baltimore/Washington) we have become a real symbiont society and all of these extensions are necessary for our future. It all starts with Heavy Rail Repair & Overhaul Facilities such as this one proposed for Landover. Thank you,
46	Thomas Johnson
47	
48	Tino Calabia, Duplicate comment
49	I think the facility will be great if it brings jobs to the area and doesn't cause disruptions to orange line service. I would oppose building the facility here as opposed to another area with access to multiple lines so that at least one line can be running at full service in those areas during disruptions.
50	Jeff Marootian/Duplicate Comment
51	Tino Calabia

Tino Calabria



Dear WMATA Board Members:

A regular rider since MetroRail's opening, I support WMATA's construction of a MetroRail Heavy Repair and Overhaul Facility in Landover. As Chair of the Bus/Rail Subcommittee of your Accessibility Advisory Committee (ACC), may I remind the Board that the AAC recommends: Consideration be given to developing a pilot project involving open gangway trains as part of the upcoming 8000-Series trains. A maintenance facility suitable for accommodating such trains would, of course, be needed.

No open gangway trains are yet operational in the U.S. However, approximately 75 percent of the local transit systems around the world do run them. Last Sunday, March 24th, Jakarta, the world's 2nd largest metropolitan area, launched its subway system with open gangway trains.

Moreover, New York City's Metropolitan Transit Authority is implementing a pilot project, ordering several open gangway trains to test around 2022. (See "R211 Contract Options" and photos below).

As the Board knows, in the past three years, on two different occasions, accidents befell two low-vision riders attempting to board 7000-Series trains. Thinking they were entering car doorways, they fell into the gaps between cars and onto the railbed. Because no gaps separate the cars of open gangway trains, such accidents could not happen to low-vision riders or anyone.

By 2022, Montgomery and Prince George's Counties will roll out open gangway trains to connect the MetroRail stations at Bethesda and New Carrollton. The attachment shows a photo of the Purple Line open gangway train and lists other ADA-related features of such trains. Please glance over the supporting reasons for building it and, thus, developing maintenance yards for open gangway Metro trains of the future.

R211 | Contract Options

Option #1 640 cars

- Open-Gangway or Standard Car
- Exercise Option by 1st Quarter 2022
- Decision on Open-Gangway or Standard Car by 4th Quarter 2022
- Sept. 2023 to Dec. 2024 delivery

Option #2 Up to 437 cars

- Exercise Option by 4th Quarter 2023
- Jan. 2025 to Nov. 2025 delivery





February 14, 2019

Mr. Jack Evans, Chairman of the Board

WMATA Board of Directors et. al

600 Fifth Street NW

Washington D.C. 2001-2651

Subject: **NO DBE Goals on a Multi-year Multi Million Dollar Silver Line Operations Maintenance RFP # CQ19017, in particular, and no DBE goal Policy on non-federally funded jobs**

Dear Honorable Chairman Evans and the Members of the WMATA Board of Directors:

My name is Hanford Jones and I am the former Director of the Maryland Minority Contractors Association, Inc. (MMCA) from 1977 to 1989 and I am retired from the City of Philadelphia Minority Business Enterprise Council (MBEC) from 1990 to 2007.

I am writing to you Mr. Chairman and WMATA Board of Director (BOD) members to ask that the above RFP be cancelled until such time as WMATA changes it's no DBE or LDBE goals on "Revenue Generated" funded projects. WMATA has had a long and good track record of affording Black and DBE firms' contracts on WMATA jobs since the early 70's.

However, the policy of WMATA having no goals when the money does not come from federal sources has to immediately change. All the ramifications that allow WMATA to set goals on federally funded projects exist in the WMATA metropolitan marketplace area to satisfy having DBE goals on non-federally funded work.

I am asking that your Board of Directors set up a quick advocacy group to assist WMATA procurement office to adjust your position of **not having DBE or LDBE goals** on non-federally funded projects starting with this one. I am also requesting that WMATA begin to actually have a program that one can "click on" and see your annual detailed DBE, MBE and LDBE reports, by contract name, title and number, the awarded vendor and their amount and the DBE, LDBE firms listed and their subcontract amounts and description of work they are performing and the type of DBE, by race gender they are.

After all the years WMATA has been doing DBE goals, I have yet to see a DBE detailed report and with the IT systems available to show who is working on your projects that are Black and DBE is necessary and fulfills transparency. We know pretty fairly how many slaves **Harriett Tubman** allegedly stole to **FREEDOM** but I can't tell you what Black firms worked on a job I drive past every day. Something is wrong with that picture, don't you think? Thanks for listening and I await your response.

Sincerely Hanford Jones. Black Business Advocate

[REDACTED]

Appendix C – Public Hearing Presentation

Compact Public Hearing Docket R19-01 Heavy Repair & Overhaul Facility

March 18, 2019

Fortis College



Agenda

- Purpose of Public Hearing
- Overview of Project
- Impacts
- Public Comment

Where to Find Additional Information

- **wmata.com/plansandprojects**
- **Glenarden Library**
8724 Glenarden Parkway
Glenarden, MD 20706
(301) 772-5477
- **Landover Hills Town Hall**
6904 Taylor Street
Landover Hills, MD 20784
(301) 773-6401
- **Town of Cheverly Executive Offices**
6401 Forest Road
Cheverly, MD 20785
(301)773-8360
- **Washington Metropolitan Area Transit Authority**
600 Fifth Street N.W.
Washington, DC 20001
(202) 962-2511
(please call in advance to coordinate)

Purpose of Hearing

- To obtain public input on the construction of a Heavy Repair & Overhaul facility to be located in Landover, Maryland



Comments due by 5:00 pm, Thursday, March 28, 2019

- **By on-line comment form:**
 - wmata.com/plansandprojects
 - You can comment anonymously or give your name

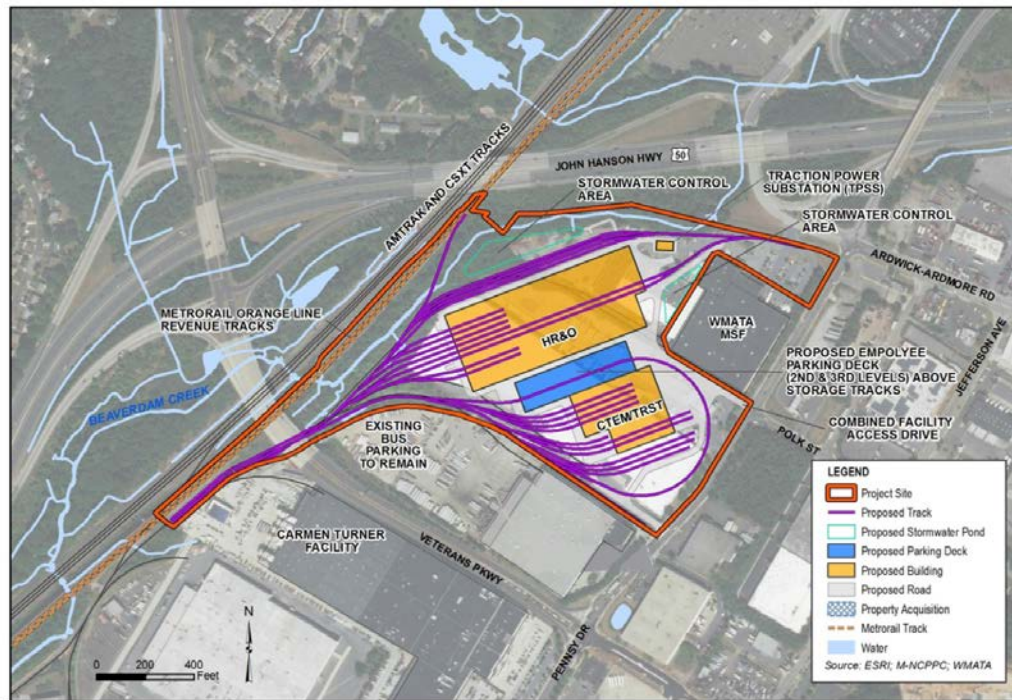
- **By mail:**
 - Office of the Secretary
 - Washington Metropolitan Area Transit Authority
 - 600 Fifth Street N.W.
 - Washington, DC 20001

Please reference “HRO” in the “subject” line

Public Hearing Comment Period & Approvals

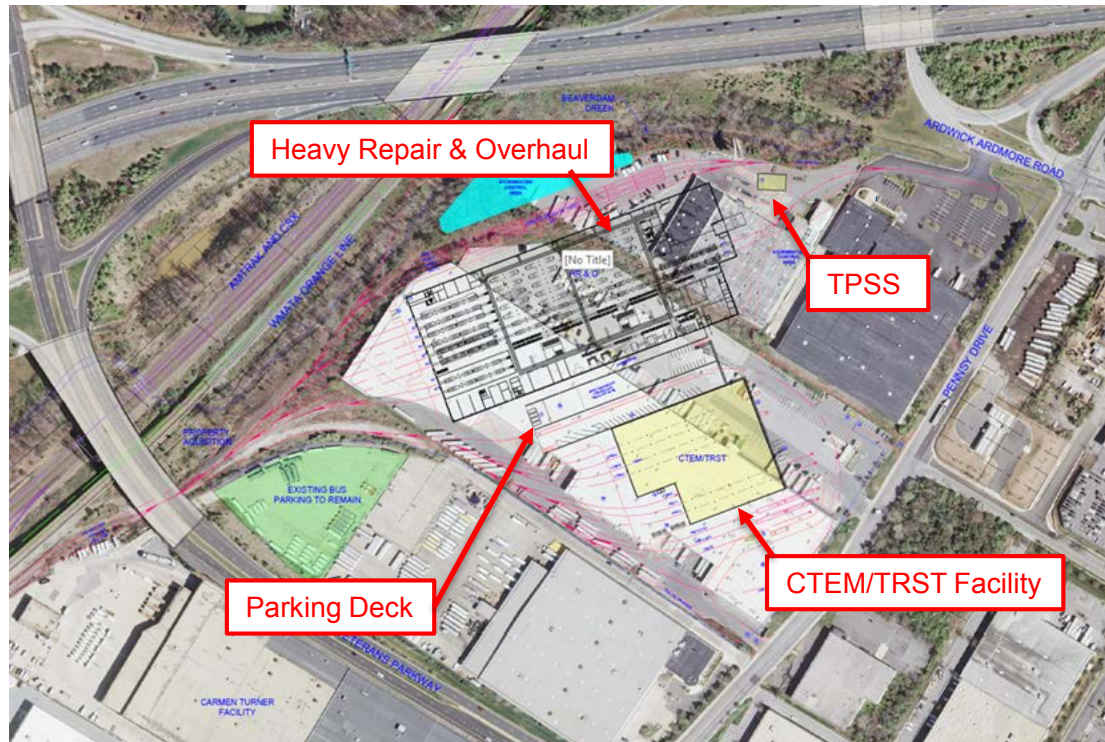
Month (2019)	Milestone
March 28	Close of Public Comment Period
Early April	Staff Report posted on Metro's website for public comment
Late April	Close of Staff Report Public Comment Period
May 9	Staff Report and Supplement presented to Metro's Board of Directors Finance and Capital Committee for approval
May 23	Staff Report and Supplement presented at Metro's Board of Directors for approval

Concept Plan



- Enclosed service bays to accommodate 40 rail cars;
- Rail car truck shop;
- Vehicle storage tracks up to 24 rail cars;
- Bays for railcar repair;
- Traction power substation;
- Control tower;
- Loading docks
- Stormwater ponds;
- Parking; and
- Offices

Proposed Facility



- CTEM/TRST Facility
- Parking Deck
- HR&O Facility
- Traction Power Substation
- Associate Trackwork

Impacts

- Moderate increase in local traffic
- Minor wetlands impact
- Minor floodplain encroachment
- Property acquisitions
 - 3636 Pennsy Drive
 - 3570 Pennsy Drive
 - 8121 Ardwick Drive
- Construction Impacts

Areas of No Impact

- Zoning
- Parks
- Community Disruption
- Historic Resources
- Biologic Resources
- Water Quality
- Air Quality
- Visual Resources
- Coastal Zone Resources
- Minor floodplain encroachment
- Noise and Vibration
- Safety and Security

PUBLIC COMMENT

Metro will receive comments tonight:

- +Public Officials: 5 Minutes
- +Private Citizens: 3 Minutes
- +No relinquishing of time

**THANK YOU
FOR
YOUR PARTICIPATION!**

PUBLIC HEARING STAFF REPORT SUPPLEMENT

SUPPLEMENT AND STAFF RECOMMENDATIONS

**PROPOSED NEW
HEAVY REPAIR & OVERHAUL FACILITY
PRINCE GEORGE'S COUNTY, MARYLAND**

Hearing No. 625
Docket No. R19-01

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
(WMATA)

1.0 INTRODUCTION

This Public Hearing Report Supplement was prepared to document the review of the Public Hearing Staff Report for the Proposed New Heavy Repair & Overhaul Facility, located in Prince George's County, Maryland

The Washington Metropolitan Area Transit Authority (WMATA) issued the Public Hearing Staff Report for comment on April 17, 2019. The Public Hearing Staff Report was placed on line, and in the Glenarden Library, the Landover Hills Town Hall, and the Town of Cheverly Executive Offices, located in Prince Georges County, Maryland, for review. (See Appendix A for the announcement.)

The comment period ended at 5:00 pm on April 26, 2019. WMATA received no comment.

2.0 COMMENTS

No comment was received during the comment period.

3.0 STAFF ANALYSIS

No analysis completed.

4.0 STAFF RECOMMENDATIONS

Staff recommends no change to the project presented at the public hearing, and documented below:

The Heavy Repair & Overhaul Facility will be approximately 37 acres in size, located in Prince George's County Maryland, and includes a connection to the Metrorail Orange Line between the Landover and New Carrollton Metrorail Stations. Facility components include:

- Enclosed HRO service bays to accommodate up to 40 rail cars;
- Rail car truck shop;
- Vehicle storage tracks to accommodate up to 24 rail cars;
- Bays for rail car repair;
- Traction power substation;
- Yard operations control tower;
- Roadway access and loading docks for heavy trucks;
- Stormwater management facilities;
- Employee parking; and
- Operations and administrative offices.

Property acquisition will be necessary for construction of the Heavy Repair & Overhaul facility, as shown in the General Plans and described in the environmental report.

Appendix A

**Public Hearing Staff Report
Docket R19-01:
Proposed New Heavy Repair & Overhaul Facility
Prince George's County, MD**

PUBLIC HEARING REPORT AVAILABLE FOR INSPECTION

Notice is hereby given that the Public Hearing Staff Report on a proposed Heavy Repair & Overhaul Facility (HRO) in Prince George's County, MD is available for review and comment from April 17, 2019. The document addresses comments on the proposal received at the public hearing held on March 18, 2019, as well as comments received during the public comment period. This comment period on the Public Hearing Staff Report is your opportunity to make sure your comments were accurately characterized in the Staff Report, and send clarification if desired. Comments on the Public Hearing Staff Report will be accepted **until 5 p.m. on April 26, 2019**. The report is available online at wmata.com/plansandprojects and during business hours at the following locations:

WMATA
Office of the Secretary
600 Fifth Street, NW
Washington, DC 20001
202-962-2511
(Please call in advance to coordinate)

Glenarden Library
8724 Glenarden Parkway
Glenarden, MD 20706
301-772-5477

Landover Hills Town Hall
6904 Taylor Street
Landover Hills, MD 20784
301-773-6401

Town of Cheverly Executive Offices
6401 Forest Road
Cheverly, MD 20785
301-773-8360

HOW TO SUBMIT WRITTEN COMMENTS ON THE PUBLIC HEARING REPORT

Written statements and exhibits must be received by **5 p.m. on Friday, April 26, 2019**, and may be emailed to WMATAHearingReport@wmata.com, or mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001. Please reference "HRO" in your submission. All comments received become a part of the public record, which may be made available to the public and may be posted, without change, to wmata.com, including any personal information provided.

