



Finance and Capital Committee

Action Item III-A

November 1, 2018

**Public Hearing for Heavy Repair
and Overhaul Facility**

Washington Metropolitan Area Transit Authority

Board Action/Information Summary

☒ Action ☐ Information

MEAD Number:
202035

Resolution:
☒ Yes ☐ No

TITLE:

Public Hearing for a New Rail Maintenance Facility

PRESENTATION SUMMARY:

Seeks Board approval to hold a public hearing for the addition of a new rail maintenance facility.

PURPOSE:

To obtain Board approval to hold a Public Hearing to amend the Mass Transit Plan by adding a Rail Heavy Repair and Overhaul Facility at 3636 Pennsy Drive, Landover, Maryland.

DESCRIPTION:

Key Highlights:

For efficiency and productivity, Metro is pursuing the construction of a Rail Heavy Overhaul facility.

Today, activities are divided between two maintenance yards, displacing valuable space required for day-to-day maintenance activities and storage space. In searching for a location, Metro reviewed sites across the region that fulfilled criteria, including the proximity to rail lines, suitability of the site for the work and outside of neighborhoods.

The most ideal site has been identified in Prince George's County on Pennsy Drive.

To continue work, a Compact Public Hearing must be conducted, as an amendment to the Mass Transit Plan is required to add the facility.

Background and History:

A Rail Yard study was performed to analyze space utilization at the rail maintenance facilities. The study noted that heavy maintenance functions that take place at Greenbelt and Brentwood Yards consume space on the shop floor as well as storage space on the tracks. Moving the heavy maintenance

functions to a dedicated facility would improve the efficiency of these two yards.

Discussion:

The location of the proposed facility was determined by evaluating the entire region where the rail system operates. The criteria used to help in site selection included:

- Metrorail Track Geometry and Accessibility
- Property is Suitable
- Proximity to Metrorail Lines
- Grade Separated Access
- Minimum Site Area
- Roadway Access
- Avoidance of Residences or Residential Communities
- Supported by Local Jurisdiction Officials

The application of these criteria resulted in the identification of seven sites that were subjected to the following additional criteria:

- Site more than 1/4 mile from a Metro Station
- 100 year floodplain on less than 25% of the site
- Wetlands on less than one acre of the site
- Generally consistent with location plans
- Generally consistent with zoning
- Presence of endangered species

This additional screening reduced the number of viable sites to 2. An inspection of the two candidate sites revealed that the one located near the Van Dorn Station would require significant structural retaining walls to create a level site at significant cost. As a result, staff is recommending that the site in Prince George's County on Pennsy Drive be presented to the public at a Public Hearing as the preferred alternative for the location of a new rail maintenance facility.

Detailed estimates have not been prepared but the range of project costs for the new facility is \$300-\$400 million. The costs include acquisition of three properties and the relocation of tenants in the existing warehouses on the site. The project is in the FY2019 Capital Budget.

FUNDING IMPACT:

| | |
|--|-------------|
| There are no impacts to funding to conduct a Public Hearing. | |
| Project Manager: | John Thomas |
| Project | COO/DECO |

Department/Office: _____

TIMELINE:

| | |
|---|--------------------------------------|
| Previous Actions | Conducted Rail Yard Study |
| Anticipated actions after presentation | Hold Public Hearing in December 2018 |

RECOMMENDATION:

Board approval to hold a Public Hearing to amend the Mass Transit Plan by adding a Rail Heavy Repair and Overhaul Facility at 3636 Pennsy Drive, Landover, Maryland.

Rail Heavy Repair and Overhaul Facility

Finance and Capital Committee
November 1, 2018



Purpose

- To obtain Board approval to hold a Public Hearing to amend the Mass Transit Plan by adding a Rail Heavy Repair and Overhaul Facility on Pennsy Drive, Landover

Background

- Rail Yard study included two findings:
 - Rail yard storage tracks were not designed for storage of rail cars in quads
 - Performing non-routine maintenance functions in rail yards takes space away from day-to-day maintenance
- A new facility consolidates existing heavy maintenance functions from Greenbelt and Brentwood yards
- Provides additional space to increase daily maintenance capacity at the two yards
- Entire region was evaluated to locate the facility

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 |

Site Plan



Public Hearing

- The proposed facility would need to be added to the Mass Transit Plan prior to staff taking actions
- Compact requires that Public Hearings be held for Mass Transit Plan changes

Recommendation

- Approve conducting a Public Hearing for the proposed Rail Heavy Repair and Overhaul Facility

SUBJECT: APPROVAL TO CONDUCT WMATA COMPACT PUBLIC HEARING FOR A NEW
RAIL YARD MAINTENANCE FACILITY

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

WHEREAS, Compact Section 15 requires the Washington Metropolitan Area Transit Authority (WMATA) Board of Directors to transmit proposed changes to the Mass Transit Plan (MTP) to certain enumerated agencies and to conduct a public hearing; and

WHEREAS, A new rail yard and maintenance facility are planned next to the Orange Line between New Carrollton and Landover Metrorail Stations in Prince George's County, which would be a change to the MTP; NOW, THEREFORE, be it

RESOLVED, That, in accordance with Compact Section 15, the Board of Directors authorizes staff to transmit the proposed MTP changes to the enumerated agencies and to hold a public hearing on the proposed new rail yard; and be it further

RESOLVED, That the Board of Directors authorizes the General Manager/Chief Executive Officer to release the Public Hearing Staff Report to the public for comment prior to Board approval; and be it finally

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

Reviewed as to form and legal sufficiency,



Patricia Y. Lee
General Counsel