

**PUBLIC HEARING
STAFF REPORT SUPPLEMENT**

**ANALYSIS OF COMMENTS
RECEIVED FROM THE PUBLIC REVIEW
OF THE PUBLIC HEARING REPORT
AND
FINAL STAFF RECOMMENDATIONS
FOR
NEW METROBUS FACILITY**



IN WASHINGTON, DISTRICT OF COLUMBIA

Hearing No. 177

Docket R07-2

December 2007

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
(WMATA)

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This report summarizes the public circulation process for the report on the July 10, 2007, public hearing concerning a proposed New Metrobus Facility and Metro Transit Police Training Facility at the former D.C. Village in southwest Washington, D.C., including comments and responses received on the report entitled *Public Hearing Staff Report; Review of the Public Hearing and Staff Recommendations For New Metrobus Facility and Metro Police Training Facility in Washington, District of Columbia; Hearing No. 177; Docket No. R07-2*. This report describes the public review process, summarizes comments received during the public review, responds to issues raised and presents the final staff recommendations at the conclusion of this report. This report includes the following sections:

- I. Background
- II. Summary and Analysis of Comments Received on the Public Hearing Staff Report
- III. Final Staff Recommendations

Appendix - Correspondence Received During the Staff Report Public Review Period

I. BACKGROUND

In order to expedite the completion of the public hearing process, the WMATA Board of Directors authorized the General Manager/Chief Executive Officer to release the Public Hearing Staff Report for public review as soon as the Staff Report was completed.

The public hearing was held on July 10, 2007. After the public hearing, the comment period extended from July 10, 2004 until July 24, 2007. After the close of the comment period, the staff report was prepared and was released for public review October 4, 2007. The staff report, the public hearing transcript and supplemental material submitted for the public hearing record were available for review in the Office of the Secretary. Copies of the staff report were provided or available to state, regional and local governments and agencies, elected officials, including parties who presented testimony or submitted statements for the public hearing record and people who had requested copies of the report.

The staff report comment period closed on October 18, 2007, with three letters or electronic messages received. Those letters and messages are presented in the appendix.

II. SUMMARY AND ANALYSIS OF COMMENTS ON THE PUBLIC HEARING STAFF REPORT

Three letters and messages were received during the review period.

A. Architect of the Capitol

Summary: The Architect of the Capitol re-stated its concern about potential impacts of a new Metrobus facility upon the U.S. Botanic Garden Production Facility near the proposed new Metrobus facility.

Analysis: Staff agrees that there is potential for some impact to the U.S. Botanic Garden Production Facility from a new Metrobus facility. WMATA staff believes the concern focuses on stray night-time lighting that could affect plant growth, as well as some potential for impact from fugitive dust during two construction contracts.

WMATA staff met with staff from the Architect of the Capitol on September 26, 2007, to discuss these matters in detail.

WMATA staff recommends continuing to coordinate with the staff of the Architect of the Capitol to ensure impacts are minimized.

B. General Services Administration

Summary: The General Services Administration re-stated its support of a New Metrobus Facility and New Police Training Facility at the DC Village site.

Analysis: WMATA appreciates the support.

C. Prince George's County Planning Department

Summary: The Department has no comments on the staff report and recommendations.

Analysis: None

III. FINAL STAFF RECOMMENDATIONS

The staff recommendations on the project to replace the Southeastern Bus Garage are based on the analyses contained in the Draft Environmental Assessment, the Proposed General Plans, the Preliminary Financial Plan, and on the comments received during the public hearing process that followed their publication. For the implementation of the recommendations, once approved, the staff will continue coordination with the Federal Transit Administration, Architect of the Capitol, National Capital Planning Commission, District of Columbia, WASA, plus stakeholders.

The staff recommends amendment of the Mass Transit Plan and approval of a new bus facility, having an initial capacity of up to 114 buses, subject to availability of funds, and having an ultimate capacity of 250 buses and a police training facility, upon availability of funds.

The previous staff recommendations in the Public Hearing Staff Report (October 2007) addressed the Metro transit police training facility, fueling facility for compressed natural gas, and technology of the Metrobus fleet for the Southeastern Division at the new bus facility . Due to lack of funding, WMATA is postponing the police training facility and fueling facility for compressed natural gas. With respect to bus technology, WMATA is proceeding with a multiple-year procurement of hybrid electric buses to replace existing buses. Thus, the Southeastern Division will have an increasing number of hybrid-electric buses. As such, the previous staff recommendation on bus technology as compressed natural gas is withdrawn.

The Board has previously approved the temporary re-assignment of the Southeastern Division Metrobuses to six existing garages until completion of the new bus facility, subject to availability of funding..

1. RECOMMENDED GENERAL PLANS

Staff recommends the Phase 1 Site Plan of the Proposed General Plans (June 2007) for a new bus facility with an initial capacity of up to 114 buses, subject to availability of funding.

Staff recommends that the east, north and west sides of the project site have a decorative fence. Since the south side will face the industrial uses of the redeveloped D.C. Village, it will have the standard chain link fence with barbed wire.

The staff recommends for approval the General Plans, as modified above.

2. RECOMMENDED ENVIRONMENTAL ASSESSMENT

a. Archaeological Resources.

The field investigation of the project grounds has not revealed archaeological resources.

b. Traffic.

As described in the Environmental Assessment, staff recommends that the non-revenue routing of the facility’s Metrobuses be via I-295 at its Exit 1 interchange and that routing of Metrobuses on District roadways, such as Blue Plains Drive and Martin Luther King, Jr. Boulevard, be for revenue service only.

The staff recommends for approval the Final Environmental Assessment.

3. RECOMMENDED FINANCIAL PLAN

Staff is recommending that the capital and operating budgets in the following table.

Impact on Capital Funding		Notes
	(\$ M)	
Current Budget	\$ 6.86	
Proposed Budget Increase	60.00	1
Proposed Capital Budget	66.86	2, 3 & 6
Prior Obligations	\$ 5.86	
This Action	-	
Remaining Capital Budget	\$ 61.00	
Impact on Operational Funding		Notes
(Operating Reserve)		
	(\$ M)	
Sale Proceeds	9.25	
Interest	0.40	
	\$ 9.65	4
Forecasted Operating Cost during Project Implementation (through FY2010)		
Leaseback	\$ 0.22	
Deadheading	9.43	
Total	\$ 9.65	5

Notes:

1. Authority to obligate and expend this addition to the Capital Budget is subject to receipt of sufficient funds from the sale of the existing Southeast bus garage.
2. This project is obligation-based and not part of the Metro Matters program.
3. The Capital Budget includes all direct and indirect capital labor and non-labor cost.
4. The Operating Reserve will be funded upon receipt of funds from the sale of the Southeast bus garage.
5. Interest earned on \$60M of the sales proceeds shall accrue to the benefit of the capital budget, and interest earned on the remaining \$9.25M of sales proceeds shall accrue to the benefit of the Operating Reserve established pursuant to this Action.
6. The Capital Budget includes the \$400,000 for WMATA payment to the District of Columbia under the Exchange and Cooperation in Development Agreement.

Upon opening the new facility, additional deadheading cost is forecasted at approximately \$1M annually.

The staff recommends for approval the Final Financial Plan, as modified above.

4. OTHER CONSIDERATIONS

- a. Staff recommends that WMATA actively engage District residents and businesses, particularly those of southeast Washington, DC to seek employment and contractual opportunities during the construction and operations of the new facility. Accordingly, staff recommends that the WMATA construction contracts encourage the contractors to employ and use qualified District residents and businesses.

5. CONTINUING COORDINATION

Staff recommends ongoing coordination for the following:

- a. District of Columbia Office of Chief Technology Officer for a fiber optics connection between Anacostia Station and the new bus facility via the District's DC-NET system.
- b. District of Columbia Water and Sewer Authority for its continuing reduction of odors at its Blue Plains Advance Wastewater Treatment Plant.
- c. Architect of the Capitol for the minimization of the effects of the bus facility, during construction and operations, upon the U.S. Botanic Garden Production Facility.
- d. Museum or historical society for the retrieval and archiving of art and artifacts of the former D.C. Village within the project site.