



Washington Metropolitan Area Transit Authority

Approval of Staff Recommendations for the West Ox Bus Facility Public Hearing & Authorize Agreement with Fairfax County



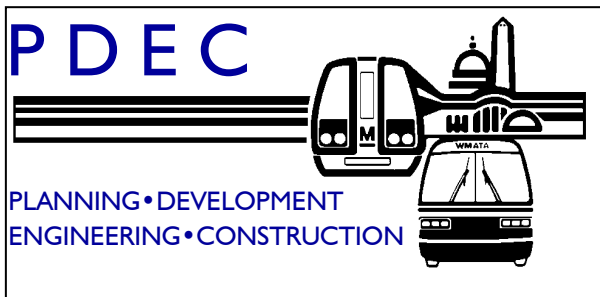
Presented to the Board of Directors:

Planning & Development Committee

by

CONSTRUCTION UNIT

January 5, 2006





Presentation Overview

- I. Purpose
- II. Background
- III. Facility Description
- IV. Financial Plan
- V. Agreement
- VI. Recommendation
- VII. Next Steps

Appendices



I. Purpose

That the Planning and Development Committee concur and forward to the Board for approval the attached resolution:

1. Approving the Public Hearing Staff Report;
2. Approving the financial plan; and
3. Authorizing the GMGR/CEO to execute the Joint-Use Agreement with Fairfax County for the West Ox Bus Facility.



II. Background

- Regional Bus Study
 - Insufficient maintenance and storage capacity in Virginia Metrobus facilities for service expansion.
 - (45 more Virginia buses via Metro Matters).
- Metro Matters Funding Agreement
 - \$48.9 million for a new bus maintenance facility to add bus capacity in Virginia.
- Fairfax County West Ox Bus Facility
 - Large County facility under development for 2 years.
 - WMATA & County past discussions on joint-use.
 - Facility now in construction drawings phase.



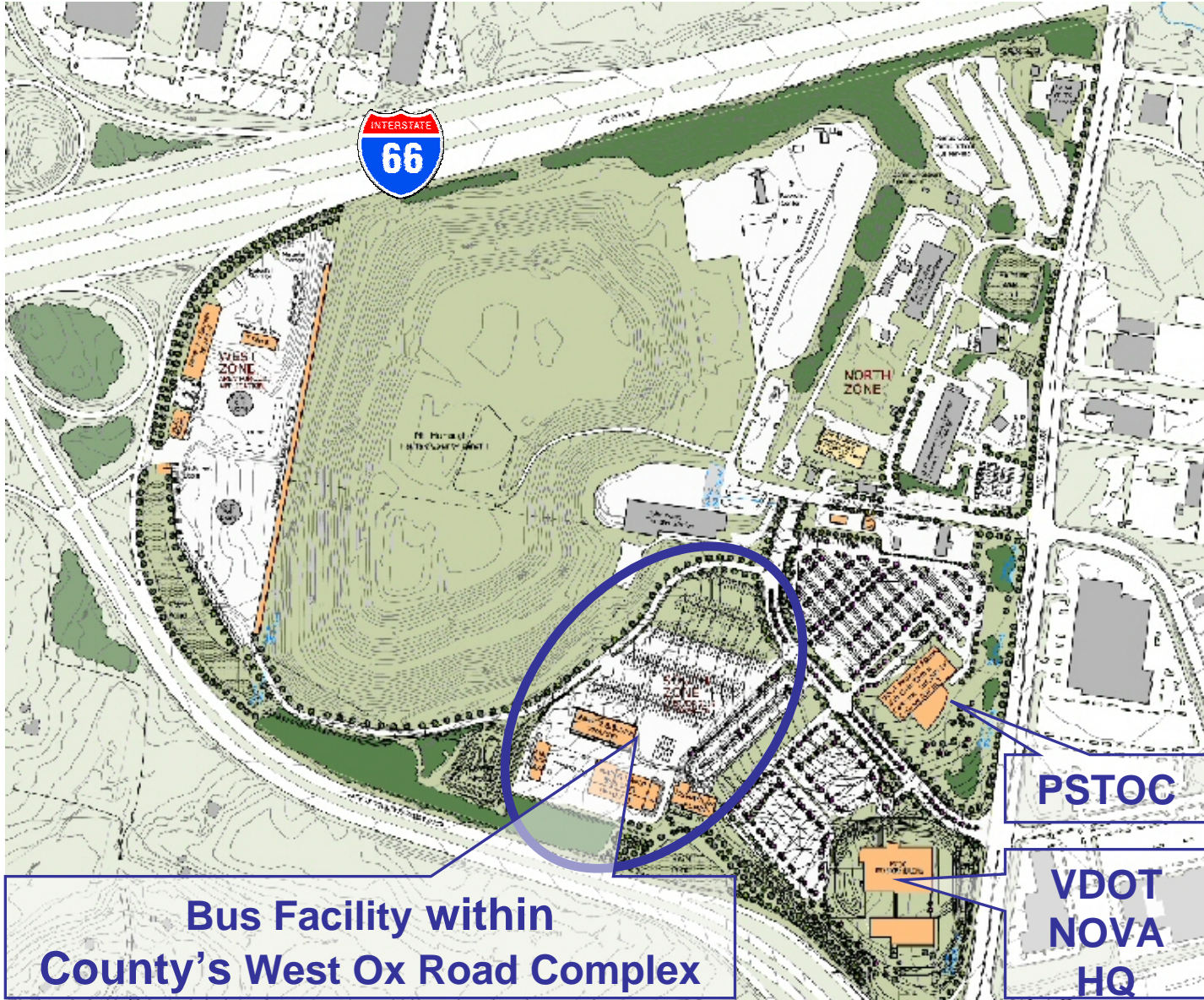
II. Background

Compact Public Hearing

- On February 17, 2005, the Board authorized staff to hold a hearing on the Bus Facility and to issue a Letter of Intent to Fairfax County.
- On March 10, 2005, the GMGR/CEO issued the Letter of Intent.
- Staff conducted the hearing on March 30, 2005 on the Bus Facility, having initial capacity of 75 Metrobuses and ultimate capacity of 150 Metrobuses.
- Of four hearing participants, the foremost concern was the possibility of major WMATA expansion of the facility and of storage of Metrobuses from service areas outside Fairfax County.
- Subsequent to the hearing, the Bus Facility was expanded to have initial capacity of 100 Metrobuses.
- Recommendation is approval of the Bus Facility, as depicted in the proposed General Plans and having an initial capacity of 100 Metrobuses.

III. Facility Description

Fairfax County West Ox Road Complex



**WEST OX ROAD COMPLEX
MASTER PLAN**

Site Development Plan - Near Term

Department of Public Works & Environmental Services

County of Fairfax, Virginia

July 2005

LEGEND

- Existing Facilities
- Proposed Facilities
- Facilities Under Consideration
- Proposed Motions & Activities
- Proposed Landscaping
- Existing Landscaping
- Sanitary Water Management (PUD)
- Property Lines

PARCEL	ACREAGE
56-1-C1-3A	5.60 Acres
56-1-C1-5	16.89 Acres
56-1-C1-5B	21.68 Acres
55-2-C1-4	26.42 Acres
55-2-C1-4A	26.42 Acres
55-4-C1-17A	21.20 Acres
SOUTH PARCEL TOTAL	106.77 Acres
WEST PARCEL TOTAL	23.50 Acres (approx.)

Figure 5.2A

Baker

**Bus Facility within
County's West Ox Road Complex**

PSTOC

**VDOT
NOVA
HQ**



III. Facility Description

- Joint-use bus facility for initial 175 buses and ultimate 300 buses.
- Of the initial 175 (Phase I) - 100 Metrobuses, 75 County buses.
- Of the 100 Metrobuses capacity –
 - Buses re-assigned from existing Virginia Metrobus facilities, and
 - New buses for service expansion under Metro Matters.
- Joint-use example: One maintenance building with separate bus bays and parts rooms but with shared training room, locker room, etc. See Appendices for color-coded floor plan.
- Fairfax County will design, construct and own the facility.
- Staff is discussing a fiber-optics connection with VDOT.
- Estimated construction start: September 2006. Move-in: June 2008.



IV. Financial Plan

Capital Cost

County Estimate of Capital Cost (\$ million YOE)

	Total	County	WMATA
Proj. Mgt, Admin, Fees	\$ 4.0	\$ 1.6	\$ 2.4
Site Prep & Construction	\$ 55.7	\$ 23.4	\$ 32.3
Sub-Total¹	\$ 59.7	\$ 25.0	\$ 34.7

WMATA Estimate of its other Capital Costs

Proj. Mgt.			\$ 2.5
IT, Equip., Fiber Optic			\$ 3.1
WMATA Total			\$ 40.3

¹ WMATA's higher share of \$9.7M (=34.7-25.0) is due to the WMATA Paint and Body Shop and its influence on the basis of proration, square footage.



IV. Financial Plan

Capital Funding & Expenditure

- There are two funding sources for the \$40.3 million WMATA cost:
 - Upcoming joint development revenues.
 - Metro Matters funds without a Federal share.
- Metro Matters funds will be advanced until reimbursement by joint development revenues in early FY2009.

Operating Plan

- Fairfax County is expected to take over Metrobus Routes 12 & 20 in western part of the County. See Appendices for map.
- WMATA will reassign buses among the Northern Virginia bus facilities.
- 55 existing Metrobuses will be reassigned to West Ox.
- 45 new Metrobuses from Metro Matters, if and when purchased and also funded for operations, will complete WMATA's initial 100-bus capacity.



IV. Financial Plan

Operating Cost

- First year operating cost
 - There is never annual rent, due to WMATA's sharing of capital costs.
 - There is sharing of the facility's operating costs with County.
 - There are other conventional costs (bus operations, bus maintenance and other facility costs) comparable to other garages.
 - There will be additional operating costs of \$1.1 million (2005 dollars), due to deadheading of the 55 existing buses. The additional subsidy in FY2009 will be allocated based on the existing bus subsidy formulas.
- Second and subsequent years to be determined based on actual costs of previous years.



V. Agreement

Joint Use Agreement with County

- A 75-year term with continuation in five-year increments.
- WMATA sharing of capital costs through 'pre-paid annual rents'.
 - Therefore, no conventional annual rent payments by WMATA.
- WMATA sharing of annual facility operating costs: utilities, trash, etc.
 - 57% WMATA and 43% County, prorated by square footage.
- Flexibility in operating agreement to establish operating procedures.
- Expansion beyond 100 Metrobuses possible with County approval.
- Infrastructure renewal through third-party audits and joint funding.

Compensation of Fairfax County for delay or redesign

- If Joint-Use Agreement is not approved or not executed, staff will return to Board with a MOU for its approval.



VI. Recommendation

- A. That the Planning and Development Committee concur and forward to the Board for approval the attached resolution:
1. Approving the Public Hearing Staff Report;
 2. Approving the financial plan; and
 3. Authorizing the GMGR/CEO to execute the Joint-Use Agreement with Fairfax County for the West Ox Bus Facility.



VII. Next Steps

- GMGR/CEO execution of the Joint-Use Agreement.
- County first invoice and first WMATA payment.
- County bid and award of contract.

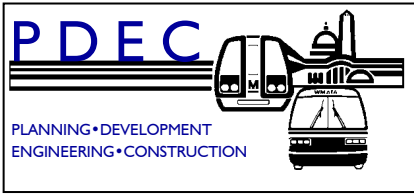


Appendices

III. Facility Description

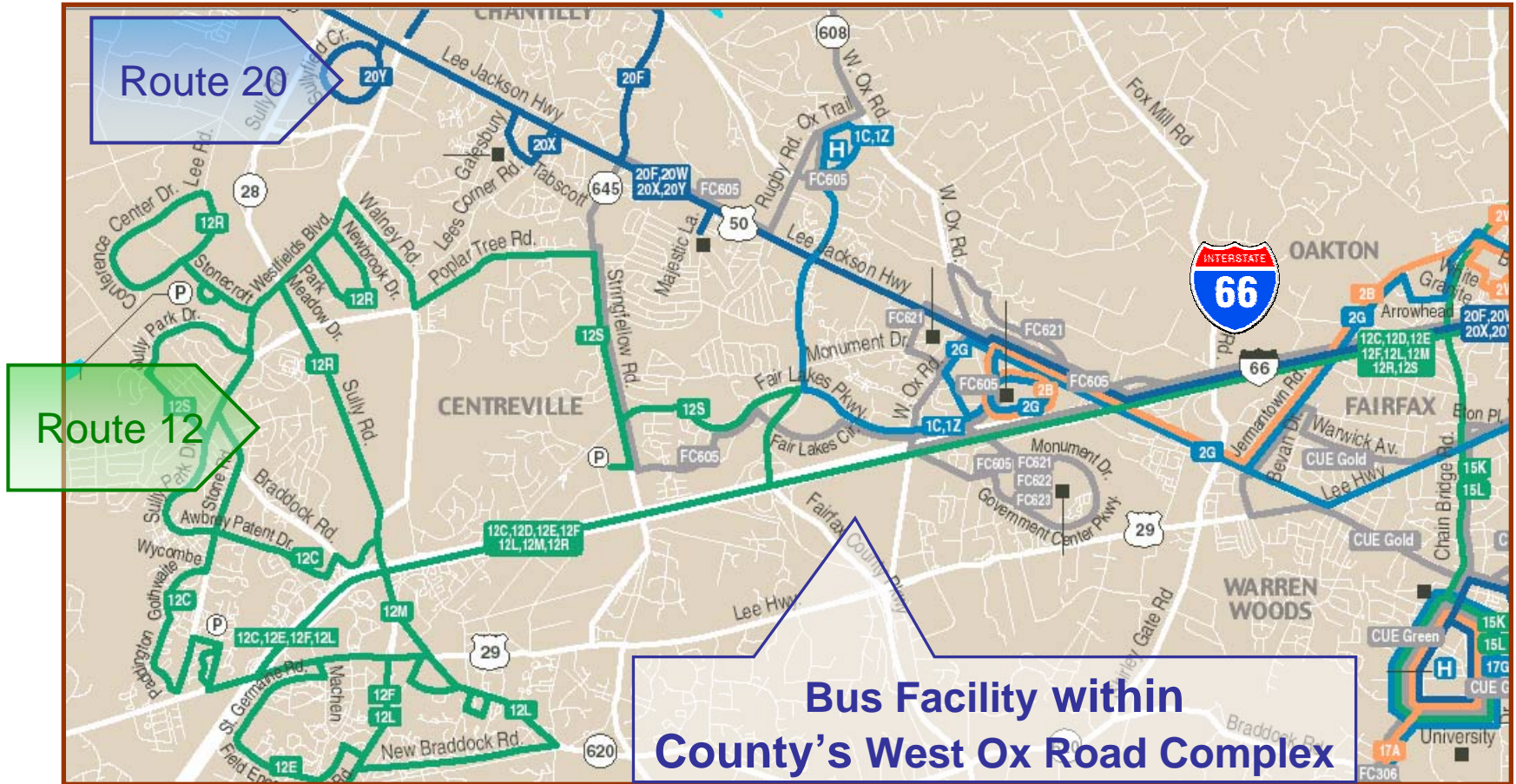
Metrobus Map-Virginia





III. Facility Description

Metrobus Map- West Fairfax County



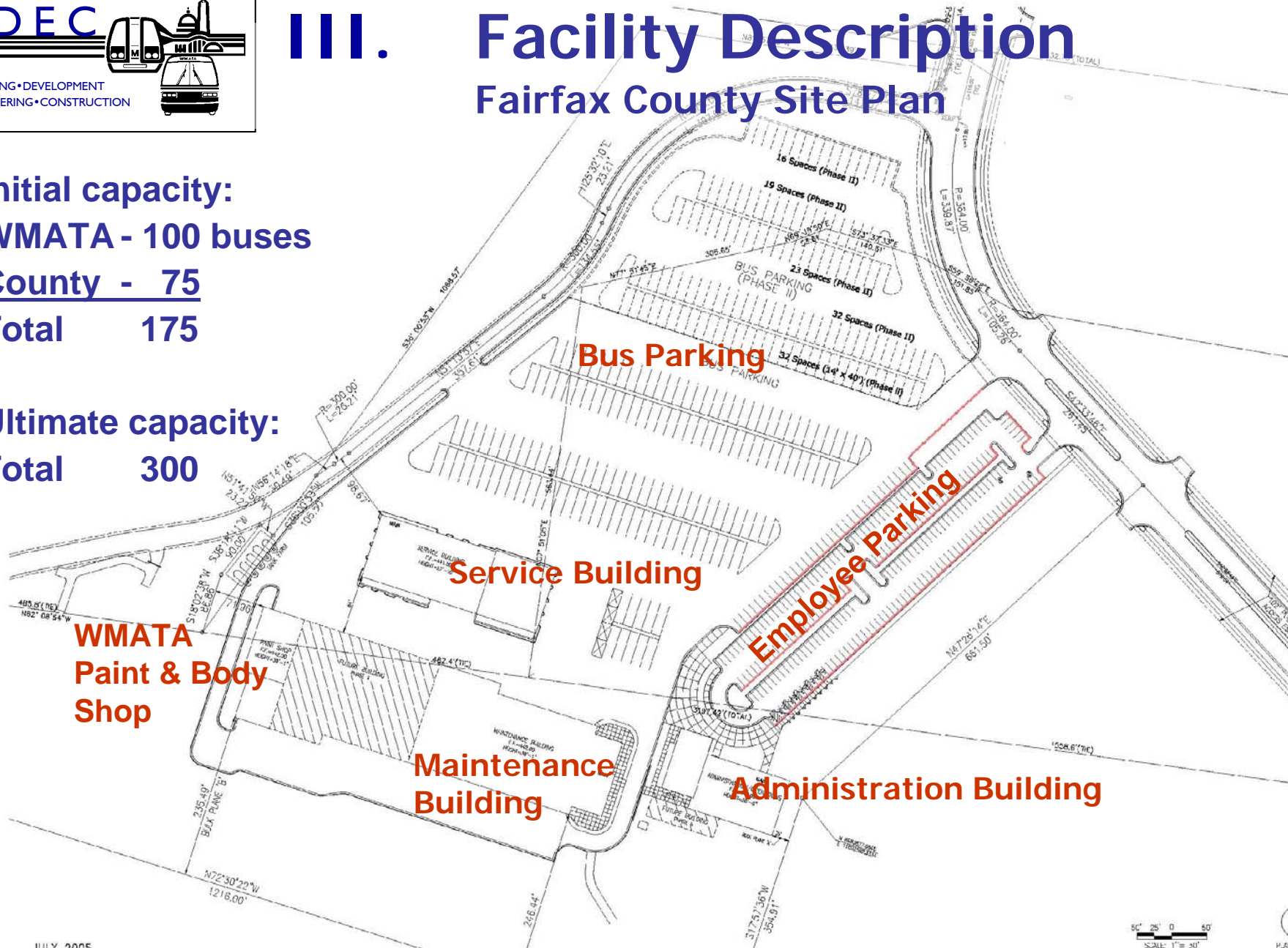


III. Facility Description

Fairfax County Site Plan

Initial capacity:
 WMATA - 100 buses
County - 75
 Total 175

Ultimate capacity:
 Total 300





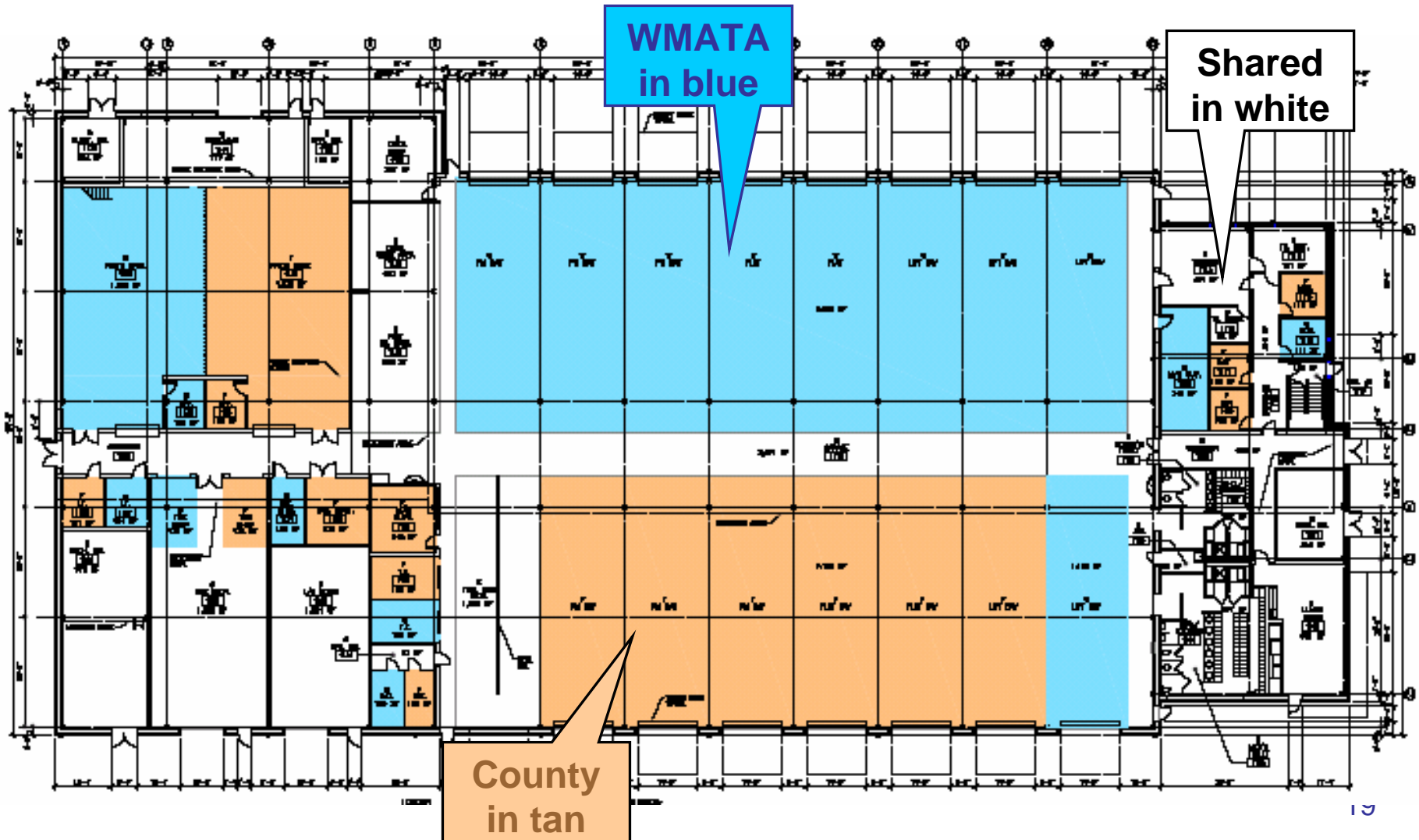
III. Facility Description

Phase I – 175 buses

Facility Elements	Total	WMATA	County
Initial Bus Capacity	175	100	75
Fuel/Wash Lanes	3	Shared	
Bus Maintenance Bays	15	9	6
Bus Parking Spaces	175	100	75
Non-Revenue Vehicle Spaces	70	35	35
Employee Parking Spaces	361	Shared	

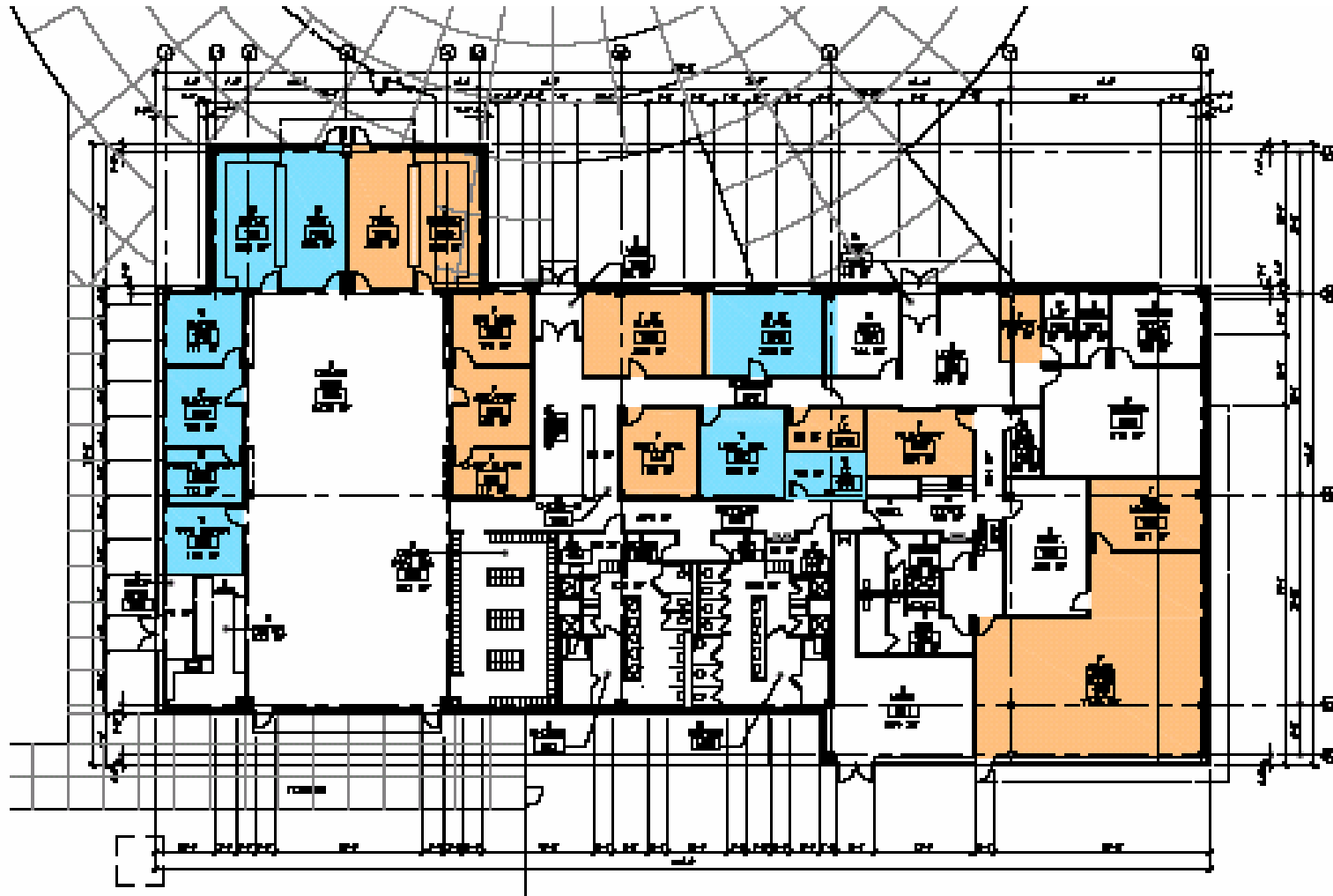
III. Facility Description

Maintenance Building



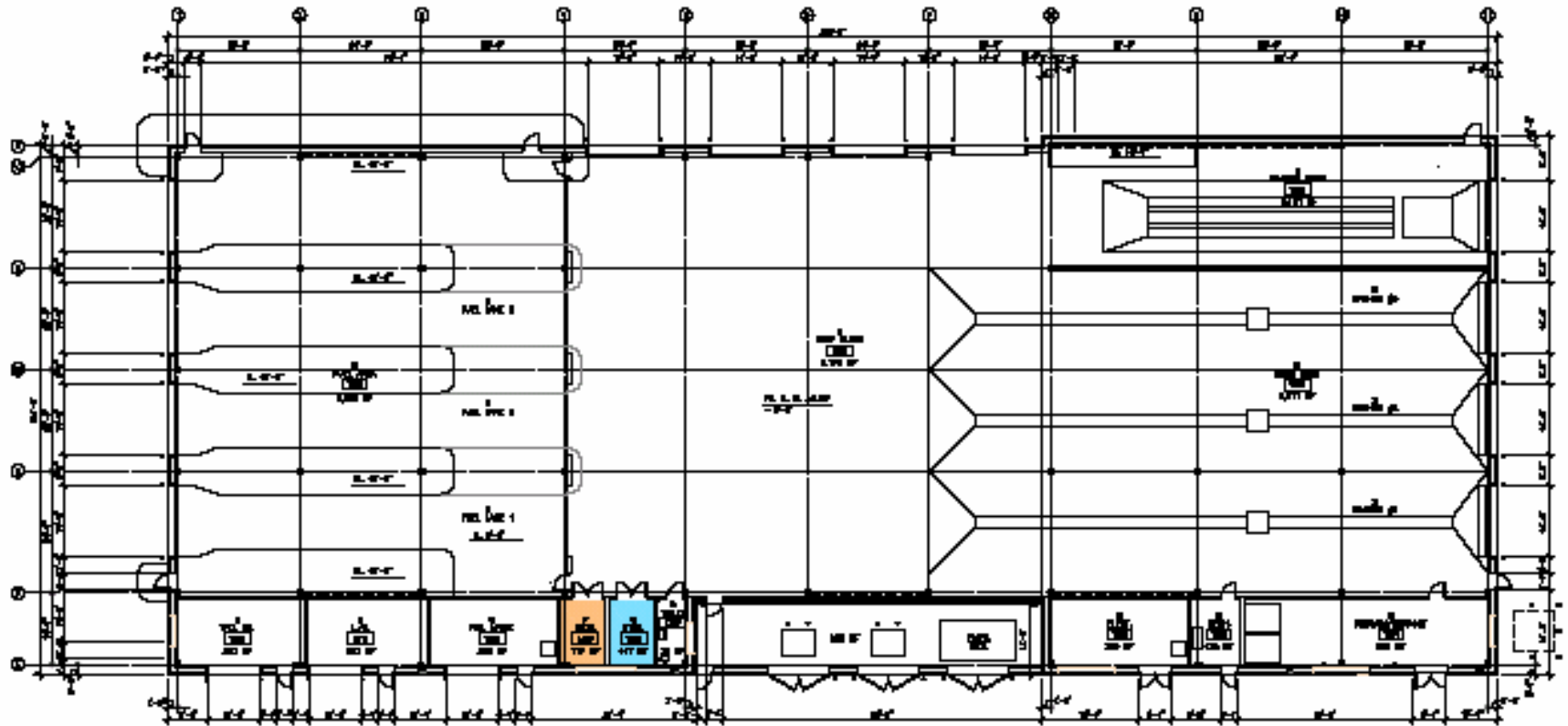
III. Facility Description

Administration Building



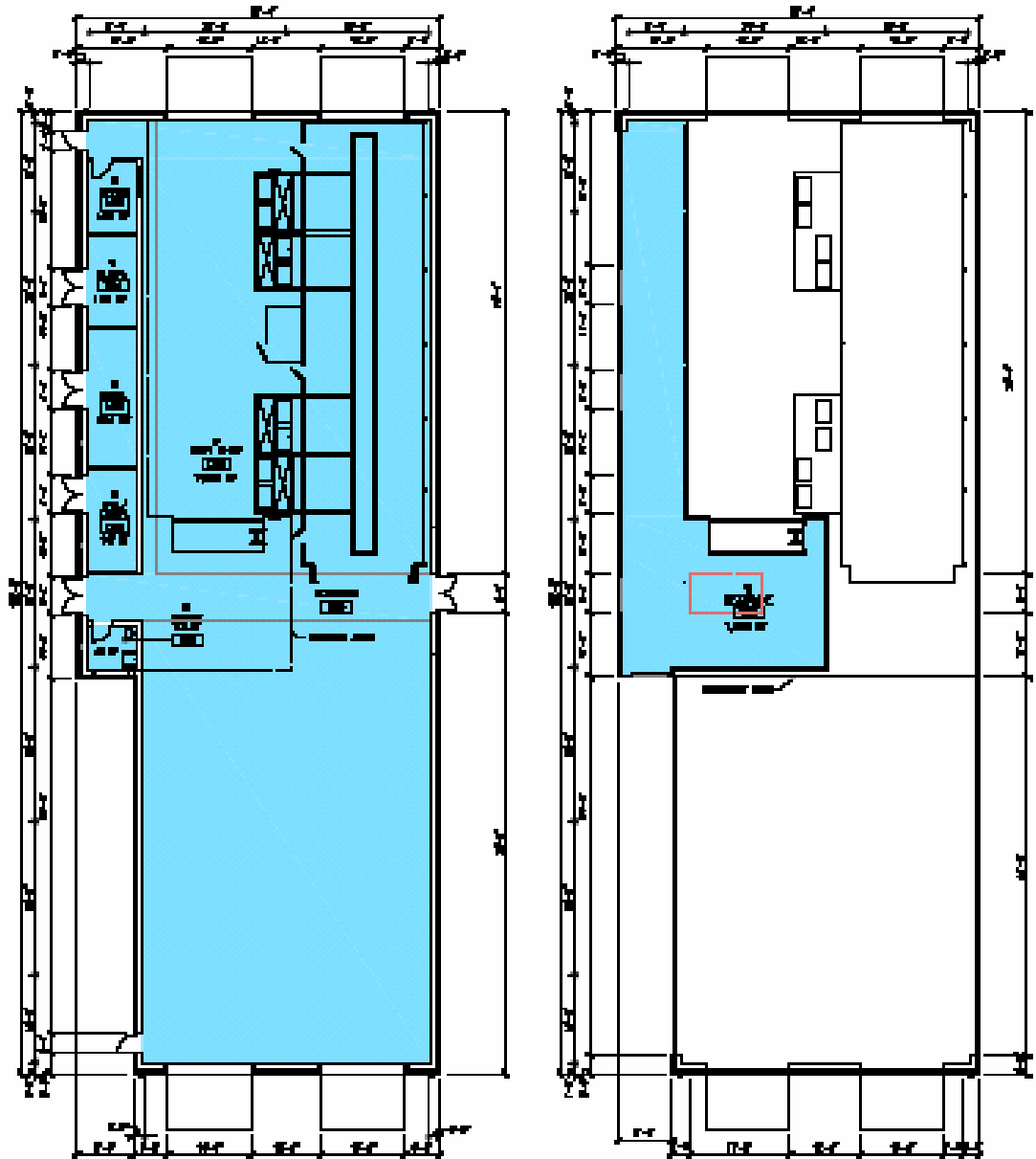
III. Facility Description

Service Building



III. Facility Description

Paint and Body Shop Building





(Board Copy)
Washington Metropolitan Area Transit Authority
METRO ELECTRONIC ACTION DOCUMENT

IDENTIFICATION			
MEAD ID:	98869	ACTION:	N/A
AWARD VALUE:	(Not yet awarded)	CONTRACT: (Proposed)	
FUND SOURCES: (View)		CONTRACTOR:	
LAST MODIFIED:	12/27/2005		

DESCRIPTION	
SUBJECT:	West Ox Bus Facility Public Hearing Staff Report, Financial Plan and Joint-Use Agreement
PURPOSE:	That the Planning and Development Committee concur and forward to the Board for approval the attached resolution for the West Ox Bus Facility: 1. Approving the Public Hearing Staff Report; 2. Approving the financial plan; and, 3. Authorizing the GMGR/CEO to execute the Joint-Use Agreement with Fairfax County.

ORIGINATION					
INITIATOR			DEPARTMENTAL APPROVAL		
JOHN DITTMEIER on 10/06/2005			Approved by SALPEAS , PANAGIOTIS 12/06/2005		
PHONE:	202-962-2676	OFFICE:	CONS	DEPT:	Capital Projects Manageme

COORDINATION (ROUTING)		
OFFICE	NAME	ACTION/DATE
(4110)	SALPEAS, PANAGIOTIS	Approved 12/06/2005
CONS (4210)	DITTMEIER, JOHN	Approved 12/05/2005
CONS (4210)	HAGGINS, JAMES	Approved 12/05/2005
COOB (3211)	REQUA, JOHN	Approved w/ Comments 12/07/2005
OLIA (3131)	HICKS, BEA	Approved 12/07/2005
LAND (7310)	MALASKY, GARY	Approved 12/06/2005
(8110)	THOMAS, EDWARD	Approved 12/14/2005
CFO1 (2110)	WOODRUFF, HARRY	Approved 12/21/2005
COUN (1410)	O'KEEFFE, CAROL	Approved w/ Comments 12/23/2005
OPAS (3161)	HUGHES, JAMES	Approved 12/23/2005

FINAL APPROVALS	
OFFICE	NAME/ACTION
PLN_DEV_CMTE	Approved for by PANAGIOTIS SALPEAS on 12/06/2005
OPER_CMTE	Approved for OPAS by JAMES HUGHES on 12/23/2005
BEMR	Approved for by HAROLD BARTLETT on 12/28/2005
GM	GMGR CEO <i>[Signature]</i>
BOARD	BOARD WMATA (Not Yet Approved)



Washington METRO ELECTRONIC ACTION DOCUMENT

NARRATIVE

BACKGROUND

Among the recommendations of the Regional Bus Study (2000-2003) were new and expanded bus garages to support service expansion. The Capital Improvement Plan (November 2002) proposed new Metrobus garages in Western Fairfax County, the District of Columbia and Southern Prince George's County and the relocation and expansion of the Metrobus Royal Street, Alexandria garage. Subsequently, the Metro Matters Funding Agreement (October 2004) included \$48.9 million for a new bus maintenance facility in Northern Virginia.

Over the years, staff had examined several sites in Virginia for a new facility, but found the sites to be not entirely satisfactory. Staff discussed with Fairfax County the possible joint use of a large County bus maintenance facility now under development at Fairfax County's West Ox Road Complex. Fairfax County will design, construct, and own the facility while WMATA will share the facility for Metrobus maintenance and storage. By Resolution #2005-03, the Board authorized the GMGR/CEO to negotiate the use and operating agreement with Fairfax County, subject to final Board action. As authorized by the same resolution, the GMGR/CEO issued a March 10, 2005 Letter of Intent to Fairfax County regarding the joint-use facility as a means for WMATA to increase bus capacity in Virginia and identifying negotiation points: 1) facility size and equipment; 2) amount and timing of use payments; 3) operations and maintenance cost; and 4) agency roles during all phases of the joint-use facility.

COMPACT PUBLIC HEARING

On March 30, 2005, WMATA held a Compact public hearing to receive public and agency comments on the proposed joint-use of the West Ox Bus Facility, having an initial capacity of 75 Metrobuses and an ultimate capacity of 150 Metrobuses. Of four hearing participants, the foremost concern was the possibility of major WMATA expansion of the facility and of storage and maintenance of Metrobuses from service areas outside Fairfax County. Staff released the Public Hearing Staff Report for public review on May 20, 2005 and received no comments on the Report by the June 3, 2005 close of the review period. Since there were no comments on the Staff Report, no Staff Report Supplement was prepared. Subsequent to the hearing, West Ox Bus Facility was expanded to have an initial capacity for 100 Metrobuses; the Staff Report was accordingly updated. Fairfax County had previously held a public hearing on the bus facility, as required by County ordinances, and approved a bus facility at this location. The final staff recommendation is approval of the Bus Facility, as depicted in the proposed General Plans and having an initial capacity of 100 Metrobuses.

FACILITY DESCRIPTION

Fairfax County will design, construct and own the Fairfax County's West Ox Bus Facility. Its location is near the intersection of West Ox Road and the Fairfax County Parkway. The bus facility is part of a larger redevelopment of County and Commonwealth land. New elements of the West Ox Road Complex will include a Public Safety and Transportation Operations Center, Virginia Department of Transportation Northern Virginia Headquarters and Virginia State Police Division Headquarters. Fairfax County presently owns part of the bus facility site and is acquiring the remainder of the site from the Commonwealth of Virginia.

Although the site of the County facility would allow an ultimate capacity of 300 buses, the initial requirement is for 100 Metrobuses and for 75 Fairfax Connector buses for a total initial capacity of 175 buses. The 100 Metrobuses will include those re-assigned from existing Virginia Metrobus facilities and new buses for service expansion purchased under Metro Matters.

The facility includes four buildings (administration, maintenance, service and paint & body shop), bus parking, employee parking and underground tanks for clean diesel fuel. An example of joint use is the maintenance building in which WMATA and the County have separate bus bays and parts rooms but share the training room, locker room, etc. The paint & body shop will be for WMATA use only.

For high-speed data flow and the advanced Metrobus systems for operations and maintenance, staff recommends fiber-optics connection for all new garages. For the West Ox Bus Facility, the nearest connection to the existing WMATA system is the Vienna Station communication room. To establish the link between the communication room and the bus facility, VDOT has offered use of its existing duct bank in the I-66 right-of-way. In exchange for that use, VDOT requests WMATA construct a new fiber-optic duct along West Ox Road between I-66 and the West Ox Road Complex and in the northwest quadrant of West Ox Road Complex. The new ducts would be owned by VDOT and used by WMATA. Staff will return to the Board for approval of a fiber-optics agreement between WMATA and VDOT.

Fairfax County plans to complete design of the facility for advertisement in May 2006, to start construction in September 2006, and to complete construction by June 2008.

FINANCIAL PLAN

As shown in the table below, the WMATA cost for West Ox Bus Facility is \$40.3 million, for which there are two funding sources: upcoming joint development revenues and Metro Matters funds. The Metro Matters portion will have no Federal funds. From the Metro Matters budget of \$48.9 million, which by itself is more than adequate for the facility, funds will be advanced until reimbursement by joint development revenues in early FY2009.

Staff forecasts that the operating and maintenance costs will be comparable to that of the existing bus garages. There will be additional annual WMATA operating costs, estimated at \$1.1 million (2005 dollars), due to deadheading of the 55 existing buses (See Operating Plan below). The additional subsidy in FY2009 will be allocated based on the existing bus subsidy formulas. Staff considers this additional cost reasonable in light of the FY2006 budget of \$384.4 million for Metrobus expenses.

OPERATING PLAN

The operating plan for Metrobus in Northern Virginia assumes that Fairfax County will fulfill its long-standing intent to take over Metrobus Routes 12 and 20 in the western part of the County. OPAS will totally reassign buses among the Northern Virginia bus facilities. Fifty-five Metrobuses will be reassigned to West Ox Bus Facility. Forty-five new Metrobuses from Metro Matters, if and when purchased and funded for operations, will complete WMATA's initial 100-bus capacity at the West Ox Bus Facility.

JOINT USE AGREEMENT WITH FAIRFAX COUNTY

The following are the important elements of the joint-use agreement:

- Term of the joint use is 75 years, after which the lease may be extended in five-year increments.

- WMATA will share in the County's capital costs through 'pre-paid annual rents'. Therefore, WMATA will not pay conventional rent.
- WMATA will share in the annual facility operating costs, such as utilities, trash, etc. The proration of operating costs is based on how square footage of the four buildings is used: 57 percent by WMATA and 43 percent by the County.
- The agreement includes an operating agreement. It provides the principles and procedures for the County and WMATA managers and superintendents to formulate and amend joint operating policies through cooperation and mutual accommodation.
- WMATA may expand the facility beyond 100 Metrobuses upon County approval.
- WMATA will share the costs of infrastructure renewal.
- Fairfax County will procure and install WMATA maintenance equipment and then transfer ownership of the equipment upon joint testing and acceptance.
- WMATA will oversee but not manage design, construction and start-up, since the facility is under the ownership and management of Fairfax County.

Fairfax County has had concerns that WMATA might not approve the Joint-Use Agreement by January 19, 2006 and that WMATA might withdraw, though unlikely, from any joint-use of the facility. Therefore, staff made commitments to the County: 1) Should the WMATA Board not approve the Joint Use Agreement by January 19, 2006, WMATA would increase its contribution to the capital cost of the West Ox Bus Facility, equivalent to the effect of inflation; and 2) should the WMATA Board decline to approve the execution of the Joint-Use Agreement and thus withdraw from any joint-use, WMATA would repay Fairfax County for the County's cost to redesign the facility as a single-user facility. If either of these two cases occur, staff would return to the Board for approval of a Memorandum of Understanding.

ALTERNATIVES

WMATA could choose not to execute the Joint Use Agreement with Fairfax County for the West Ox Bus Facility. Consequently, WMATA would need to continue the search for an acceptable site in Virginia to build or acquire a facility and to fulfill the above commitments to the County.

PRIOR APPROVALS

On October 21, 2004 the Board of Directors approved the Metro Matters Funding Agreement, which included \$48.9 million for a new bus maintenance facility in Virginia.

On February 17, 2005, the Board authorized 1) staff to hold a public hearing on the West Ox Bus Facility and the GMGR/CEO to release the Public Hearing Staff Report for public review, as soon as the Report is available; and 2) authorized the GMGR/CEO to enter into Letter of Intent with Fairfax County and to negotiate and execute the joint use agreement with Fairfax County, subject to final Board action on the public hearing.

IMPACT ON FUNDING:

The Joint Use Agreement will obligate WMATA to pay Fairfax County:

- Its share of the capital costs in payments over ten fiscal quarters.
- Its share of operations and maintenance costs of the facility on a quarterly basis through the established WMATA operating budget.
- Its share of the costs of infrastructure renewal over time.

The County costs below include project management, design fees and permit fees. The other WMATA costs below include WMATA project management, information technology, fiber optic ducts and connection, and additional contingency.

Facility Estimates	Millions (for opening in June 2008)		
	Total	County	WMATA
Capital Cost (Year of Expenditure Dollars)			
County Estimate	59.7	25.0	34.7
Other WMATA			5.6
Total			40.3
Annual Operating Cost (2005 Dollars) for FY2009			
Base	For WMATA, cost is comparable to that of existing garages.		
Deadheading			1.1

Capital Budget: Metro Matters Resolution FY2006-FY2011
Project Title: Bus Program
Project Category: Garage Facility

	Metro Matters *				
	FY2006	FY2007	FY2008	FY2009	Total
Line Item Budget	8.9	20.6	16.2	-	45.7
This Contract Action	4.9	20.0	15.4	-	40.3
Prior Actions	-	-	-	-	-
Sub Total	4.9	20.0	15.4	-	40.3
Remaining Budget	4.0	0.6	0.8	-	5.4

*The above budget is subject to approval of the Metro Matters Annual Work Plan, since it differs from the original budget of the Metro Matters Funding Agreement, and is also subject to the annual availability of funds as defined by the annual budget approval process. Reprogramming of any funds remaining in the Metro Matters budget for the bus garage facility will be incorporated into the FY2008 budget process.

AFFIRMATIVE ACTION REQUIREMENTS:

None applicable to this action.

RECOMMENDATION:

That the Planning and Development Committee concur and forward to the Board for approval the attached resolution for the West Ox Bus Facility:

1. Approving the Public Hearing Staff Report;
2. Approving the financial plan; and,
3. Authorizing the GMGR/CEO to execute the Joint-Use Agreement with Fairfax County.

ELECTRONIC ATTACHMENTS:

Public Hearing Staff Report
Board Resolution

PRINT ATTACHMENT:

Joint-Use Agreement (available upon request)

PRESENTED AND ADOPTED:

SUBJECT: WEST OX BUS FACILITY - APPROVAL OF PUBLIC HEARING STAFF REPORT; APPROVAL OF FINANCIAL PLAN; AUTHORIZATION TO EXECUTE JOINT USE AGREEMENT.

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

WHEREAS, The Regional Bus Study determined that there was insufficient maintenance and storage capacity among the northern Virginia Metrobus facilities for service expansion beyond the current fleet; and

WHEREAS, On October 21, 2004, the Board approved, by Resolution #2004-52, the Metro Matters Funding Agreement, which included \$48.9 million for a new bus maintenance and storage facility in Virginia; and

WHEREAS, Staff examined several sites in Virginia for a new bus facility, but found the sites to be not entirely satisfactory; and

WHEREAS, Staff has discussed with Fairfax County the possible joint use of a large County bus maintenance facility now under development at Fairfax County's West Ox Road Complex (County Facility) through a joint-use agreement, and Staff considers the proposed joint-use of the County Facility to be an attractive approach for increased bus capacity in Virginia (Joint-Use Facility); and

WHEREAS, On February 17, 2005 the Board authorized staff to hold a Compact public hearing on the proposed Joint-Use West Ox Bus Maintenance Facility, and for the General Manager to release the Public Hearing Staff Report for public review, as soon as the Report was available; and

WHEREAS, On February 17, 2005 the Board also authorized the General Manager to enter into Letter of Intent with Fairfax County regarding a proposed use and operating agreement, and to negotiate and execute the use and operating agreement with Fairfax County, subject to final Board action; and

WHEREAS, On March 10, 2005, the General Manager issued the Letter of Intent to

Fairfax County on the joint use of the facility as a means for WMATA to increase bus capacity in Virginia; and

WHEREAS, A public hearing was held on the Technical Reports and Proposed General Plans on Wednesday, March 30, 2005 at 7:00 p.m. at the Fairfax County Government Center in Fairfax, Virginia; and

WHEREAS, The record of the public hearing remained open until April 13, 2005; and

WHEREAS, A report on the public hearing entitled *Public Hearing Staff Report; Review of the Public Hearing and Staff Recommendation For the Proposed West Ox Joint-Use Bus Facility; Hearing No. 168; Docket No. RO5-1* dated April 2005 (Staff Report) was prepared; and

WHEREAS, The Staff Report addressed issues and comments raised at the public hearing and during the period for written and electronic comments after the hearing, and presented the staff recommendation for the Project; and

WHEREAS, Upon receiving authorization from the Chief Executive Officer, the Staff Report was released for public review for a two-week period; and

WHEREAS, The Staff Report including the transcripts of the public hearing was available for review through the Office of Secretary; and

WHEREAS, The public review period closed on Friday, June 3, 2005, without any comments received; and

WHEREAS, The final staff recommendation in the Staff Report is approval of the proposed West Ox Bus Facility, as depicted in the proposed General Plans and having an initial capacity of 100 Metrobuses; and

WHEREAS, Staff has negotiated with Fairfax County the Joint Use Agreement, which includes an operating agreement; and

WHEREAS, On January 5, 2006, the Planning and Development Committee was briefed on the contents of the Staff Report, including issues raised in the record of the public hearing and the final staff recommendation; and

WHEREAS, The Staff Report, the Technical Reports and the proposed General Plans, along with the transcript of the public hearing, have been made available to the Board and the Board has considered this information; now, therefore, be it

RESOLVED, That the Board of Directors approve the *Public Hearing Staff Report; Review of the Public Hearing and Staff Recommendation For the Proposed West Ox Joint-Use Bus Facility; Hearing No. 168; Docket No. RO5-1* dated April 2005 and the proposed General Plans for the West Ox Bus Facility; and be it further

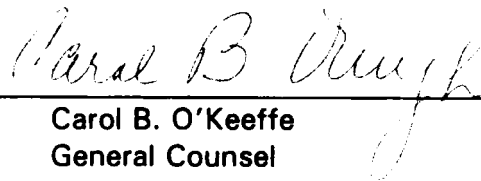
RESOLVED, That the Board approves the proposed financial plan for the acquisition of the 75-year leasehold interest for the West Ox Bus Facility, consisting of Metro Matters funding for the proportional share of the cost for 45 buses and Paint and Body Shop, and of WMATA joint development revenues for the remainder of the cost of the facility; and be it further

RESOLVED, That the Board approves funds to be advanced from the Metro Matters budget until reimbursement by joint development revenues in early FY2009; and be it further

RESOLVED, That the Board authorizes the General Manager to execute the Joint Use Agreement with Fairfax County; and be it further

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency



Carol B. O'Keeffe
General Counsel

**PUBLIC HEARING
STAFF REPORT**

**REVIEW OF THE PUBLIC HEARING
AND
STAFF RECOMMENDATION**

**PROPOSED WEST OX JOINT-USE BUS FACILITY
FAIRFAX COUNTY, VIRGINIA**



**Hearing No. 168
Docket No. R05-1**

**April 2005
Updated December 2005**

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

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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
PUBLIC HEARING STAFF REPORT
REVIEW OF PUBLIC HEARING AND STAFF RECOMMENDATION
PROPOSED WEST OX JOINT-USE BUS FACILITY
FAIRFAX COUNTY, VIRGINIA

HEARING NO. 168
DOCKET NO. B05-1

This report presents a review of the public hearing held on March 30, 2005, including material submitted for the public hearing record. Included in this report are WMATA staff recommendation on the West Ox Joint-Use Bus Facility. Included in this report are the following sections:

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I. BACKGROUND

The Regional Bus Study determined that there has been insufficient maintenance and storage capacity among the Northern Virginia Metrobus facilities for service expansion beyond the current fleet. In response, the Metro Matters Funding Agreement, which the Board of Directors approved on October 21, 2004, included \$48.9 million for a new bus maintenance facility to add bus capacity in Virginia. Staff examined several sites in Virginia for a new facility, but found the sites to be inadequate.

On April 7, 2004, the Fairfax County Planning Commission approved the construction of a Bus Operations Facility as part a public–sector complex on West Ox Road in Fairfax County, Virginia. Under the approved plan, the County can construct a 300 bus facility. The Bus Operations Facility, to be constructed in two phases, will include a maintenance building, an administration building, a fuel and wash bay building, and other facilities to accommodate up to 300 buses. WMATA proposes to use up to 150 bus spaces and support space at this facility.

The bus facility is one element of a major complex being developed by Fairfax County and the Commonwealth of Virginia. Several sites owned by the County and the Commonwealth are being consolidated, including the former Camp 30 site, the Fairfax County Transfer Station, the Fairfax County Fire & Rescue Training Facility, and vacant property adjacent to Route 7100. The new complex will provide facilities for a Public Safety Transportation Operations Center/Forensics Facility and the Virginia Department of Transportation Regional Administration Building, among other activities. The complex was planned jointly by the County and the Commonwealth to ensure that needed government services could be operated more efficiently to serve County residents.

Fairfax County will own, design and construct the facility. Although the County facility would allow an ultimate capacity of 300 buses and an initial capacity of 175 buses, the county's initial requirement is for up to 75 buses. WMATA's initial requirement would be higher at 100 buses. The WMATA fleet at the West Ox Bus Facility would include buses transferred from existing Virginia Metrobus facilities and new buses for service expansion under Metro Matters. Buses positioned at the West Ox Bus Facility generally would serve central and western Fairfax County.

Fairfax County plans to complete facility design by the Spring of 2006 and to complete construction by Spring 2008. WMATA could occupy the facility at that time.

The Technical Reports and proposed General Plans of the West Ox Bus Facility were available for inspection during normal business hours at the following locations:

Washington Metropolitan Area Transit Authority
c/o Mr. James A. Ashe
Planning, Development, Engineering and Construction Division
600 Fifth Street, NW
Washington, D.C. 20001

Fairfax City Regional Library
3915 Chain Bridge Road
Fairfax, VA 22030
703.293.6227

II. SUMMARY OF THE PUBLIC HEARING

The Public Hearing was held on Wednesday, March 30, 2005, in Conference Room 2/3, Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, VA 22035. WMATA Board Member Catherine Hudgins chaired the hearing and convened the hearing at 7:05 P.M. Approximately 15 people were in attendance.

Following an opening statement by Ms. Hudgins, WMATA staff described the proposed WMATA use of the facility and presented the background information. The staff presentation is summarized in Section III of this report.

The background and supporting documentation included the following:

- Copies of the Public Hearing notice
- 11" x 17" plan sets of the General Plans, and
- Copies of the Environmental Evaluation.

The following testimony followed the staff presentation:

Mr. Thomas McDonald stated several concerns with project. He stated that the project had not been advertised in the Planning Board hearing as being a joint use facility. He expressed concern about the general lack of capacity for bus facilities, which might lead to overuse of the proposed facility. Mr. McDonald expressed concern about the ability of Fairfax County to regulate WMATA activities at the new facility. Finally, Mr. McDonald expressed concern about traffic, noise, and odors.

Mr. Charles Silverthorn offered support for the project because he believed it would contribute to greater transit service in the western Fairfax County area.

The public hearing closed at 7:20 P.M. with no additional testimony.

III. SUMMARY OF THE STAFF PRESENTATION

The purpose of the Public Hearing was to receive and evaluate comments, suggestions and alternatives on the proposed use of the West Ox Joint- Use Bus Facility in Fairfax County, Virginia. Attendees were advised that the proposed design concepts presented for comment may change as a result of this hearing process.

The Regional Bus Study determined that there is insufficient maintenance and storage capacity among the Northern Virginia Metrobus facilities for service expansion beyond the current fleet. In response, the Metro Matters Funding Agreement, which the Board of Directors approved on October 21, 2004, included \$48.9 million for a new bus facility to add capacity in Virginia. Staff

examined several sites in Virginia, but found the sites to be inadequate.

On April 7, 2004, the Fairfax County Planning Commission approved the construction of a Bus Operations Facility as part a larger development on West Ox Road in Fairfax County, Virginia. Under the approved plan, the County can construct a 300-bus facility. The Bus Operations Facility, to be constructed in two phases, will include a maintenance building, an administration building, a fuel and wash bay building, and other facilities to accommodate up to 300 buses. WMATA proposes to use up to 150 bus spaces and support space at this facility.

Fairfax County will own, design and construct the facility. Although the County facility would allow an ultimate capacity of 300 buses and an initial capacity of 175 buses, the County's initial requirement is for up to 75 buses. WMATA's initial requirement was similar and was being determined definitively through ongoing operations planning. Subsequent to the hearing, the West Ox Bus Facility was expanded to a 175-bus facility, having an initial capacity for 100 Metrobuses. The WMATA fleet at the West Ox Bus Facility would include buses transferred from existing Virginia Metrobus facilities and new buses for service expansion under Metro Matters. Buses positioned at the West Ox Bus Facility generally would serve central and western Fairfax County. Fairfax County plans to complete facility design by the Spring of 2006 and to complete construction by Spring 2008. If approved by the WMATA Board of Directors at the conclusion of the public hearing process, WMATA could occupy the facility at that time.

With respect to property requirements, no private property would be required for this project.

IV. SUPPLEMENTAL CORRESPONDENCE SUBMITTED FOR THE RECORD

The Public Hearing record remained open until April 13, 2005. No correspondence was received.

V. 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. No correspondence was received for the Public Hearing record.

VI. RESPONSES TO COMMENTS RECEIVED FOR THE RECORD

- A. **Issue: The project was not advertised in the Planning Board hearing as being a joint use facility.**

["The concern I have with this is that in all the discussions that Fairfax County has had before-2232, there was no comment at all about this being a joint facility for Fairfax Connector and the Metrobus. It was always just Fairfax Connector." T. McDonald]

Response:

Fairfax County has informed WMATA that its objective has been to locate its new facilities in compliance with the Fairfax County Comprehensive Plan, to provide convenient service to the greatest number of people, and to co-locate public facilities to achieve economies of scale.

That County has shared the following:

- that there was not a conscious County decision to omit the WMATA joint-use in the County 2232 application.
- that the omission is probably due to the fact that, while the expressed intent was that it be a joint-use facility, the County did not have an agreement yet with WMATA, so the County was not entirely certain that WMATA Metrobuses would be co-located with the Fairfax Connector buses.
- that the County never knew what percentage of the facility's buses would be Connector and what percentage would be Metrobus, and that the percentage would be changing.
- that there was a possibility that Connector might take over Metrobus routes.
- that, therefore, over time, it appears that the County described the center as a 300 'bus facility' with up to 150 buses for its first phase. (Subsequent to the hearing, the West Ox Bus Facility was expanded to a 175-bus facility, having an initial capacity for 100 Metrobuses.)

B. Issue: Lack of regional capacity for bus facilities, which might lead to overuse of the facility.

["Fairfax Connector is now in Herndon and in Huntington with the capacity of 125 percent in those two locations, and that's why they wanted to move—open up the bus facility here. And the concern that comes into it is if the Metro buses and the Fairfax Connector buses are over here, what happens when this facility gets to 300 buses?]

"You're having problems with Metro in trying to find areas to have bus facilities now so that down the road you get 300 buses over here and you need 50 more buses out here so you come in and put 350 buses in this location and run into 125 percent overcapacity. They have no additional parking spaces over there.

"And as for Fairfax County to bring in somebody on the outside like this when that—most of that area is for either VDOT operations or for the police and the Fair Oaks district police station located over on Route 50 with the fire department over there, is running out of space. They could not even have any more female police officers to come in there because they did not have any additional locker spaces for them. They did get a female commander to come in there, but she has her own private facility in the commander's office there.

"That police station needs to be expanded and this will be a good location for the expansion of that police station except you're getting too many buses over there. We have the Fairfax County over in that area right now, the school bus parking. This is the way I presented it at hearings years before, the dandelion patch. And all of the things that keep coming into that area, we as the community over there have been concerned about what's been taking place." T. McDonald]

Response:

If and when the West Ox Bus Facility reaches its capacity of 300 buses, then it is likely that both WMATA and Fairfax County will develop new facilities elsewhere in Northern Virginia and in the County, respectively. Efficiency in operations

encourages a facility to be near the bus service area. The facilities may be urban type of bus facility, in which bus parking is in a stacked configuration due to limited available site acreage, as discussed in the Regional Bus Study.

With respect to the Fair Oaks District Station of the Fairfax County Police Department, Fairfax County has informed WMATA that County's Capital Improvement Program includes funding for a study of the expansion and renovation of the Fair Oaks District Police Station, which will address the needs of the station.

C. Issue: Ability of Fairfax County to regulate WMATA activities at the facility.

["We do not like the the idea of bringing a group in here that Fairfax County cannot control. Fairfax County can control the Fairfax Connector, but once you get the Metro buses in here, we don't think it will." T. McDonald]

Response:

WMATA and Fairfax County are entering into a joint-use agreement, which includes an operating agreement for the West Ox Bus Facility. As a lessee in a County-owned facility, WMATA will conform to the terms and conditions of the agreements and respect the prerogatives of the facility owner, Fairfax County.

D. Issue: Traffic.

["Traffic is getting worse. We have the parkway coming right through the middle of Phil Poole's development and my development where it was never even scheduled to be in there. They say they were supposed to be somewhere else because when I bought my house there was no such thing as the Fairfax Parkway or the [Springfield] bypass and extension as they called it on the first go-round." T. McDonald]

Response:

Fairfax County conducted and prepared a December 2003 Traffic Impact Study of the entire West Ox Road Complex Master Plan. The study acknowledged problems in traffic operations:

' in the future (year 2025), traffic operational problems are expected to occur at some of the intersections within the traffic analysis area. Due to the increase in background traffic volumes, the operational problems will occur regardless of the development planned for the West Ox Road Complex. However, the new development will add traffic to these intersections increasing any congestion problems.'

To reduce or eliminate these operational problems due to the development of the complex, the County recommended improvements to several intersections. Fairfax County has informed WMATA that these improvements appear in the

Application for Planning Determination No. 2232-S04-3, Page 16, and include the following:

1. West Ox/Piney Branch Road Intersection: An eastbound right turn lane out of the West Ox Complex will be added. The eastbound approach will be re-stripped to provide a left turn lane, a through lane, and a right turn lane.
2. West Ox Road/Costco Plaza Drive Intersection: A southbound right turn lane into the project site, along the West Ox Road site frontage will be constructed. In addition, the eastbound approach out of the main site entrance will be widened to provide a left turn lane, a through lane, and a right turn lane.
3. Internal Roadway Providing access to Public Safety Transportation Operations Center(PSTOC) and VDOT: The internal roadway between PSTOC and VDOT will be four lanes wide with a curb and gutter and a raised median to provide room for landscaping and trees.
4. West Ox Road/US 29 Interchange: A free-flow ramp from southbound West Ox Road to the Fairfax County Parkway northbound will be constructed.

Fairfax County believes that, since West Ox Road itself operates well below capacity and since peak hours of the West Ox complex will not be at the same time as the peak of the adjacent street traffic, West Ox Road can handle the volumes as part of the complex' development.

E. Issue: Noise.

["And noise level from working on the buses at night and we've got three or four developments that are mighty close to it that we're concerned about." T. McDonald]

Response:

Fairfax County prepared its March 2004 Planning Determination for the West Ox Road Complex. With respect to noise impacts, the Planning Determination states:

'Noise impacts on nearby residential property should be mitigated by a combination of the tree buffer in the southwest portion of the subject property behind the Fairfax Bus Operations Facility and the Parkway r/w width. The Bus Operations building itself also will help to shield bus noise from residential properties south of the Parkway.'

WMATA Metrobus operations at the facility will be throughout each day and night of the week. However, the doors of the WMATA maintenance bay doors face north and towards the bus parking lot and away from the residences. The fueling and cleaning of the buses in the service building will be every night between 6:00 p.m. and 3:00 a.m. Any noise will be confined to the bus fueling area and bus parking lot north of the maintenance building. WMATA concurs with above statement from the March 2004 Planning Determination that the maintenance and service buildings themselves will be barriers of the noise.

F. Issue: Odors.

["And how can we ensure that we will not have a lot of diesel smell out there like they do from the dandelion patch." T. McDonald]

Response:

The phrase 'dandelion patch' refers to the parking lot of Fairfax County school buses.

Both WMATA and Fairfax County are taking actions to procure low-sulfur 'clean diesel' buses, which will greatly lessen the emissions of odors and particulates matter. The following are excerpts from the web site Diesel Technology Form:

'Tremendous progress has been made in lowering diesel emissions. New diesel bus engines emit only one-eighth the emissions of those built just a dozen years ago. Clean diesel buses offer significant operational advantages over many "alternative" fuels and assure reliable, durable and cost-efficient bus transportation. With advances in emissions-control systems and ultra low sulfur fuel, clean diesel can deliver equivalent emissions performance to compressed natural gas (CNG) and other alternatives.

A new wave of federal standards coming online in 2004 and 2007 will virtually eliminate emissions from new buses. The new regulations call for a reduction of both particulate matter and nitrogen oxides by 98% from 1988 levels.'

Moreover, the development of the West Ox Road Complex includes the relocation of two VDOT regional maintenance areas to off-site locations.

G. Issue: Increased Mobility.

["I appreciate the idea of this, but the promising part of this for me is was where it says that the buses positioned at the facility generally would serve central and western Fairfax County. It sounds very promising that it would help myself and people living out here in western—if that's the case then eventually there could be a way that the buses could be—I discussed earlier with you, but as to getting one route like I could think of offhand is Lee Highway which is not being served right now and just the fact that a lot of houses went up overnight recently just near the facility, that they could take advantage if this was to serve that or more routes at least close by instead of just driving right by and expressing by and going— not serving western Fairfax." J. Silverthorn]

Response:

WMATA appreciates the support for the project. Any change in bus routes would require a separate public hearing.

VII. FINAL STAFF RECOMMENDATION

The staff has considered the oral testimony in the public hearing record. The staff recommends approval of the proposed West Ox Joint-Use Bus Facility as depicted in the proposed General Plans, but with an initial capacity of 175 buses.

ATTACHMENTS (Available upon request)

Attachment 1- WMATA Public Hearing Notice

Attachment 2 - Public Hearing Notices in Washington Post

Attachment 3 - Public Hearing Notice to Public Agencies