



CLAYBRICK ROAD PROJECT

1201 Claybrick Road
Capital Heights, MD

August 11, 2022



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- The Department of General Services
- The District Department of Transportation
- Department of Motor Vehicles
- Department of Energy and Environment



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REAL PROPERTY INFORMATION AND ACQUISITION PROCESS



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BUILD
MAINTAIN
SUSTAIN



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Real Property Information



- Street Address: 1201 Claybrick Road, Capitol Heights, Maryland
- Parcel Number: 18-2114577
- Total RSF/Acres of Real Property: Approximately 11.2 acres
- The District closed on this site on Sept 17, 2021



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Acquisition Process



October 2014: DMV CDL Process Began– Washington DC Only

- **October 3, 2014:** Request for Space (“RFS”) published for CDL DMV on DGS website
- **November 18, 2014:** DGS received one response via the RFS process:
 - 3621 Benning Road NE
 - The response provided only an estimate of rent with no supporting detail
 - Owner rejected many attempts to meet, discuss terms and negotiate terms of an agreement and to develop additional supporting detail
 - On **February 6, 2015** the owner withdrew its offer
- **November 2014 through February 9, 2015: 9 sites were considered and were unsuccessful for various reasons**

September 2016: DDOT Circulator Process Began– Washington DC Only

September 9, 2016: Request for Space (“RFS”) published for DDOT Circulator on DGS website

November 2016: After exhaustive search, DGS received 3 proposals

- 1345 New York Ave NE – DGS already parks school buses at site for OSSE which needs to remain in place New York and Montana Ave – site was too small (only 2 acres) and poorly configured
- 2115 Bryant Street – site was too small and unclear if existing use would vacate the site



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Acquisition Process



November 2017: DDOT Circulator & DMV CDL 2nd Attempt – Washington DC & Maryland

November 8, 2017: DGS issued two RFS documents for both the DDOT Circulator and CDL DMV that included options in Maryland (Uses could be combined or separate)

These solicitations produced 5 new options for the DDOT Circulator and 3 proposals for the CDL DMV

- DDOT Circulator Options (2nd Attempt)
 - 1710 17th St NE, DC – **DC signed a long-term lease for a portion of the existing Circulator fleet**
 - 3400 Benning Rd NE, DC -Active PEPCO site raised concerns of compatibility and owner could not guarantee a ground lease could be signed.
 - 5820 Sherriff Road, MD – Owner withdrew site and the site had topographical issues.
 - 3101 Pennsy Drive, MD – Site was too small at 4.0 acres and had an existing building that was unusable.
 - 1201 Claybrick Rd, MD – **ideal site and reached market terms for acquisition through an arm's length negotiation.**
- CDL DMV Options (2nd Attempt)
 - 6000 Chillum Place NE, DC – charter school for elementary school students immediately across the street and logistical challenges made it a very difficult site.
 - New York & Montana – previously rejected due to size and configuration.
 - 1201 Claybrick Rd - **ideal site and reached market terms for acquisition through and arm's length negotiation.**



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PROJECT BACKGROUND



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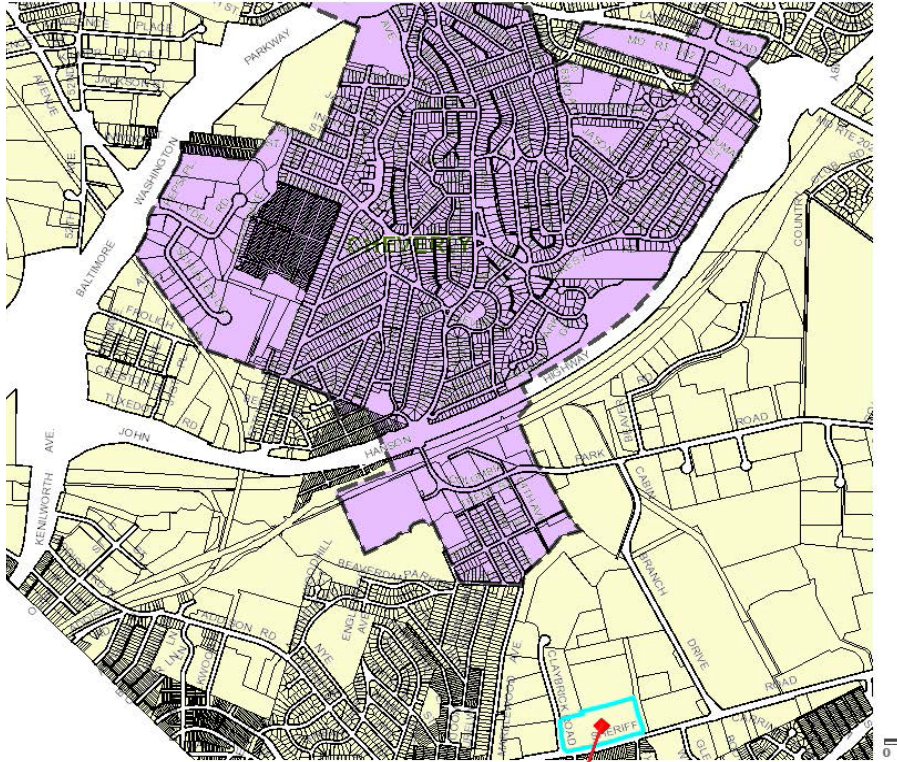


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Claybrick Rd. Facility



Location of 1201 Claybrick Road Relative to Town Of Cheverly



Town of Cheverly
Municipal Boundary

1201 Claybrick Road

Data provided by Prince George's County Plan

The Site:

- Multi-District agencies project
- State-of-the-art green facility for bus storage, maintenance and charging infrastructure
- Site will accommodate both DC Circulator Facility and DMV CDL Training Facility



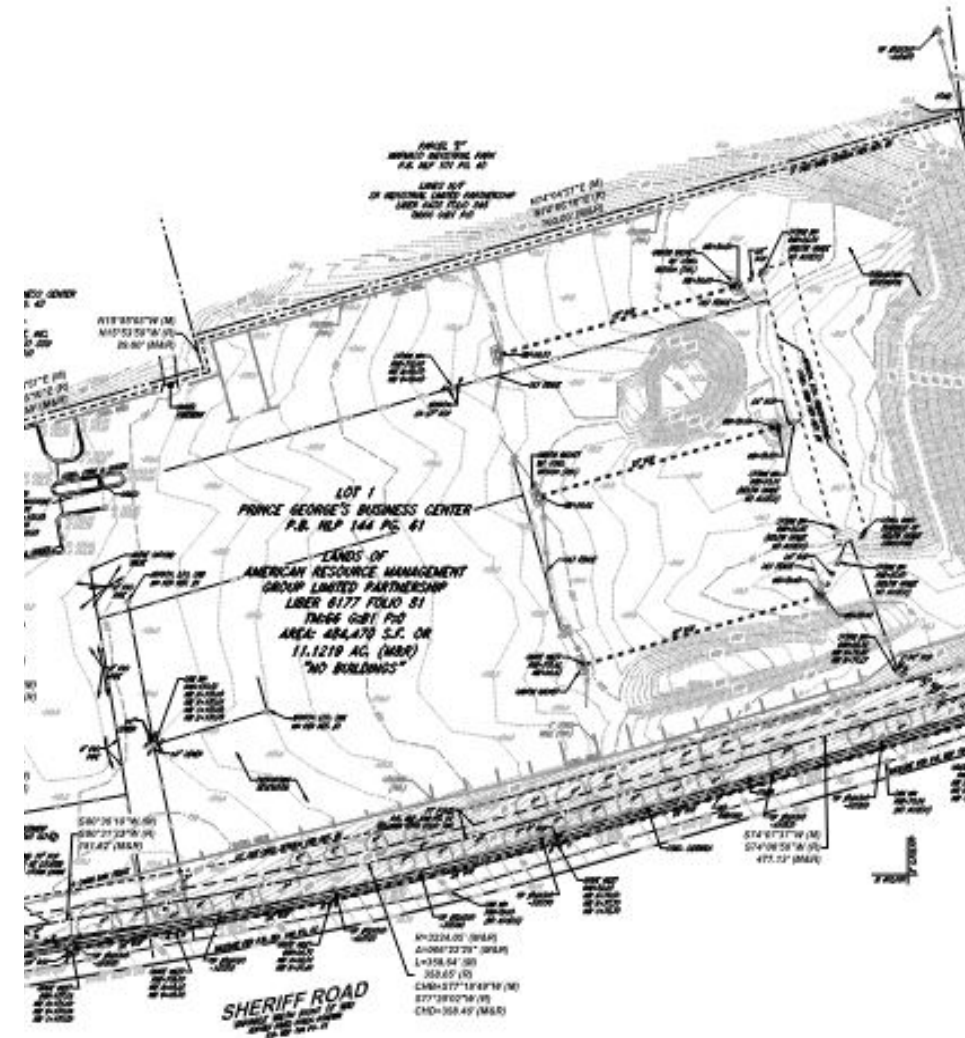
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Claybrick Rd. Facility



- The Site will consist of:
 - A principal building with approximately 33,600 square feet of gross floor area and a building height of approximately 60 feet.
 - An accessory structure for washing the DC Circulator fleet with approximately 5,500 square feet of gross floor area and a building height of approximately 35 feet.
 - An accessory structure (canopy) for fueling the DC Circulator fleet with approximately 3,000 square feet of gross floor area and a building height of approximately 35 feet.



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Overview of the DC DMV CDL



- Current Program:
 - The District of Columbia Department of Motor Vehicles (DC DMV) is responsible for administering commercial road test examinations ensuring drivers meet the minimum driving standards and requirements for the operation of commercial motor vehicles.
 - DC DMV administers approximately 2,000 commercial road tests annually.
- Program Plan:
 - Administer examinations for a Commercial Driver License (CDL) in order to operate Commercial Motor Vehicles (CMV's) to include Class A, Class B, and Class C vehicle groups.
 - The CDL testing facility is the sole location for administration of the examination which consists of three (3) parts; and includes maneuvers executed on-site and a driving skills portion which is conducted off-site on public roads and highways.



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DMV at Claybrick Rd Facility



- The DMV CDL Testing Center will administer a course design and testing scheme which adheres to the Federal Motor Carrier Safety Administration (FMCSA) regulations. FMCSA regulations establish specific guidelines for testing and safety for the issuance of CDLs.
- The proposed hours of operation for the DMV CDL Testing Center will be 7am to 5pm, Tuesday through Saturday.
- Testing duration is 2 hours and estimated testing volume is approximately 8 tests per day within the standard hours of operation.
- Occasional testing may occur on Mondays.



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DDOT at Claybrick Rd Facility



- Current Program:
 - Currently have 72 vehicles in the fleet
 - 14 vehicles are Battery Electric Buses (BEB)
 - Clean Energy DC Omnibus Amendment Act of 2018
 - Transition the entire fleet from diesel/hybrid diesel fleet to 100% battery electric buses (BEB) by 2045.
- Program Plans:
 - By 2023-2024: Replace 14 diesel/hybrid diesel with 14 new BEB vehicles
 - By 2030: Replace the rest of the diesel/hybrid diesel fleet (44 vehicles) with BEB vehicles
 - In the interim (2024-2030): considering converting to B100 biodiesel
 - Any new vehicles purchase to expand the fleet will be 100% BEB



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DDOT at Claybrick Rd Facility



- The DC Circulator Facility at Claybrick Rd:
 - A principal building for offices
 - 14 bus maintenance bays
 - Overhead electrical charging for 120 vehicles
 - A microgrid electrical system powered by solar panels
 - Approximately 107 passenger vehicle parking spaces
 - Approximately 121 bus parking spaces for the DC Circulator fleet



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PROJECT TIMELINE AND SITE PLANS



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Project Timeline (est.)



- Solicitation/ Procurement – Aug/Sept 2022
- NEPA and Preliminary Engineering – December 2022 to December 2023
- Final Design Complete – Fall 2024
- Construction Advertisement/NTP – Spring 2025
- DMV Temporary Facility Complete – Fall 2026
- Construction Complete – Summer 2027
- DC Circulator Operations Begin – 2028
- **Total Project Budget: \$109M**



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Site Plan:



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Site Plan Circulation:

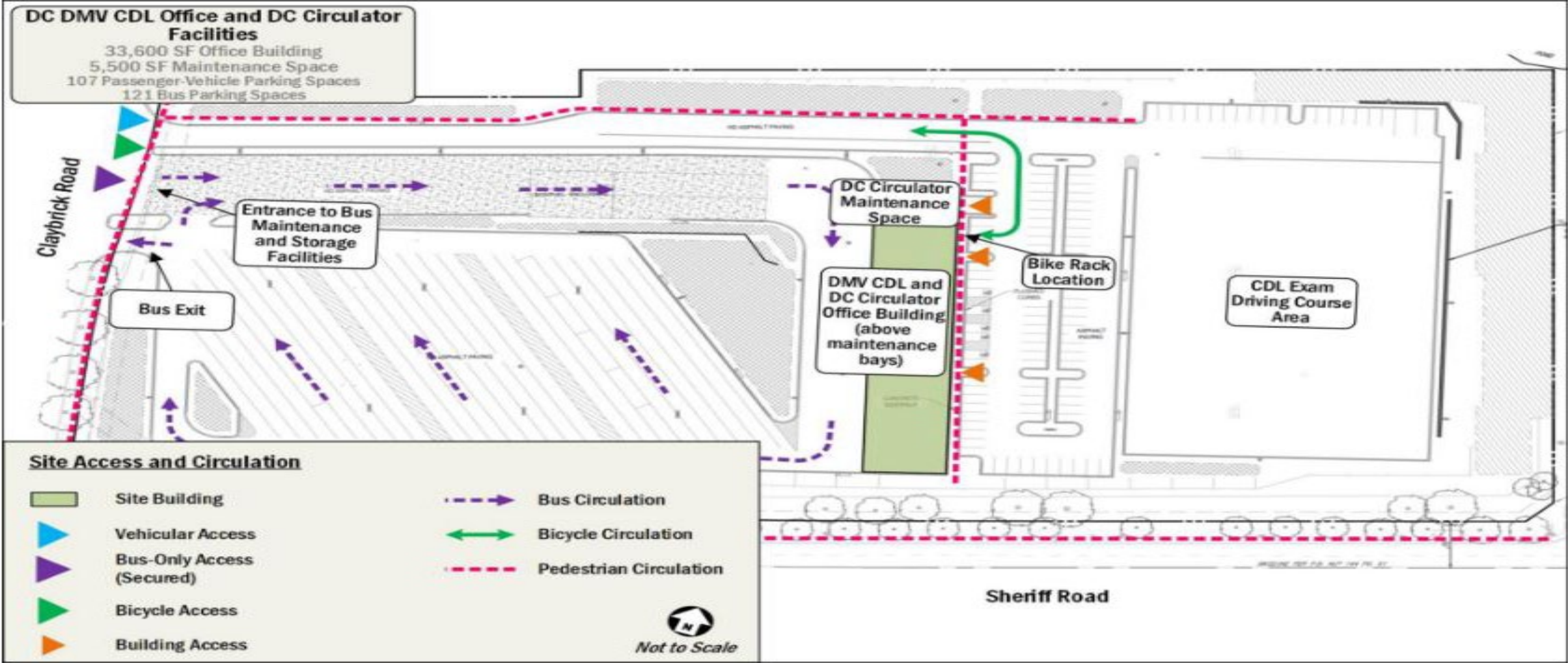


Figure 5: Site Access and Bus Circulation



MARYLAND MANDATORY REFERRAL PROCESS



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Mandatory Referral Process



- The State Law (Maryland Annotated Code, Land Use article) identifies the Mandatory Referral review process for public bodies desiring to locate, construct, or authorize a public building or structure in Prince George's County.
- The Mandatory Referral process is separate and distinct from the development review processes required for private development projects. In accordance with the State Law, M-NCPPC has exclusive jurisdiction to review.
- The District began this review process in May of 2020



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Mandatory Referral Process



- Based on the staff report, public comments and input (including comments from the Town of Cheverly), the applicant's rationale, and the findings and considerations, the Planning Board will render a decision on the Mandatory Referral application.
- In October 2021, M-NCPPC staff alerted the District that due to recent changes in the status of the District's application, additional information is now required to conduct its review of the project. Due to the project seeking federal funding and 1201 Claybrick being purchased, the Board explained that typically projects that seek Federal Funding must come to referral review with design plans and at least a draft environmental assessment/environmental impact statement report. The design plans should be at the 30-35 percent completion stage



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Mandatory Referral Process



- In November 2021, The District requested a continuance in order to produce the 30-35 percent design plans and to begin the National Environmental Policy Act (NEPA) Process. This process will be led by the District Department of Transportation (DDOT) and the Department of General Services (DGS) construction team.
- The District plans to go back to the planning board in late Summer/Early Fall 2023



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COMMUNITY CONCERNS AND OUTREACH TO DATE



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Community Outreach to Date



- Community Outreach
 - The District notified all the adjoining and confronting property owners, registered civic associations, and nearby municipalities (Cheverly, Seat Pleasant, and Fairmount Heights). The team expanded the list beyond the standard list identified by M-NCPPC to provide broader outreach in the community.
 - Has discussed project with elected and appointed officials
 - Met with the town of Cheverly community members and leadership in Spring 2021
- DDOT met with Maryland Department of the Environment (MDE) on June 16, 2022



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Community Outreach to Date



- **March 26, 2021**: Written notice by email was sent to Dylan Galloway (Town of Cheverly Administrator) introducing the Mandatory Referral application and District of Columbia's Department of General Services to the Town.
- **April 2, 2021**: Written notice via informational mailings were provided to the parties on M-NCPPC's adjoining/confronting and registered association list, a copy of which is attached.
- **May 4, 2021**: The District made a presentation to the Town of Cheverly's Planning Board and Green Infrastructure Committees at a public meeting.
- **June 9, 2021**: The District provided a written summary of responses to the Town of Cheverly based upon questions raised at the May 4th meeting.
- **June 10, 2021**: The District presented the Project to the Town of Cheverly's Mayor and Council at a public meeting.
- **June 25, 2021**: Written responses with supplemental information concerning traffic impacts and the proposed landscape plan were provided to the Town of Cheverly in follow-up to the June 10th meeting.
- and Council at a public meeting.



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Community Outreach to Date



- **July 9, 2021**: The District participated in a conference call with the Town of Cheverly's Mayor, Town Attorney, and Town Administrator to answer questions relating to the Project.
 - **July 23, 2021**: The District provided written supplemental answers to questions raised by the Town of Cheverly during the July 9th conference call, a copy of which is attached.
 - **July 23, 2021**: The District mailed an updated written notice to all parties on M-NCPPC's adjoining/confronting and registered association list, a copy of which is attached. The notice list was updated to add the Fairmount Heights Civic Association per Councilmember Jolene Ivey's Office.
 - **August 23, 2021**: The District provided written responses to questions raised by the Mayor and Council's August 12th public meeting.
 - **October 14, 2021**: The District presented additional information on the project to the Town of Cheverly's Mayor
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- DDOT met with Maryland Department of the Environment (MDE) on June 16, 2022



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Community Concerns



- Traffic Congestion
- Air Quality
- Equity Impacts
- Noise Pollution
- Commitment for the bus facility to be fully electric
- Road Usage Impacts (Wear and Tear)
- Access to electrical Infrastructure for the Community for POV,
- Coordination with the County for Access to CDL testing site for School Bus Drivers



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MDE Concerns



- Air Quality Partnership Project with Town of Cheverly
 - ❖ Hyper-local monitoring network
 - ❖ Recommendations on specific actions to reduce exposures to pollution and risk
 - ❖ Extremely robust analyses to address air pollution and EJ issues
- Timing of Project
 - ❖ Anticipated deadlines: construction and operation
 - ❖ Baseline ambient air monitoring
- Compliance with Maryland Air Toxics Regulations
 - ❖ Demonstrate that public health will be protected.
 - ❖ Analyses include all toxic air pollutants during construction and operation phases
 - ❖ Analyses to include direct and indirect emissions at all phases
 - ❖ Analyses must include cumulative impacts
- Emissions Reductions and “Offsets”
 - ❖ Offsets must be identified and purchased, using CAA and NSR requirements
 - ❖ Initiate effort to reduce local Cheverly diesel emissions through DERA or DDOT/DGS funding
 - ❖ Other non-traditional offsets must be identified and considered. (e.g. District-funded local EV infrastructure)
- Other Community Concerns
 - ❖ Traffic Impacts
 - ❖ Workforce Development



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NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) AND SCOPE OF WORK



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- This project will be guided by the **National Environmental Policy Act (NEPA)** process. NEPA is a federal environmental law that promotes the enhancement of the environment. NEPA provided agencies like DDOT with a framework for environmental planning and decision making. NEPA requires DDOT to consider the environmental consequences of its proposed actions and provide this information to the public. The NEPA process considers a broad range of impacts related to social, economic, and environmental activities of a proposed action and includes consultation with other federal, state, and local agencies as well as public involvement.



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NEPA Class of Action: Documented CE



- Lead Agency: FTA
- Partnering Agencies (Cooperating/Participating Agency):
 - Local and state agencies; local stakeholders; Federal, local, and state requirements
 - Town of Cheverly, PG County, MD-NCPPC, and MDE
- Documented Categorical Exclusion (CE)
 - Document all analyses and mitigation required to ensure that impacts from the project do not rise to the level of “significant” as defined by 40 CFR 1508.4, 23 CFR 771.117(d)(8), and 23 CFR 771.118(e)
 - Analyses will include impacts from both DDOT and DMV operations
 - Analyze impacts on the following resources: land use/socio-economics (*EJ) , cultural, transportation systems (*traffic), utilities/infrastructure, and physical/biological (*air quality)
 - Analyze direct, indirect, and cumulative impacts
 - Conduct robust public engagement to ensure transparency, inclusion, and equity in the decision-making
 - Coordinate with partnering agencies and stakeholders throughout the process and project development
- Preliminary Engineering Design: to accurately assess the project impacts and identify appropriate mitigation measures.



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NEPA Scope of Work: Air Quality



- Work with MWCOG to include in TIP and CLRP for the regional conformity analysis
- Collect data available from air quality regulatory agencies, including U.S. EPA, MDE, DOEE, and local PG County agencies, to understand existing air quality conditions, local pollutants of concern (such as criteria pollutants and mobile source air toxics, and other air toxics as a result from stationary sources within the project), and plans for future air quality improvement.
- Use data collected from the hyper-local air monitoring network in the Town of Cheverly to identify a baseline for air quality analysis. Data from other monitors within the project area will be used as available.
- Conduct analyses including emissions and dispersion modeling, using the most current EPA approved computer models and quantify the pollutant of concern from the project, to determine the potential impacts of the project, when compared to the baseline or background data.
- The project is in an area, which is in attainment of the NAAQS for carbon monoxide and particulate matter. However, if the traffic impact analysis show that there will be serious traffic impacts caused by the project at any affected intersection or area where buses would congregate, CO and PM2.5 project level analyses will be conducted to determine whether the project will result in the creation of PM2.5 and CO “hot spots”.
- Additionally, if analyses indicates that emissions from the facilities will result in concentrations greater than the EPA public health standards, the necessary analyses to determine risk to public health, including cancer and respiratory diseases, will be conducted.
- Carbon dioxide and PM emissions over various time periods when the facility is operation and as DDOT transition to all electric vehicles will also be calculated. Emissions offsets and other mitigation measured to reduce diesel emissions will be identified based on the results of the analyses.



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NEXT STEPS



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Next Steps



- All agencies will continue to meet on a weekly basis to ensure project timeline goals
- DGS will continue to work on the procurement for the 30 percent design and scope of work
- Once procurement is completed, DDOT will begin the NEPA process and will put together a robust community engagement plan.



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Next Step- Meeting Request



- Meeting request has been made by the Mayors of Cheverly, Capitol Heights and Seat Pleasant to discuss the Claybrick Project.
- Concerns identified during most recent meeting between MDE and Mayors:
 - ❖ Mayors feel that communications from the District about the project have been totally inadequate.
 - ❖ A Lack of transparency from the District.



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Discussion and Questions



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