

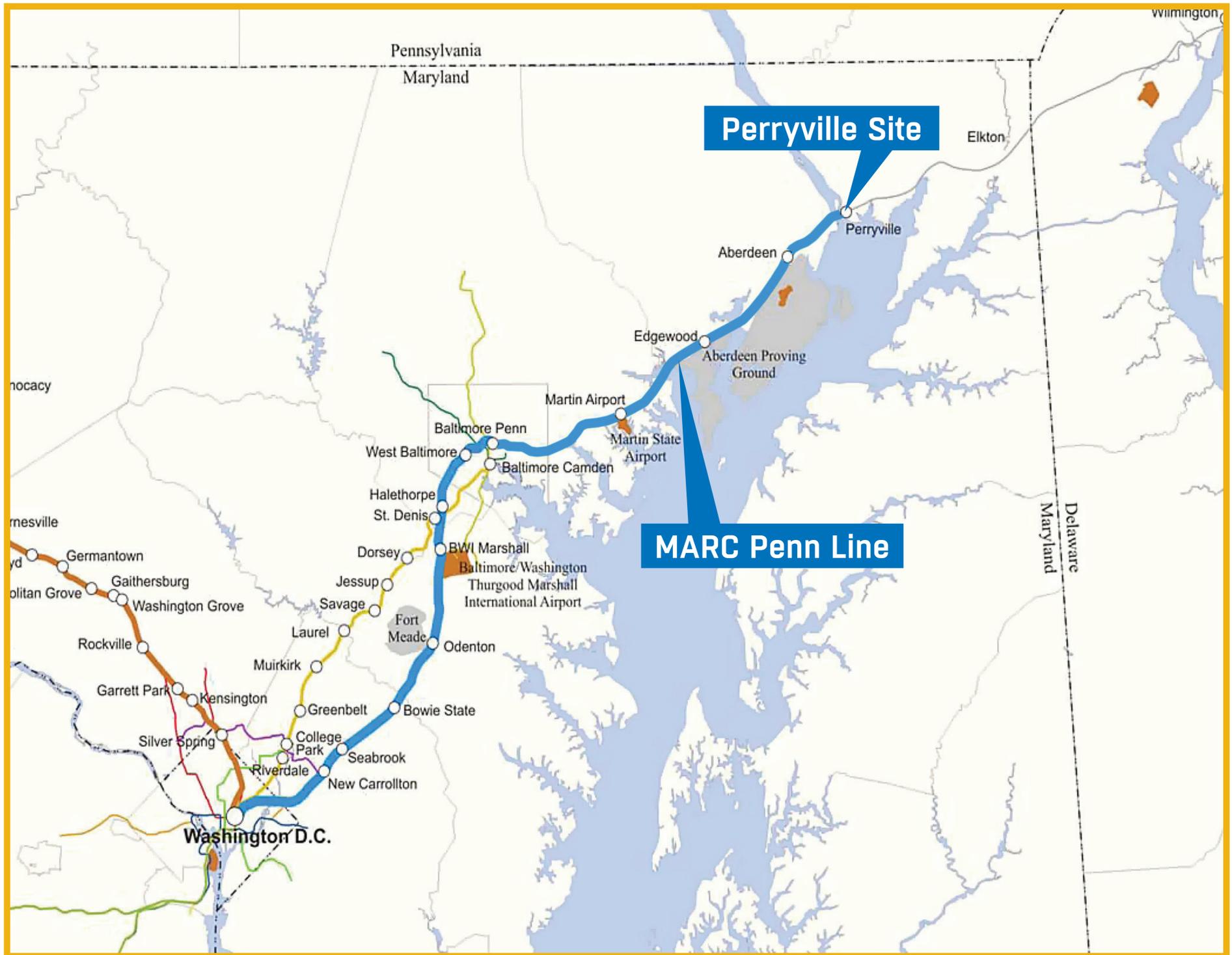


**MARC Maintenance  
and Layover Facility**

# **Welcome!**

## **MARC Maintenance and Layover Facility Open House**

# Corridor Map



The MARC Penn Line is a commuter rail service that operates between Union Station in Washington, D.C. and Perryville, MD. It serves 13 stations including Baltimore Penn Station.

# Project Introduction

- Maryland Transit Administration (MTA) is proposing to construct a MARC locomotive and passenger rail car maintenance facility and train storage yard
- A new MARC facility will:
  - Support existing operations on the MARC Penn Line
  - Accommodate ridership growth & system expansion
  - Provide MARC with a consolidated maintenance facility
  - Improve cost effectiveness

# Proposed Site

- Of all the sites reviewed, the proposed Perryville Site best meets the MARC requirements:
  - Adjacent to the MARC Penn Line/ Northeast Corridor (NEC)
  - Minimum of 60 acres
  - Double-ended facility provides rail access from either direction
  - Train storage capacity

# Site Area Map



# Project Phasing – Phase I

## ■ Construction

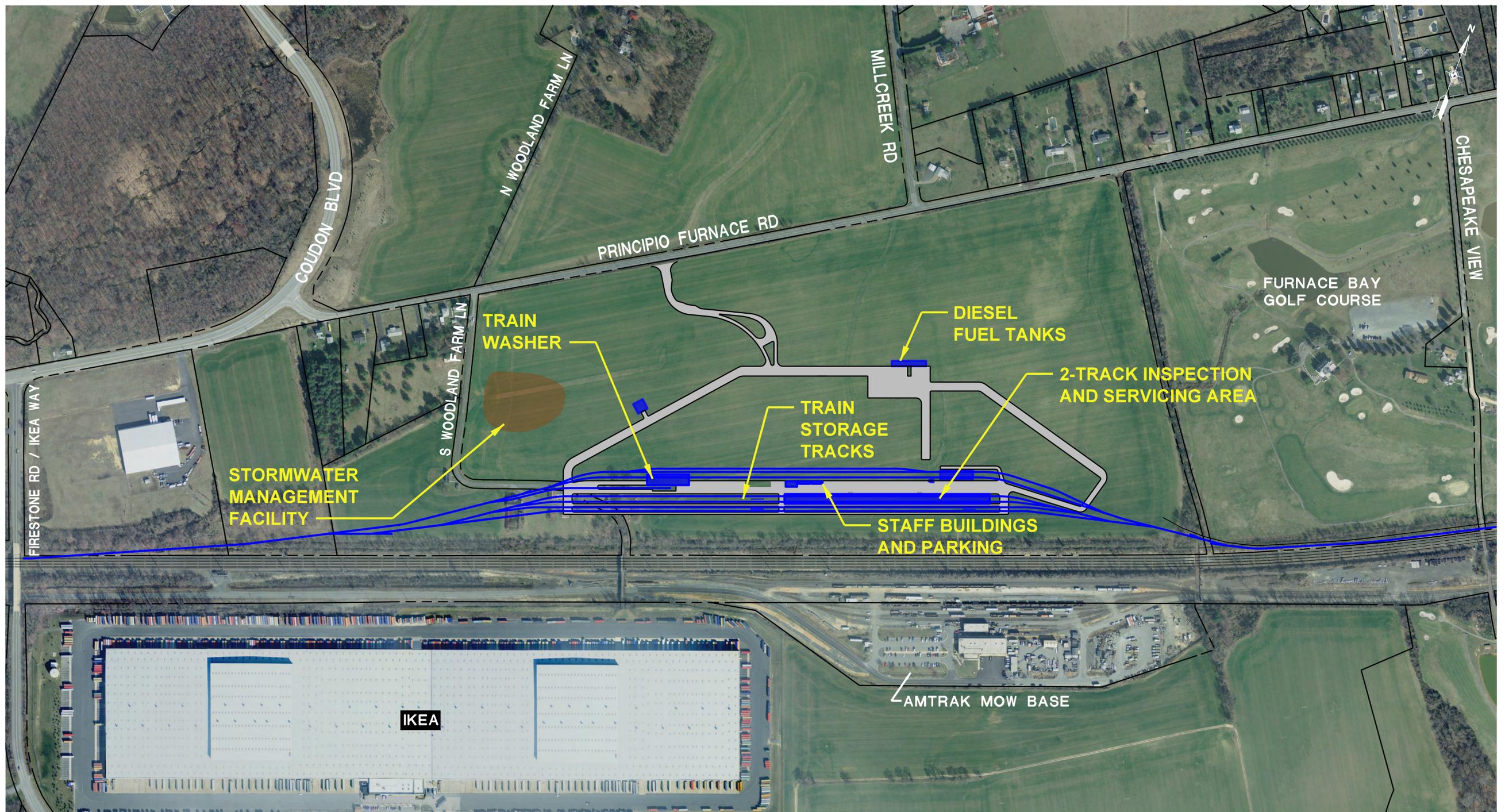
- Construct facilities:
  - Train storage tracks
  - Train washer
  - Inspection and servicing facilities
  - Diesel fueling facility
  - Staff buildings with adjacent parking
- Provide site screening & landscaping
- Prepare site for Phase II

# Project Phasing – Phase I

## ■ Operations

- Daily inspections and servicing of trainsets
- Daily locomotive fueling
- Periodic emptying and servicing of the on-board wastewater treatment systems
- Daily interior cleaning and replenishing of supplies in the passenger rail cars
- Daily washing of trainsets
- Mid-day layover for trainsets receiving inspection and servicing
- Overnight storage of trainsets
- Periodic deliveries of diesel fuel, parts and supplies
- Approximately 30 employees

# Proposed Layout



# Project Phasing – Phase II

## ■ Construction

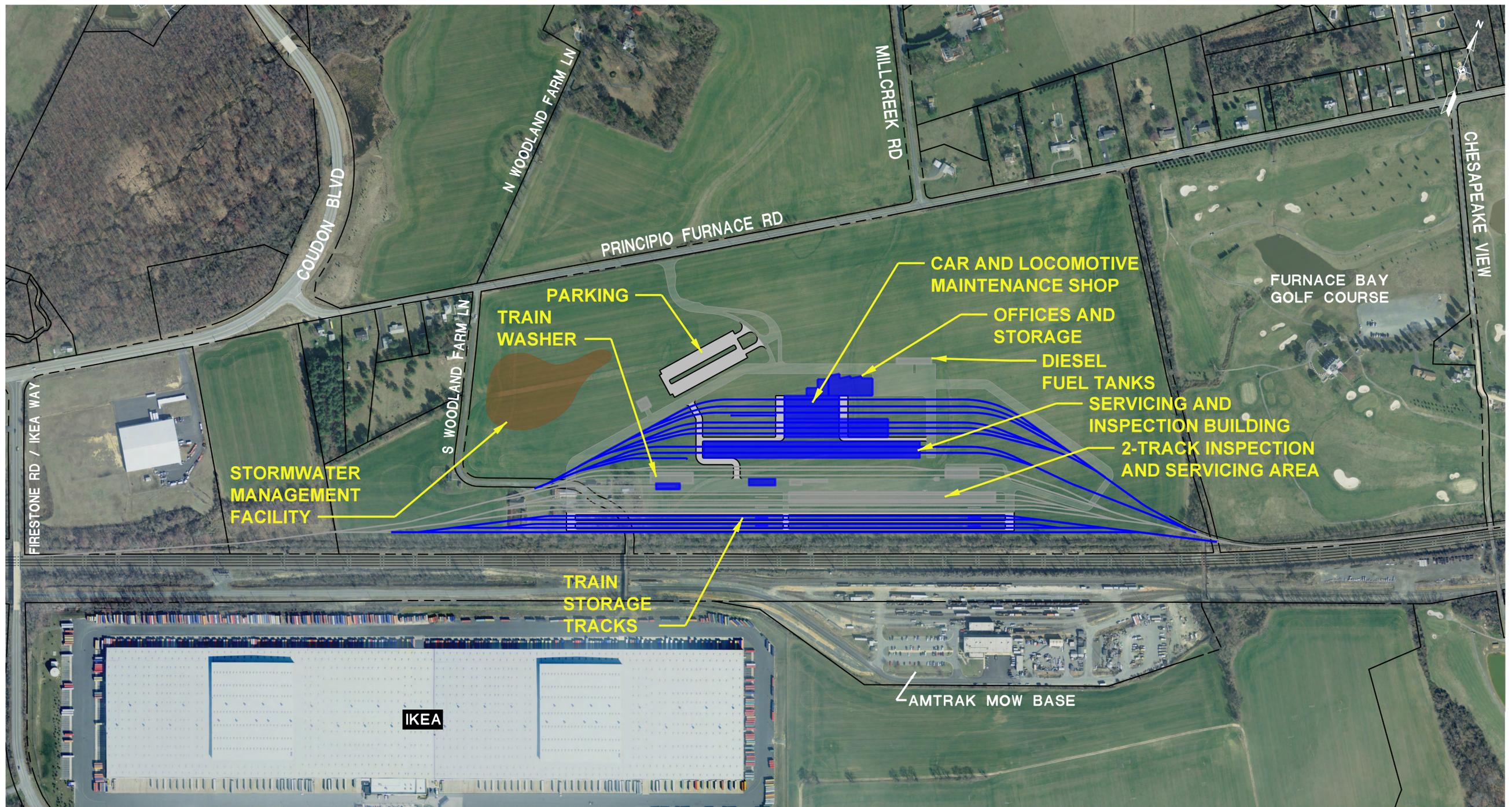
- Construct facilities:
  - Car and locomotive maintenance shop buildings
  - Servicing and inspection building
  - Operations, storeroom & administrative offices
- Construct additional train storage
- Expand employee parking

# Project Phasing – Phase II

## ■ Operations

- All of the activities listed under Phase I
- Scheduled periodic inspections for passenger rail cars and diesel locomotives
- Routine repairs for passenger rail cars and diesel locomotives
- Heavy repairs for passenger rail cars
- Approximately 60 employees

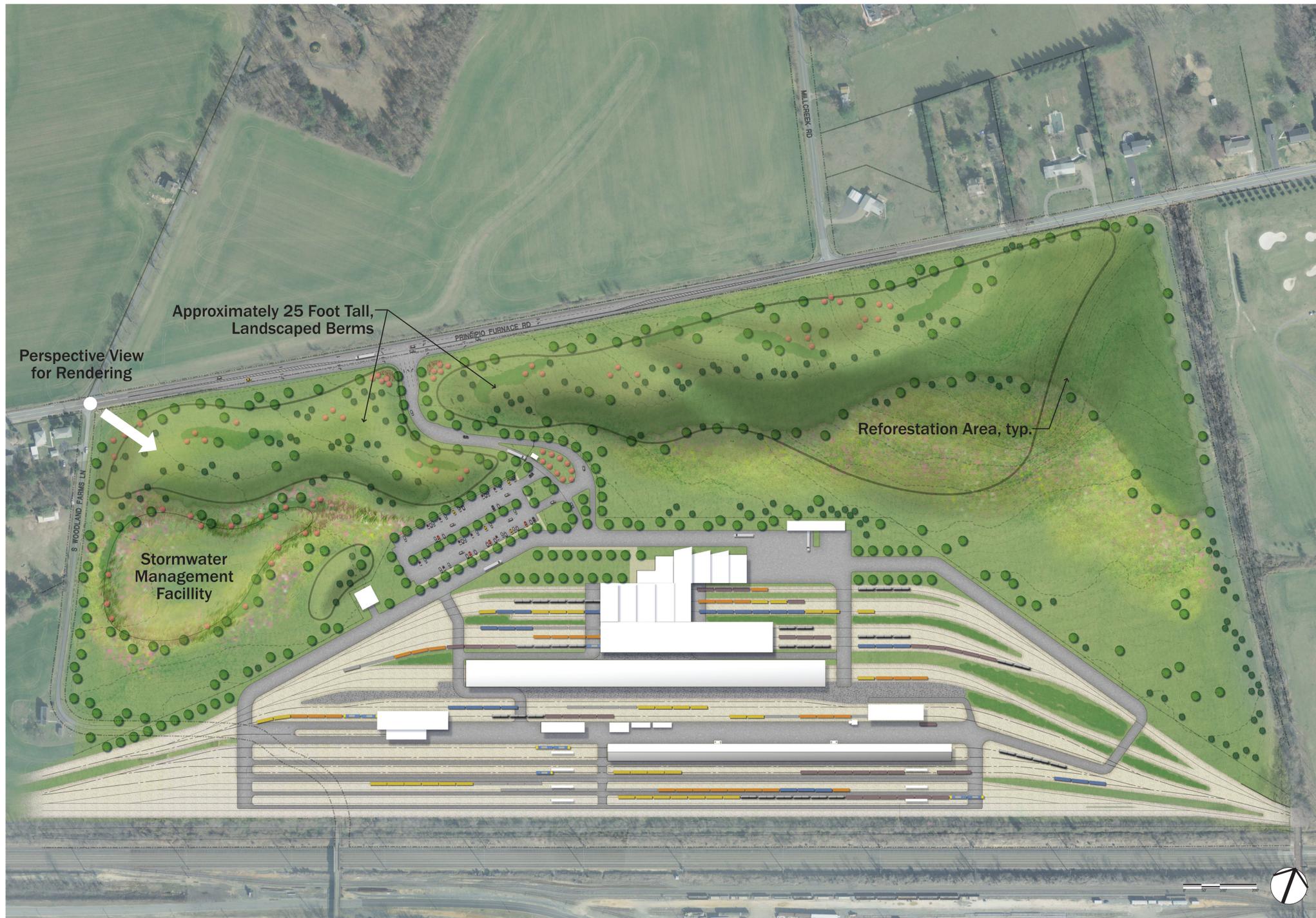
# Proposed Layout – Phase II



# Current Activities

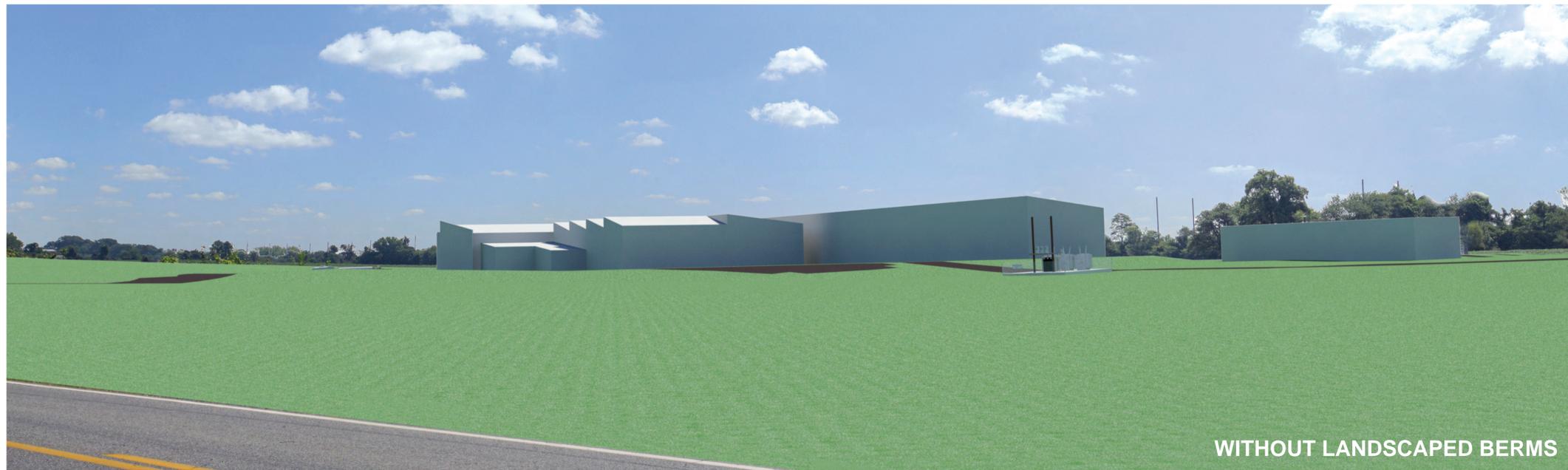
- Project coordination with property owners, surrounding neighbors, Amtrak, Cecil County and the Town of Perryville
- Property & topographic surveying
- Site layout for Phase I and Phase II
- Stormwater management evaluation
- Traffic analysis
- Perryville water and sewer connection
- Lighting design
- Environmental analysis

# Proposed Landscape Plan



# Proposed Landscaped Berm

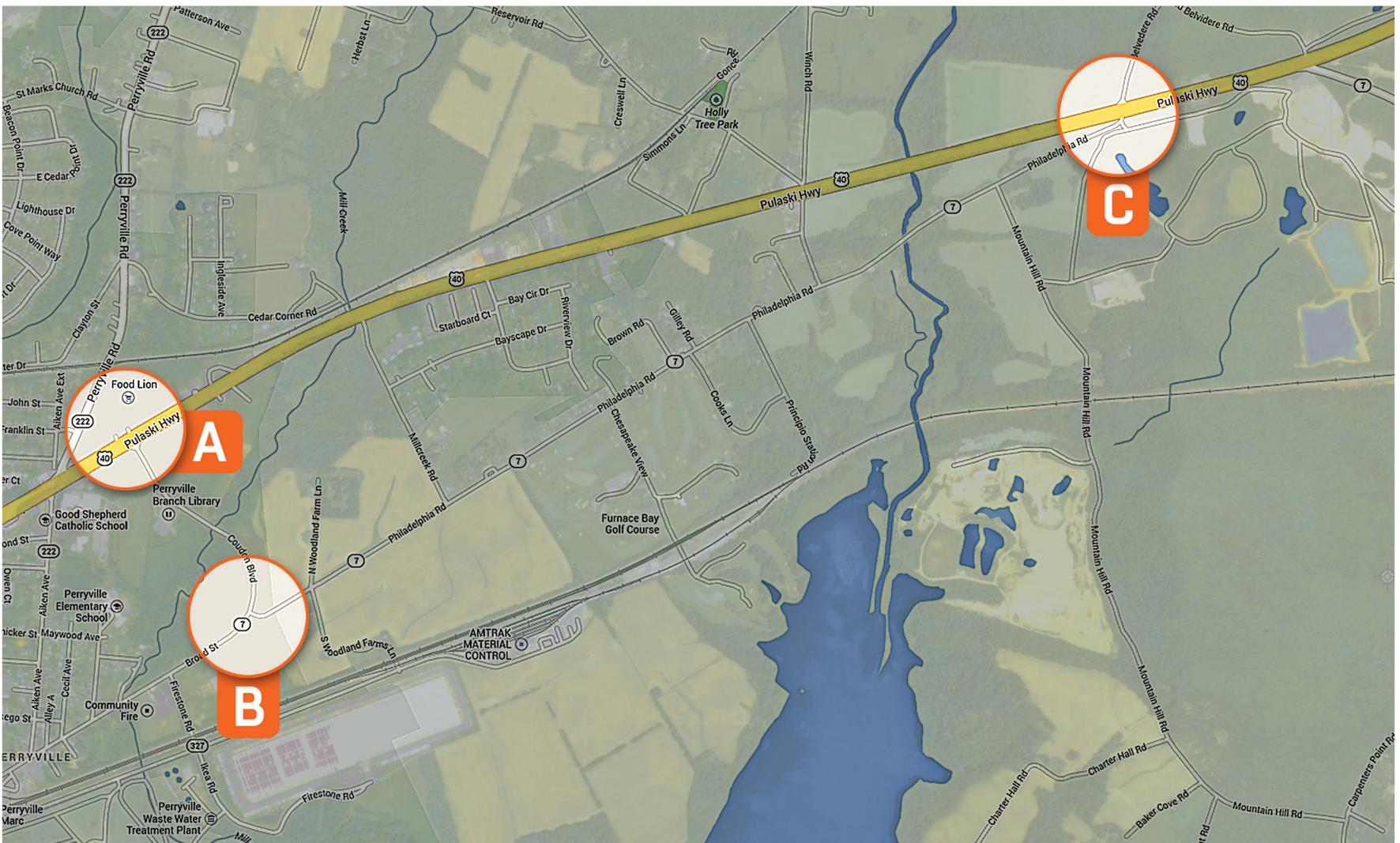
*From Principio Furnace Rd. Looking East*



# Traffic Study

There are three intersections that will be studied for potential impacts:

- A** US 40 at Coudon Blvd – Currently Signalized
- B** Coudon Blvd at MD 7 (Philadelphia Rd) – Currently Unsignalized
- C** US 40 at MD 7 (Principio Furnace Rd)/Belvedere Rd – Currently Signalized



# Facility Lighting Design

- Goals
  - Safe operation of rail yard
  - Minimize light spillover & glare to adjacent properties
- Design considerations:
  - Dark Sky compliance
  - Low mast fixtures with shielding
  - Targeted lighting at work stations
  - Landscaping to create screening

# Noise Study

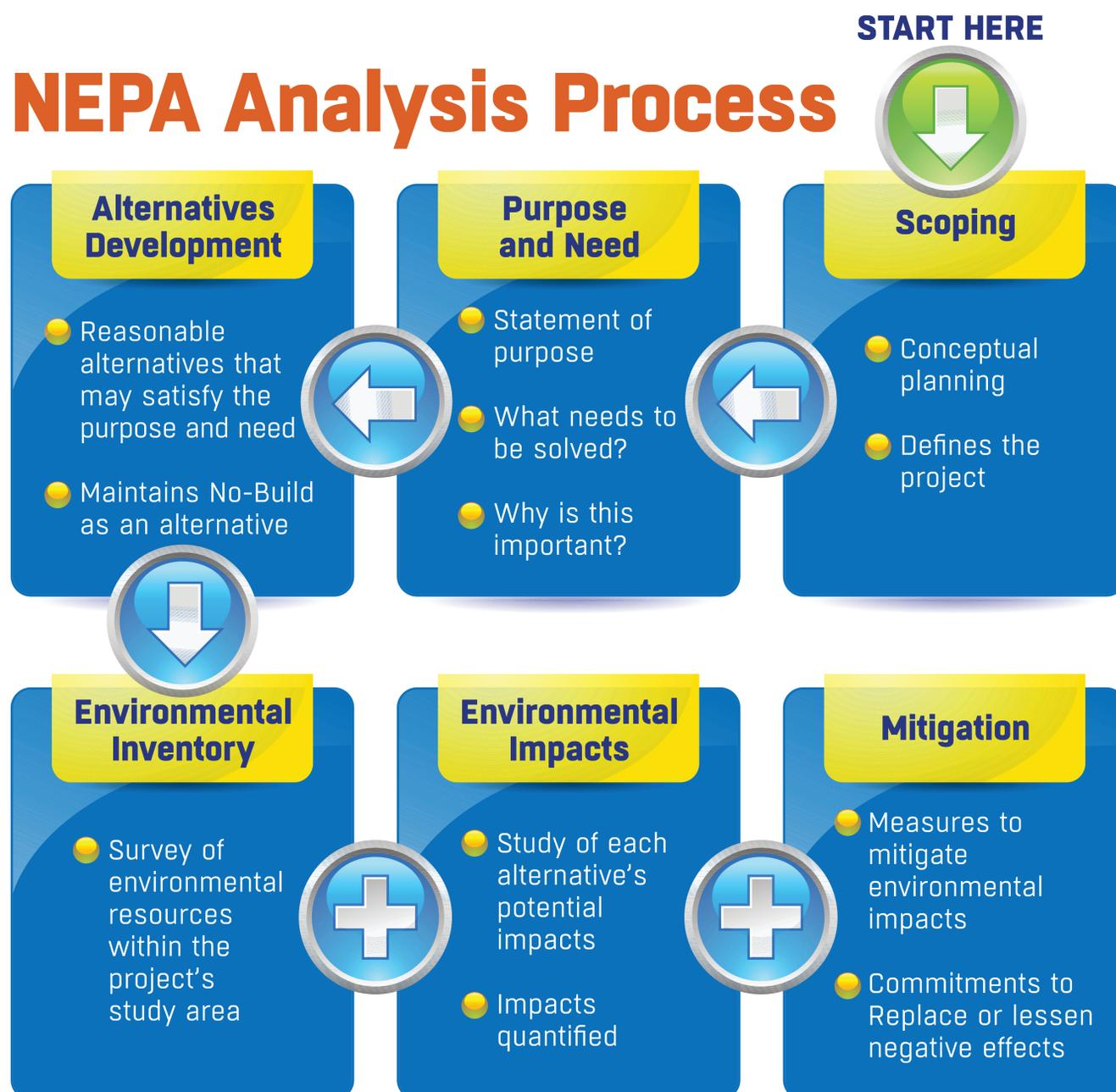
- Identify noise sensitive areas and measure 24-hour existing noise environment
- Determine if there will be noise impacts
- If there are impacts, determine noise mitigation to reduce any noise effects

# Noise Monitor Locations



# National Environmental Policy Act (NEPA)

- NEPA requires that environmental, social, and economic factors be considered when undertaking federally funded actions
- Project effects to *natural, social, economic, and cultural resources* are studied and weighed against the project's purpose and need
- The project findings are presented to the public for review and comment
- FTA reviews and approves the project for funding



# Environmental Laws and Regulations

*In addition to NEPA,*

- **Section 106 of the National Historic Preservation Act (NHPA)** – requires projects receiving federal funds to consider the effect of the activity on significant historic structures and archeological resources.
- **Section 4(f) of the Department of Transportation Act** – provides special protection for publicly-owned public parks, recreation areas, wildlife and waterfowl refuges, or significant historic sites.
- **Section 404 of the Clean Water Act** – prohibits discharge of dredged or fill material into wetlands and waterways.
- **Section 7 of the Endangered Species Act** – requires that federally assisted actions do not jeopardize the existence of threatened or endangered species or their habitat.
- **Title VI of the Civil Rights Act** – ensures that no person on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal funds.
- **Executive Order 12898, Environmental Justice** – requires agencies to ID and address, as appropriate, any disproportionately high and adverse human health or environmental effects of the project on minority populations and low-income populations.

# Next Steps

- Completion of the Environmental Analysis
- Completion of Preliminary Engineering
- Public Meeting – *Spring 2014*
  - Provide a project update
  - Share results of the Environmental Analysis
  - Receive comments and answer questions

# Anticipated Project Schedule

Action	Date
Initiate Preliminary Investigation for Site	Mar. 2013
Public Open House	Oct. 2013
Identify Environmental Impacts and Concerns	Fall 2013
Public Meeting	Spring 2014
Draft Environmental Assessment to FTA*	Spring 2014
Complete Preliminary Site Investigation	Summer 2014
FTA* Approval	Fall 2014
Initiate Final Design on Phase I	Fall 2014
Begin Construction of Phase I	2016
Begin Operations	2018
Phase II	Future

\*FTA is the Federal Transit Administration