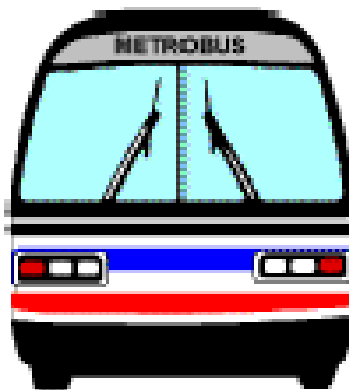


Washington Metropolitan Area Transit Authority

**Replacement of the Southeastern
Bus Garage**

At DC Village, Washington, DC

Final Environmental Assessment



October 2007

EXECUTIVE SUMMARY

S.1 Introduction

The Washington Metropolitan Area Transit Authority (WMATA), in coordination with Government of the District of Columbia (District), proposes to replace its Southeastern Bus Garage with a new bus facility in southwest Washington, DC at DC Village (see Figure S-1).

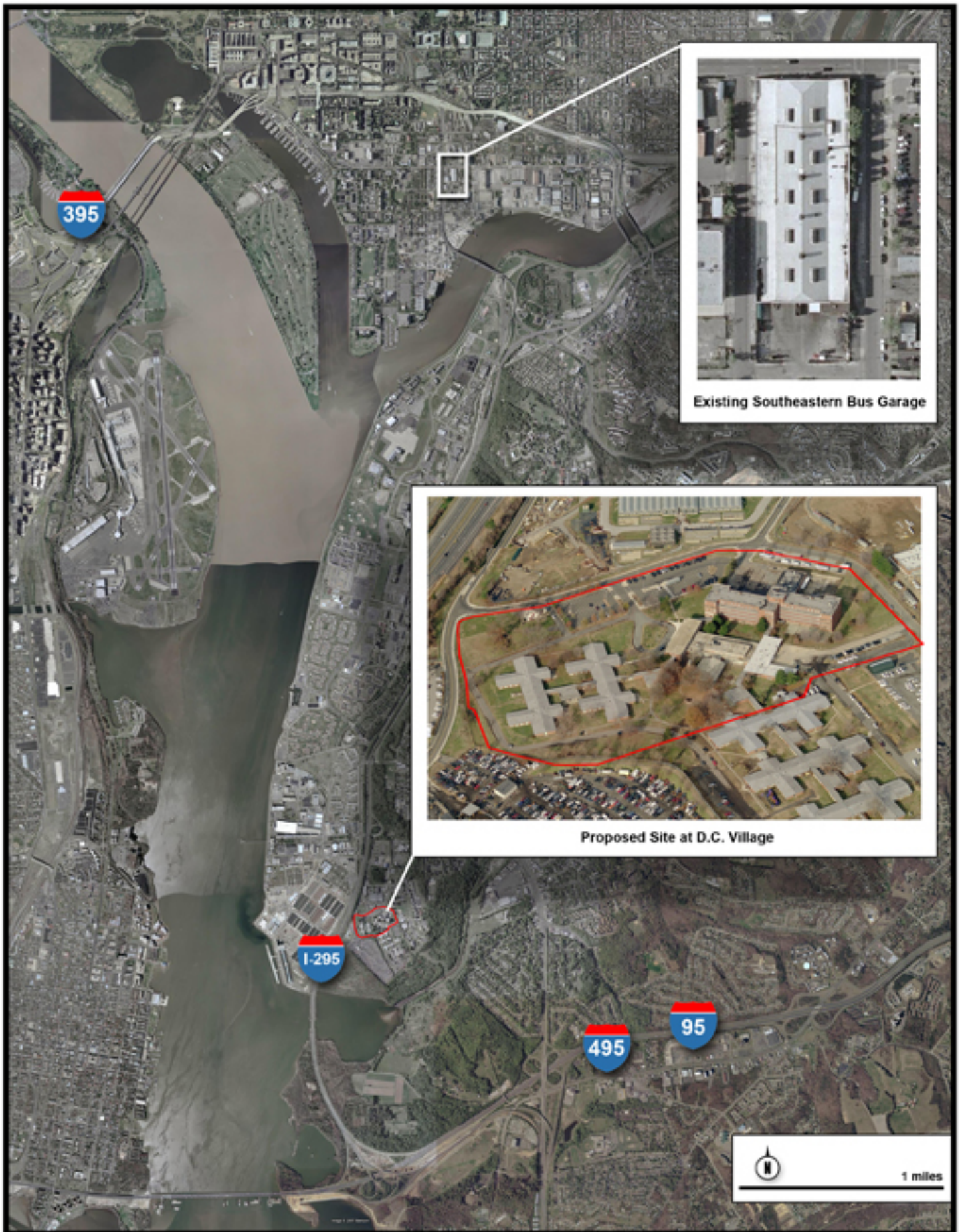
The proposed bus facility would occupy approximately 16 acres of DC Village, which the District will convey to WMATA, and may be developed through up to three phases. The first phase will involve construction of facilities for the existing 114 Metrobuses currently assigned to the Southeastern Bus Garage. The second phase will involve construction of permanent facilities for 187 Metrobuses as recommended by *WMATA's Fleet Management Plan* for the Southeastern Division. The third phase will expand the capacity of the bus facility to accommodate 250 Metrobuses, and include an indoor police training facility for its Metro Transit Police Department (MTPD), which will be incorporated into the overall development. Each phase will provide the full range of services of expected from a WMATA bus facility.

WMATA has prepared this Final Environmental Assessment in support of the WMATA Compact public hearing process. WMATA held a public hearing on July 10, 2007 at St. Elizabeths Hospital Chapel to solicit agency and public comments, and a *Public Hearing Staff Report* was prepared. If the WMATA Board of Directors (WMATA Board) approves the project at the end of the public hearing process and funds the project for implementation, WMATA and the District will enter into an agreement for the conveyance of the 16 acres of the DC Village property.

S.2 Purpose and Need

The purpose of the project is to replace the 70-year old Southeastern Bus Garage with a modern bus facility with adequate capacity for near and long-term Metrobus service. WMATA is expediting the replacement in order to support the redevelopment of the Anacostia waterfront and to avoid the impact of ballpark events upon bus access at the existing garage. The project will include a first-ever transit police training facility, since training facilities owned by other agencies are becoming less accessible.

According to *WMATA's Fleet Management Plan* (April 2007), the Southeastern Division, is planned for substantial improvements in bus service, and therefore, must accommodate 130 standard-sized buses and 57 articulated buses by 2011. Currently, 114 Metrobuses are assigned to the Southeastern Bus Garage at 17 M Street SE in the District, but many of these buses need to be parked at a location seven blocks away from the garage. In its current condition, the Southeastern Bus Garage cannot accommodate the planned bus fleet increase in 2011. According to *WMATA's Regional Bus Study, Garage Plan* (2002), a modern and efficient bus



Replacement of Southeastern Bus Garage
Environmental Assessment

Figure S - 1 Project Location

Replacement of the Southeastern Bus Garage

facility for 250 buses should be between 14 and 24 acres, depending on the whether the facility has a single or multi-level arrangement. The existing Southeastern Bus Garage would barely meet the guidelines for a 100-bus capacity facility.

The existing Southeastern Bus Garage is two blocks north of the new Washington Nationals Major League Ballpark, which is scheduled to open in March 2008. The existing bus facility and its ancillary facilities would not directly be affected by the ballpark. However, afternoon, evening and nighttime bus access would conflict with ballpark-related pedestrian and vehicular traffic, likely causing problems for both types of traffic if WMATA does not make major operation changes, such as ceasing all operations within the period three hours before and three hours after ballgames as requested by the District. In order to avoid these operational changes, WMATA has decided to temporarily disperse the Southeastern Division fleet to six of its nine other bus facilities until the proposed bus facility at DC Village is ready for the division.

The District has identified the South Capitol and M Streets corridors for commercial and residential development due to the ballpark and other developments, in particular the 55-acre Southeast Federal Center. Despite being at the M Street location since 1936, a bus facility would be incompatible with these types of economic and development activities, and the property now used by the garage would be better served for commercial and residential development consistent with the ballpark and the high number of federal and other jobs that would be located in the area.

The MTPD police force does not own or operate its own training facility that includes a firearms range. MTPD police officers are required to maintain certification by meeting firearms proficiency. However, in recent years the availability of police training facilities has drastically decreased, which could threaten the certification of many MTPD members. Although federal and state facilities are available, use of these facilities would cost WMATA access fees and requires WMATA to pay overtime to its officers because the facilities are open when most MTPD officers are off-duty. Due to these costs, WMATA would be fiscally prudent to have its own transit police training facility.

S.3 Proposed Action

Up to three phases (Phases 1, 2 and 3) may be used to construct the entire 250-bus capacity facility, with the transit police training facility—the Proposed Action. At this time, WMATA has enough funding only for the first phase because of the expected proceeds from the sale of the existing Southeastern Bus Garage property. If other adequate funding sources become available, WMATA may choose to initially construct Phase 2 or Phase 3, skipping Phase 1 or Phases 1 and 2, respectively.

The first phase will relocate 114 Metrobuses now assigned to the existing Southeastern Bus Garage to the 16-acre parcel (the project site) within DC Village

Replacement of the Southeastern Bus Garage

currently owned by the District. As shown in Figure S-2, the major elements of Phase 1 will include:

- Demolition of all buildings within the project site;
- A main building, which would contain bus maintenance and operations;
- Permanent (i.e., remain throughout all phases) facilities for fare collection, fueling and washing;
- Bus parking and circulation areas;
- Employee and visitor parking;
- Separate entrances for buses and employee vehicles and a decorative security fence around the perimeter of the project site;
- Perimeter landscaping; and
- Storm water management measures.

The second or Phase 2 of the Proposed Action will construct permanent facilities needed to accommodate the 187 Metrobuses planned to be in service in the Southeastern Division by 2011. As shown in Figure S-3, the major elements of Phase 2 will include:

- Expansion of the main building to accommodate the operation and maintenance of the additional 73 Metrobuses over the Phase 1 capacity;
- Expanded bus parking and circulation areas;
- Expanded parking for employees and visitors;
- Permanent entrance, including a guard house;
- Modified perimeter landscaping due to the expanded bus and employee parking and circulation areas; and
- Possible reconfiguration of storm water management measures.

Phase 3 will involve expanding the capacity of the bus facility within the project site to accommodate 250 Metrobuses, including 75 articulated buses, expected to be in service in the long term. As shown on Figure S-4, the major elements of Phase 3 include modifying the main building for more buses; providing a parking deck for visitors and employees; and modifying the bus parking area using sheltered areas provided by the parking deck. Other elements of Phase 3 include the transit police training facility, which will be placed on the east end of the parking deck (see Figure S-4), and possible reconfiguration of the project site's storm water management measures.

Phase 1 is estimated to cost approximately \$60 million, which is roughly the amount WMATA is expecting from the proceeds of the sale of the real estate now occupied by the existing Southeastern Bus Garage. Cost estimates of Phases 2 and 3 are provided in the Proposed Action's financial plan. Phase 1 is scheduled to start in early 2008, and will not be ready to accommodate the operations and maintenance of the Southeastern Division until 2010. If WMATA has funding for an initial construction of Phase 2 or 3, the bus facility would be expected to be ready by late 2010.

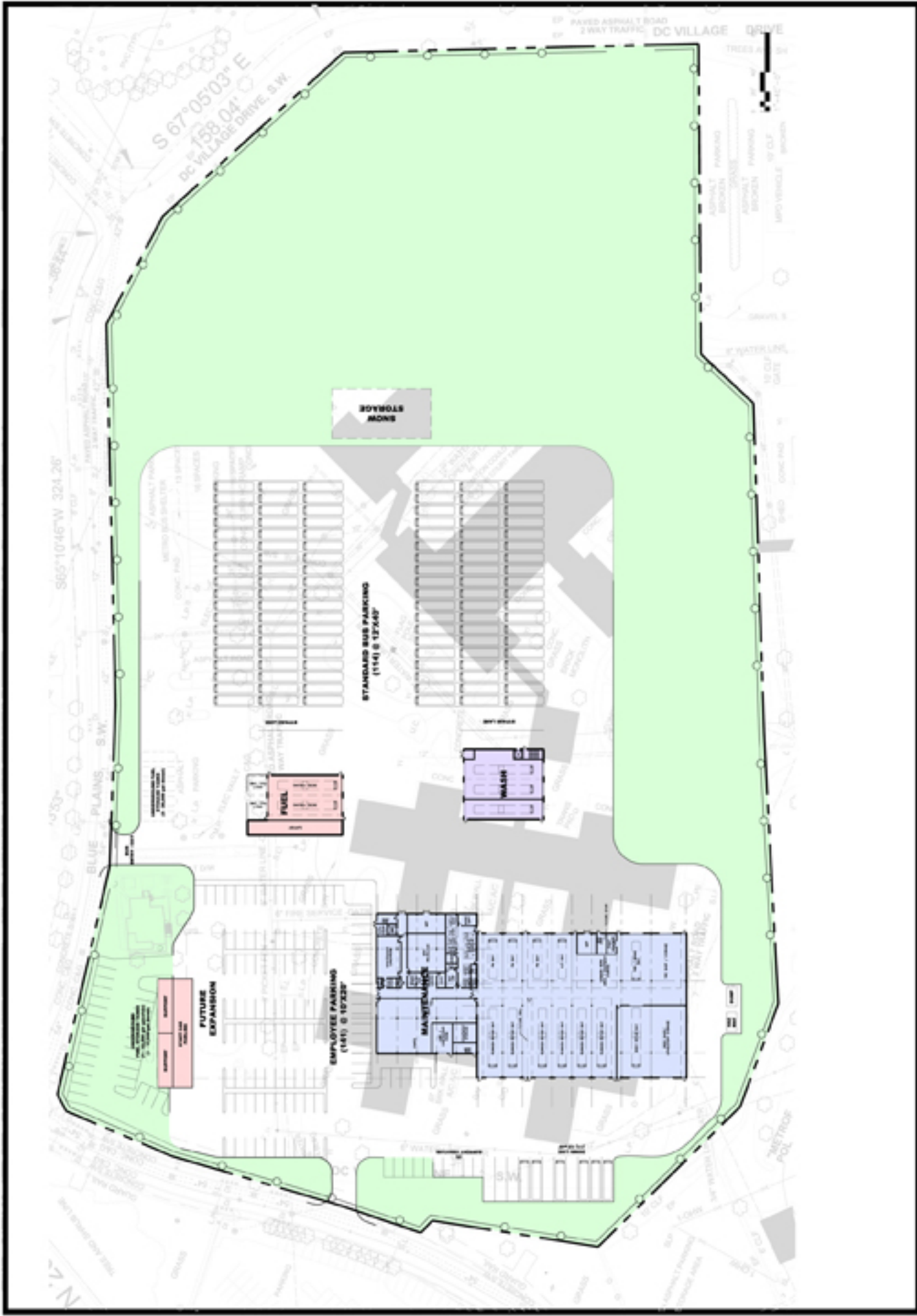


Figure S - 2 Site Plan of Phase 1

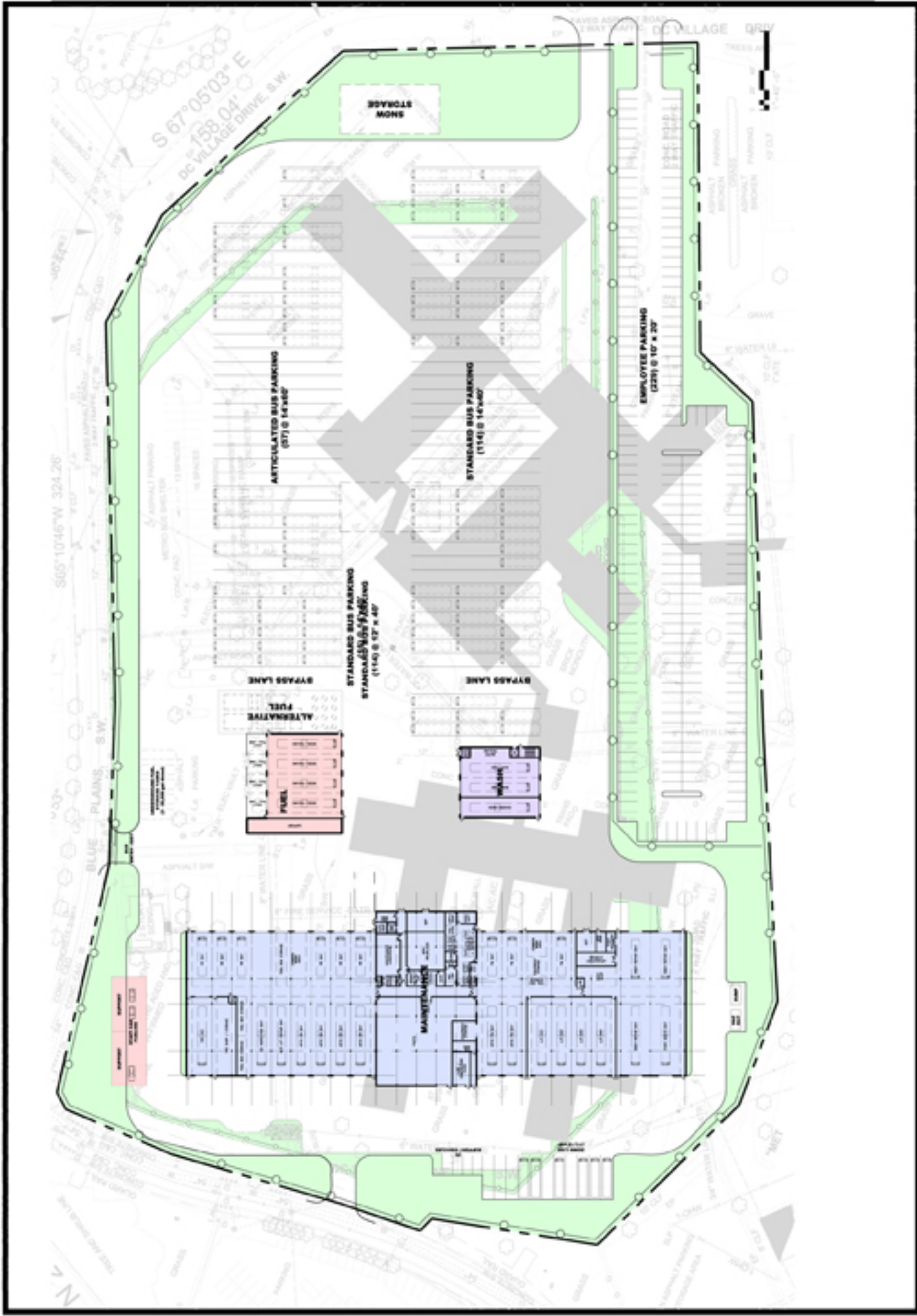


Figure S - 3 Site Plan of Phase 2

Replacement of Southeastern Bus Garage
Environmental Assessment

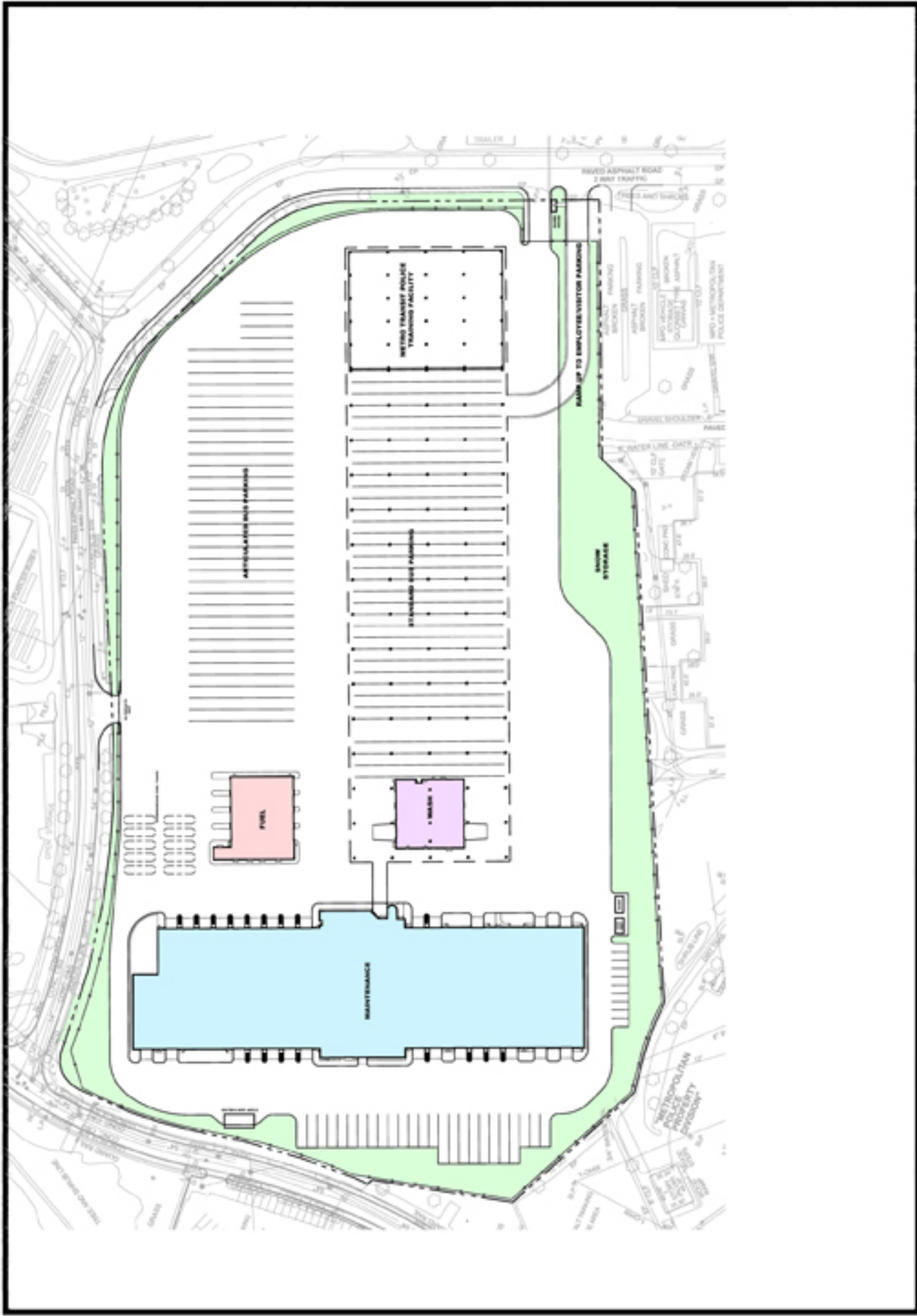


Figure S - 4 Site Plan of Phase 3

S.4 No Build Alternative

In addition to the Proposed Action, full consideration is given in this EA to the environmental consequences of taking no action. The No Build alternative, which would keep the Southeastern Bus Garage at its current location, provides a baseline condition with which to compare the consequences associated with the Proposed Action. Under the No Build Alternative, the garage would continue to be assigned about 114 Metrobuses, but WMATA would be forced to make major operational changes that would increase costs. Also, WMATA may find it difficult to keep that many buses at this site within the next few years because it may lose the use of the remote parking lot. Also under the No Build alternative, the MTPD officers would use the federal firearms facility in Cheltenham, Maryland, which would require user fees and overtime costs to WMATA. At DC Village, the existing condition of the project site would remain the same for at least the short term. In the long term, the District would likely redevelop the property to other uses consistent with its commercial-light industrial zoning.

S.5 Potential Impacts and Mitigation

This Final EA focuses on issues relevant to the Proposed Action in the context of the environmental and social conditions of the study area. For purposes of disclosing potential environmental impacts of the Proposed Action, a Phase 2 condition is assumed by the opening year 2010-2011 and a Phase 3 condition is assumed to be completed before 2030. Table S-1 summarizes the potential environmental and social impacts that may result from the implementation of the Proposed Action and the No Build alternative. A summary of mitigation measures for each adverse impact is also proposed.

In addition to analyzing the environmental and social impacts of the Proposed Action, this Final EA contains an assessment of project consistency with relevant governmental plans and polices. This assessment found that the Proposed Action is consistent with:

- Comprehensive Plan for the National Capital: Federal Elements;
- Comprehensive Plan for the National Capital: District Elements; and
- District Zoning.

Finally, this Final EA contains discussion of the cumulative impacts of the Proposed Action and planned and potential future land uses at DC Village and adjacent properties. In summary, the cumulative impacts are not expected to cause impacts to the community or environmental degradation.

Replacement of the Southeastern Bus Garage

**Table S-1
Summary of Potential Environmental Impacts and Proposed Mitigation**

No Build Alternative	Proposed Action
GEOLOGY, TOPOGRAPHY AND SITE CONTAMINATION	
<u>Construction Impacts.</u> Not applicable.	<p><u>Construction Impacts.</u> The two soil types that make up a majority of the project site may require extensive foundations or extensive ground work to make the property suitable for the Proposed Action.</p> <p>Although the project requires extensive excavation and fill, the design will balance these.</p> <p>Due to follow-up investigations (see below), excavation activities are unlikely to encounter unexpected hazardous materials sites</p> <p>Construction activities will generate solid waste.</p>
<u>Long-Term or Operational Impacts.</u> Regardless of how the District may choose to use the project site, substantial changes to the site's topography are unlikely.	<u>Long-Term or Operational Impacts.</u> The proposed bus facility will fit in the context of the project site's topography.
<u>Mitigation.</u> None proposed.	<p><u>Mitigation.</u> Geotechnical investigations were conducted.</p> <p>Phase II Environmental Site Assessments were conducted within the grounds of the project site and within the buildings slated for demolition.</p> <p>Solid waste generated during environmental remediation, demolition and construction will be properly handled and disposed of in accordance with District requirements.</p>
WATER RESOURCES	
<u>Construction Impacts.</u> Not applicable.	<u>Construction Impacts.</u> Construction activities could generate erosion and sedimentation by storm water passing through temporarily un-vegetated areas cleared by construction.
<u>Long-Term or Operational Impacts.</u> Would maintain existing level of storm water runoff and pollutant loads, at least in the short term.	<u>Long-Term or Operational Impacts.</u> Storm water runoff with associated pollutants consisting of oil, grease and other residues associated with bus operations will increase.
<u>Mitigation.</u> None proposed.	<u>Mitigation.</u> Best Management Practices (BMP) will be implemented during construction to control erosion.

Replacement of the Southeastern Bus Garage

**Table S-1
Summary of Potential Environmental Impacts and Proposed Mitigation
(continued)**

No Build Alternative	Proposed Action
WATER RESOURCES (continued)	
<u>Mitigation.</u> See above.	<u>Mitigation (cont.).</u> Storm water management or permanent BMPs will be part of the Proposed Action. Due to the limited land available, a structural type of permanent BMP may be used.
BIOLOGICAL RESOURCES	
<u>Long-Term or Operational Impacts.</u> Would maintain the existing landscaping, which includes several dozen medium and large trees, at least in the short term.	<u>Long-Term or Operational Impacts.</u> The Proposed Action will require displacing all the landscaping within the project site, which includes close to 100 medium and large trees. Growing activities within the Architect of the Capitol (Architect) botanical garden production facility operated by the Architect of the Capitol may be affected by the bus facility's outdoor lighting. Also, see construction impacts under "Air Quality" below.
<u>Mitigation.</u> None proposed.	<u>Mitigation.</u> The Proposed Action includes perimeter landscaping to improve the aesthetic condition of the project site. Working with the Architect, the bus facility's outdoor luminaries will be designed with shielding or other method to reduce glare and limit light propagation.
AIR QUALITY	
<u>Construction Impacts.</u> Not applicable.	<u>Construction Impacts.</u> Most air quality impacts will be associated with fugitive dust emissions generated by material blown from uncovered haul trucks, stockpiles, and exposed areas and demolition of on-site buildings. Fugitive dust from construction activities that migrate into the Architect production facility will affect plant growing conditions.
<u>Long-Term or Operational Impacts.</u> The ambient air quality conditions would remain the same, at least in the short term. Improvements within the next five years at the Blue Plains Advanced Wastewater Treatment Plant would reduce humanly	<u>Long-Term or Operational Impacts.</u> The Proposed Action conforms to the State Implementation Plans, which demonstrate that the National Capital Interstate Air Quality Control Region complies or has a plan to comply with the National Ambient Air Quality Standards (NAAQS). Because diesel.

Replacement of the Southeastern Bus Garage

**Table S-1
Summary of Potential Environmental Impacts and Proposed Mitigation
(continued)**

No Build Alternative	Proposed Action
AIR QUALITY (continued)	
<p><u>Long-Term or Operational Impacts (cont.)</u>. detectable levels of hydrogen sulfide from eight percent to three percent of the time over an entire year within the project site.</p>	<p><u>Long-Term or Operational Impacts (cont.)</u>. buses emit higher levels of particulate matter of less than 2.5 microns (PM_{2.5}) than gasoline powered vehicles and because the bus facility will be a place where "a significant number of diesel vehicles congregate at a single location", a PM_{2.5} "hotspot" analysis was conducted. The analysis concluded that the Proposed Action will not will cause or contribute to any new localized PM_{2.5} violations, or increase the frequency or severity of any existing violations, or delay timely attainment of the PM_{2.5} NAAQS</p> <p>As noted under the No Build alternative, WMATA employees at the bus facility will be exposed to noticeable levels of hydrogen sulfide about three percent of the time.</p>
<p><u>Mitigation</u>. None proposed.</p>	<p><u>Mitigation</u>. Construction contractors will be directed by WMATA to control fugitive dust emissions, such as grassing over unused areas, watering construction sites during dry conditions, limiting areas of disturbance, and installation of windbreaks when appropriate.</p> <p>If the level of hydrogen sulfide concentrations within the project site becomes a nuisance to WMATA employees and thus affects production, the bus bay doors can be closed and air conditioning may be used.</p>
NOISE	
<p><u>Construction Impacts</u>. Not applicable.</p>	<p><u>Construction Impacts</u>. Construction activities will produce high noise levels, but will occur during daylight hours when such noises are more tolerable. The project site is not near daytime noise-sensitive land uses where construction-related noise could disrupt activities.</p>
<p><u>Long-Term or Operational Impacts</u>. The existing ambient noise conditions would remain the same, at least in the short term.</p>	<p><u>Long-Term or Operational Impacts</u>. Maintenance activities within the main building will produce high noise levels, but they should not affect any noise-sensitive land uses.</p>

Replacement of the Southeastern Bus Garage

**Table S-1
Summary of Potential Environmental Impacts and Proposed Mitigation
(continued)**

No Build Alternative	Proposed Action
NOISE (continued)	
<u>Mitigation.</u> None proposed.	<u>Mitigation.</u> The location of the main building on the far southwest side of the project site vis-à-vis the Job Corps Center will likely lessen any noise impacts to the center's dormitories. In addition, safety protocols that limit the operating speeds of buses and other vehicles on site will keep noise levels down.
VISUAL AND AESTHETIC RESOURCES	
<u>Long-Term or Operational Impacts.</u> The existing visual and aesthetic condition of the project site would remain the same until the District develops the site for other uses.	<u>Long-Term or Operational Impacts.</u> The Proposed Action will completely change the aesthetic and visual environment of the project site. The bus facility will not be visible from the I-295 "gateway" into the Capital due to the highway embankment and
<u>Long-Term or Operational Impacts.</u> See above.	<u>Long-Term or Operational Impacts (cont.).</u> vegetation, but the outdoor lighting may be visible at night.
<u>Mitigation.</u> None proposed.	<u>Mitigation.</u> See Mitigation under "Biological Resources" above.
LAND USE	
<u>Long-Term or Operational Impacts.</u> In the short-term, the Metropolitan Police station would remain. The Department of Human Services (DHS) homeless family and hypothermia shelters were relocated. In the long term, the District would redevelop DC Village in a manner consistent with its commercial-light industrial zoning.	<u>Long-Term or Operational Impacts.</u> In response to the Proposed Action, the District relocated its Department of Health food distribution center. The Proposed Action likely accelerated the District's relocation of the DHS homeless family and hypothermia shelters to more appropriate quarters. The Proposed Action will neither dictate nor influence land use decisions for the remaining DC Village.
<u>Mitigation.</u> None proposed.	<u>Mitigation.</u> None proposed.
SOCIAL AND NEIGHBORHOOD CONDITIONS	
<u>Long-Term or Operational Impacts.</u> See impacts under "Land Use" above.	<u>Long-Term or Operational Impacts.</u> See impacts under "Land Use" above. The Proposed Action will not lead to severance, displacement or isolation of any neighborhood or housing in the general vicinity of the project site. In accordance with Executive Order on Environmental Justice, the Proposed Action will not cause disproportionately high or

Replacement of the Southeastern Bus Garage

**Table S-1
Summary of Potential Environmental Impacts and Proposed Mitigation
(continued)**

No Build Alternative	Proposed Action
SOCIAL AND NEIGHBORHOOD CONDITIONS (continued)	
<u>Long-Term or Operational Impacts.</u> See above.	<u>Long-Term or Operational Impacts (cont.)</u> . adverse impact over the minority and low income populations due to mitigation measures that will be implemented by the District.
<u>Mitigation.</u> The District has committed to relocating the homeless family and hypothermia shelters that occupy all the cottages. The type of assistance would depend on family circumstances.	<u>Mitigation.</u> The District has committed to relocating the DOH food distribution center to a location that will meet the needs of the low-income families who use these services.
ECONOMIC CONDITIONS	
<u>Long-Term or Operational Impacts.</u> The 400 employees currently based at the Southeastern Bus Garage would remain at this location. At DC Village, the level of	<u>Long-Term or Operational Impacts.</u> At full capacity of 250 buses, the proposed bus facility will have 600 employees. Although many of these employees will move from
<u>Long-Term or Operational Impacts (cont.)</u> . support to the local economy would depend on how the District would use the site.	<u>Long-Term or Operational Impacts (cont.)</u> . the existing Southeastern Bus Garage, WMATA will still require a substantial number of new employees due to the capacity increase and normal attrition. The location of the bus facility in the Ward 8 community will improve employment opportunities for the Ward's residents and may benefit the local economy. WMATA employees will likely patronize retail shops and eating establishments in the surrounding communities, further supporting the local economy.
<u>Mitigation.</u> None proposed.	<u>Mitigation.</u> WMATA will participate in job fairs organized by Ward 8 Advisory Neighborhood Commissions and other community groups and advise training programs and schools on the qualifications for employment.
HISTORIC PROPERTIES	
<u>Long-Term or Operational Impacts.</u> Not applicable.	<u>Long-Term or Operational Impacts.</u> The oldest structure within the project site is the "superintendent's house", likely built between 1927 and 1936. The other buildings within the project site lack architectural significance or are of insufficient age to be considered historically significant. An historical assessment found that the superintendent's house is not of historic significance.

Replacement of the Southeastern Bus Garage

**Table S-1
Summary of Potential Environmental Impacts and Proposed Mitigation
(continued)**

No Build Alternative	Proposed Action
HISTORIC PROPERTIES (continued)	
<u>Long-Term or Operational Impacts (cont.)</u> . See above.	<u>Long-Term or Operational Impacts (cont.)</u> . Archival research and a geomorphological evaluation of the project site determined that the only area with the potential to contain archaeological resources is the yard surrounding the superintendent's house. A Phase IB archaeological survey of the yard was conducted. Preliminary results indicate no significant finds.
<u>Mitigation</u> . None proposed.	<u>Mitigation</u> . None proposed.
PARKS AND RECREATIONAL RESOURCES	
<u>Long-Term or Operational Impacts</u> . Because any District plan would be confined to the project site, no park or recreational resource would be affected, including the trail that runs between DC Village and Oxon Run.	<u>Long-Term or Operational Impacts</u> . Same as the No Build alternative.
<u>Mitigation</u> . None proposed.	<u>Mitigation</u> . None proposed.
TRANSPORTATION SYSTEMS	
<u>Construction Impacts</u> . Not applicable.	<u>Construction Impacts</u> . Construction access will be from Shepherd Parkway SW. Although large and/or slow-moving construction vehicles will be expected to periodically enter and leave the construction site, construction activities are anticipated to have negligible effects on traffic conditions on this road because as it carries relatively little traffic. WMATA will continue to provide Metrobus service to DC Village and Potomac Job Corps Center.
<u>Long-Term or Operational Impacts</u> . Traffic conditions on I-295 and in the vicinity of the Anacostia Metrorail Station, where a major Metrobus terminal is located, are expected to worsen.	<u>Long-Term or Operational Impacts</u> . The intersections immediately surrounding the project site will operate very well, with no traffic congestion. On I-295 and the area surrounding the Anacostia Metrorail Station, the Proposed Action's impact on traffic conditions will be almost the same as the No Build alternative.
<u>Mitigation</u> . The traffic impact analysis assumed the following future improvements because they would improve traffic conditions at these locations under the No Build alternative: 1) Traffic signals be placed at the Malcolm X Avenue SE and I-295 interchange	<u>Mitigation</u> . Same as the No Build alternative.

Replacement of the Southeastern Bus Garage

**Table S-1
Summary of Potential Environmental Impacts and Proposed Mitigation
(continued)**

No Build Alternative	Proposed Action
UTILITIES	
<u>Long-Term or Operational Impacts.</u> ramps; and 2) protected northbound left turn.No short term changes, modifications, or additions to infrastructure systems that now serve DC Village.	<u>Long-Term or Operational Impacts.</u> The Proposed Action is going to require water, sewer, electrical and communication services. Due to redevelopment of the entire project site, certain existing underground utility lines within the site will require relocation, and capacity enhancements might be needed.
<u>Mitigation.</u> None proposed.	<u>Mitigation.</u> WMATA will work closely with the utility companies regarding the relocation of existing utility lines and the provision of utility infrastructure to support the proposed bus facility.

S.6 Comments and Coordination

An agency meeting was held on on March 13, 2007 for purpose of inviting comments regarding the scope of this EA. Another follow-up agency meeting was held on April 13, 2007 to present preliminary conceptual designs of the Proposed Action. In addition to participating in the above meetings with verbal comments, some of the agencies submitted written scoping comments by letter or e-mail.

Public outreach activities included a meeting for Ward 8 community leaders on March 26, 2007 and two general public meetings on April 2 and May 7, 2007. The purpose of these meetings was to introduce the Proposed Action and to invite comments to assist development of the EA. Other public outreach activities included attending Ward 8 Advisory Neighborhood Commission, Police Service Area and other community association meetings, and establishing an e-mail address hotline, telephone information line and web site.

The Draft EA, along with the Proposed Action's general plans, financial plan and public hearing notice, were publicly released on June 12, 2007. The project's public hearing was held on July 10, 2007 at St. Elizabeths Hospital Chapel. Eleven people testified, three of whom provided testimony for the Government of the District of Columbia. In addition to the public hearing comments, four agencies and one person submitted written comments by letter or e-mail before the comment deadline, which was July 24, 2007. Responses to substantive comments were documented in an October 3, 2007 Public Hearing Staff Report that was submitted to project stakeholders for review. Comments on the staff report were due on October 18, 2007.

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1

Purpose and Need

Replacement of the Southeastern Bus Garage

1.1 Introduction

The Washington Metropolitan Area Transit Authority (WMATA), in coordination with the Government of the District of Columbia (District), proposes to replace its Southeastern Bus Garage with a new bus facility in southwest Washington, DC at DC Village (see Figure 1-1). The "Proposed Action" will occupy approximately 16 acres of DC Village ("project site"), which is owned by the District, but will soon be transferred to WMATA if the Proposed Action were approved. The portion of DC Village outside the project site is currently being used as a Metropolitan Police Department (MPD) station. The District recently relocated a Commodity Supplemental Food Program distribution center administered by the District Department of Health (DOH), and homeless family and hypothermia shelters operated by the District's Department of Human Services (DHS) from DC Village.

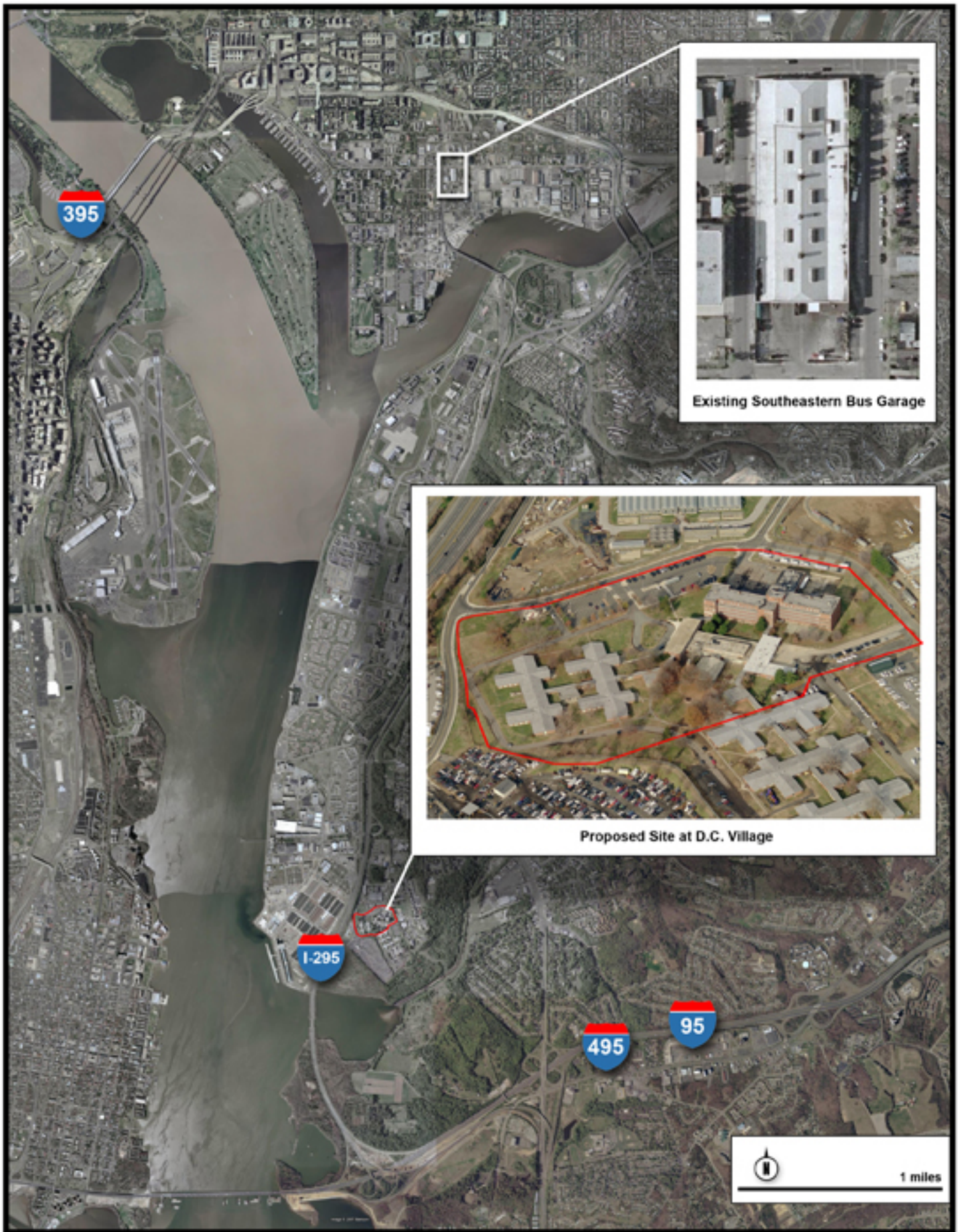
Depending on funding availability, WMATA may choose to use up to three major phases to develop and construct the project. The first phase will involve constructing facilities at DC Village to accommodate the 114 Metrobuses currently assigned to the Southeastern Bus Garage. This first phase will provide the full range of services required by a WMATA bus facility, which include secured fare revenue collection, fueling, washing, inspections, preventive maintenance and parking.¹ Because a Phase 1 bus facility will not be ready until 2010, WMATA plans to temporarily disperse all the Southeastern Division Metrobuses to six other bus facilities by March 2008 in order to avoid the high costs of operating near the Washington Nationals Ballpark. The ballpark is on schedule to begin holding pre-season games in late March 2008. The second phase will involve development or construction of facilities needed for 187 Metrobuses as required by *WMATA's Fleet Management Plan* for the Southeastern Division. The second phase will maintain the full range of services required by a WMATA bus facility. The third phase will expand the capacity of the proposed bus facility to accommodate 250 Metrobuses. As part of Phase 3, WMATA also proposes to construct an indoor police training facility for its Metro Transit Police Department (MTPD) that will be part of the overall development and incorporated within the main building of the bus facility.

1.2 Background

1.2.1 Southeastern Bus Garage

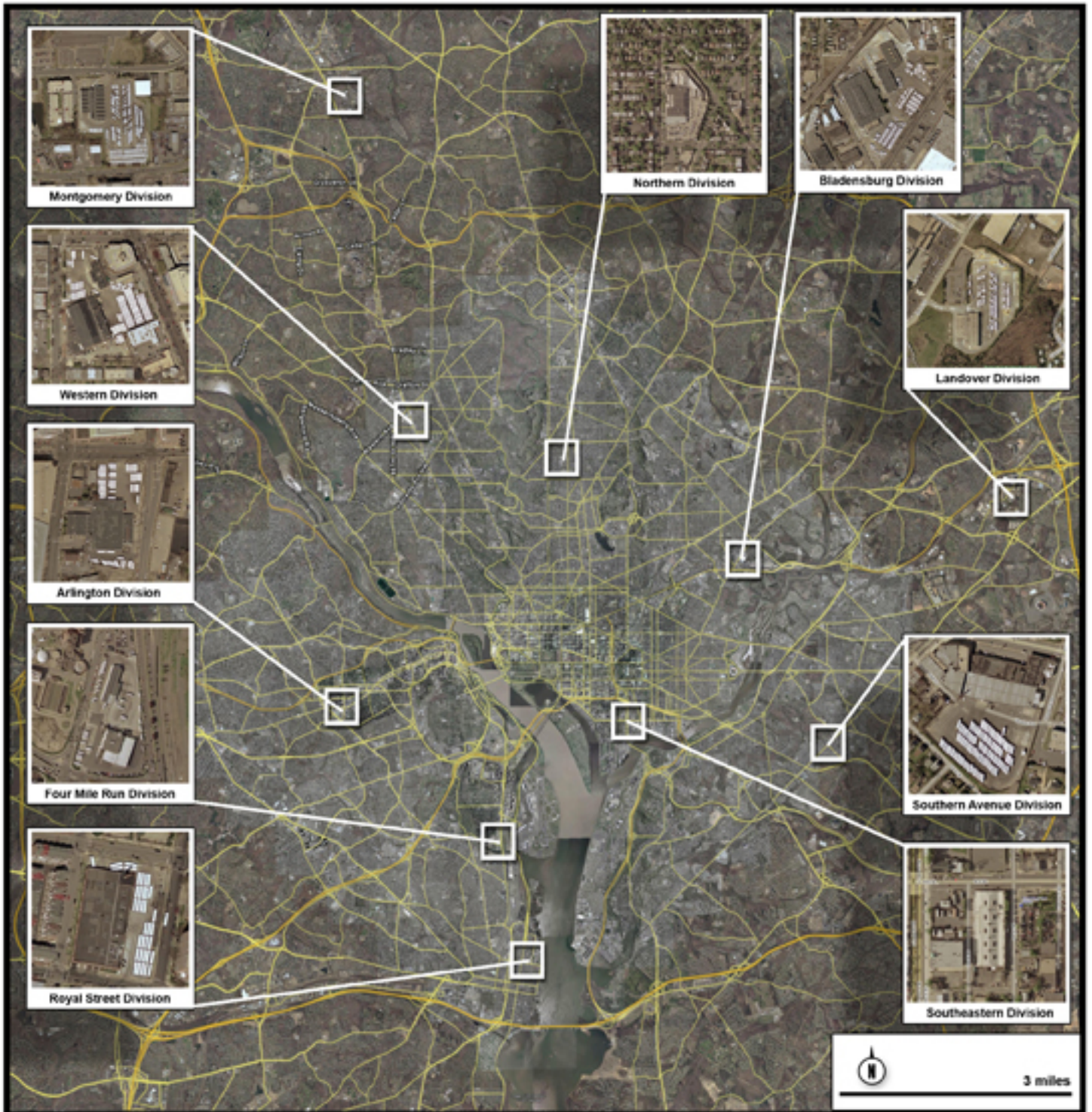
The Southeastern Bus Garage is one of ten WMATA-operated bus maintenance facilities or bus garages, including one of four garages within the District (see Figure 1-2). These ten garages serve as bases of Metrobus services throughout the Washington metropolitan area. The Metrobus service area includes the District; Montgomery and Prince George's Counties in Maryland; Fairfax, Arlington, and Loudoun Counties in Virginia; and the cities of Alexandria, Falls Church and Fairfax

¹ The Bladensburg facility in northeast DC is the only WMATA bus garage that conducts heavy maintenance overhauls, which have increased the useful service life of a Metrobus from 12 years to 15 years (WMATA, January 2004).



Replacement of Southeastern Bus Garage
Environmental Assessment

Figure 1 - 1 Project Location



Replacement of Southeastern Bus Garage
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Figure 1 - 2 Bus Garages in the Washington DC Metropolitan Area

Replacement of the Southeastern Bus Garage

in Virginia. The Southeastern Bus Garage is the operations base of the District's southeastern service area (see Figure 1-3).

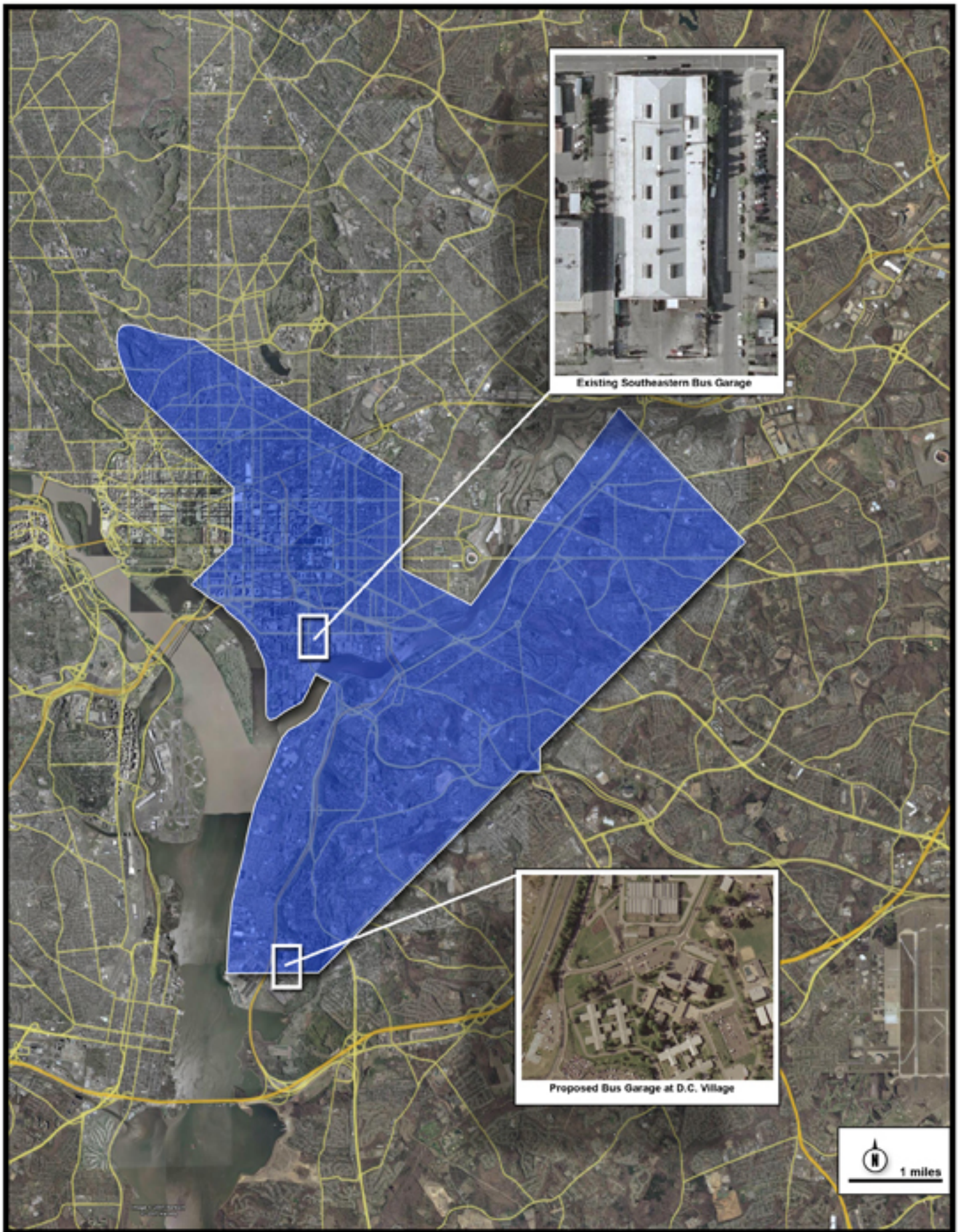
The facility consists of a main building and adjacent parking lots, which collectively total just over four acres (see Figure 1-4). The main building was constructed in 1936, and is located at 17 M Street SE. A nearby WMATA-owned lot is used for outdoor employee and bus parking. Because these properties do not have enough space to park all the Metrobuses assigned to the facility, a remote bus parking lot at 1st and R Streets SW is used, which is leased from a private developer (see Figure 1-4). A shuttle operates the seven blocks between the garage and this remote parking lot.

As noted in Section 1.1, 114 Metrobuses are assigned to the Southeastern Bus Garage. However, the facility only has an efficient capacity of 80 buses, which is based on the available bus parking at and near the main building. The building has enough repair bays to maintain 165 buses, but according to the *Regional Bus Study, Garage Plan* (DMJM-Harris, October 2002) (2002 Garage Plan), the bus garage has the following operational deficiencies:

- Lacks functional space to store maintenance supplies and equipment
- The chassis wash is shared with the tire repair bay;
- Another fuel/wash lane is needed;
- Mechanics have to drive the buses onto city streets to access to the repair bays and service lanes;
- Buses are parked in stacked configurations making maneuvering through and between sites difficult; and
- The employee parking lots are short about 40 spaces.

Despite not having enough parking and having other deficiencies, the Southeastern Bus Garage is well located geographically to serve the southeastern service area (see Figure 1-3). For instance, its aggregate "deadhead", the time a bus spends traveling between its baseyard (garage, or other parking area) and service route and not collecting fares, is relatively small. However, because the number of Metrobuses needed for the Southeastern Division is greater than the bus parking capacity at the Southeastern Bus Garage, WMATA is forced to base some of the Southeastern Division buses in garages in Maryland and Virginia. Not only does this increase operational costs of the southeastern service area (i.e., higher deadheads), the limited parking prevents fleet expansion of Maryland and Virginia bus service areas. For over 30 years, the limitations of the Southeastern Bus Garage have caused WMATA to explore expanding or relocating the facility.

WMATA is planning to sell the real estate occupied by the Southeastern Bus Garage, with the proceeds to be used to fund the Proposed Action. Based on an appraisal of the property, the proceeds would only be enough to fund Phase 1. If the WMATA Board chooses to proceed with the Proposed Action (see Section 1.3), the sale would be initiated and WMATA would close the bus garage before the ballpark opening date. The division fleet would then be temporarily dispersed to six of the



Replacement of Southeastern Bus Garage
Environmental Assessment

Figure 1 - 3 Southeastern Merto Bus Service Area



Figure 1 - 4 Southeastern Bus Garage and Adjacent Facilities

Replacement of Southeastern Bus Garage
Environmental Assessment

Replacement of the Southeastern Bus Garage

remaining nine WMATA bus facilities throughout the duration in which the proposed bus facility at DC Village is being constructed.

1.2.2 DC Village

The 25-acre DC Village site is located immediately east of Interstate 295 (I-295) on the opposite side from the Blue Plains Wastewater Treatment Plant (Blue Plains AWTP) and the Naval Research Laboratories (see [Figure 1-1](#)). The buildings on the site were constructed for the U.S. government Home for the Aged and Infirm, which has not been in operation for several years. In recent years, some of the buildings were used as a regional headquarters of Americorps, an organization created by Congress in 1993 for volunteers to provide community services. Americorps vacated its operations at DC Village in September 2006.

The property contains the following buildings, eight of which are interconnected (see [Figure 1-5](#)):

- Central building, a one- and two-story structure located roughly in the center of the complex;
- A former chapel that is connected to the Central building, but is now used for storage;
- A two- and five-story vacant building, which used to be an infirmary, but is now abandoned and slated for demolition;
- Five single-story cottages that straddle the central building to the southwest and southeast;
- A two-story residence that was used by the facility superintendent, but is now vacant; and
- Other buildings on the southeast side of the property, which are used for warehousing, laundry and the facility boiler.

As noted in Section 1.1, the portion of DC Village outside the project site is being used by the District's MPD. The MPD station occupies cottages 1 and 3. MPD also uses parking lots to the east of the station for police vehicles. The District recently relocated other activities at DC Village operated by DHS and DOH. DHS used cottages 1, 2 and 3 to house homeless families and individuals in need of an emergency shelter and used cottages 4 and 5 as a hypothermia shelter. DOH used part of the central building as a distribution center of the Commodity Supplemental Food Program.

In 1986, DC Village was designated a "Development Zone" and "Special Treatment Area" in the District Comprehensive Plan. In the past few years, the District and the surrounding Ward 8 community have considered other land use proposals, such as a 700-unit housing development, an industrial park, and a prison.

The District has proposed using part of DC Village (the area that encompasses cottages 4 and 5, central building and the infirmary) as a site to replace the Southeastern Bus Garage because it is the only District-owned property that appears to satisfy WMATA's requirements for operating the southeastern service

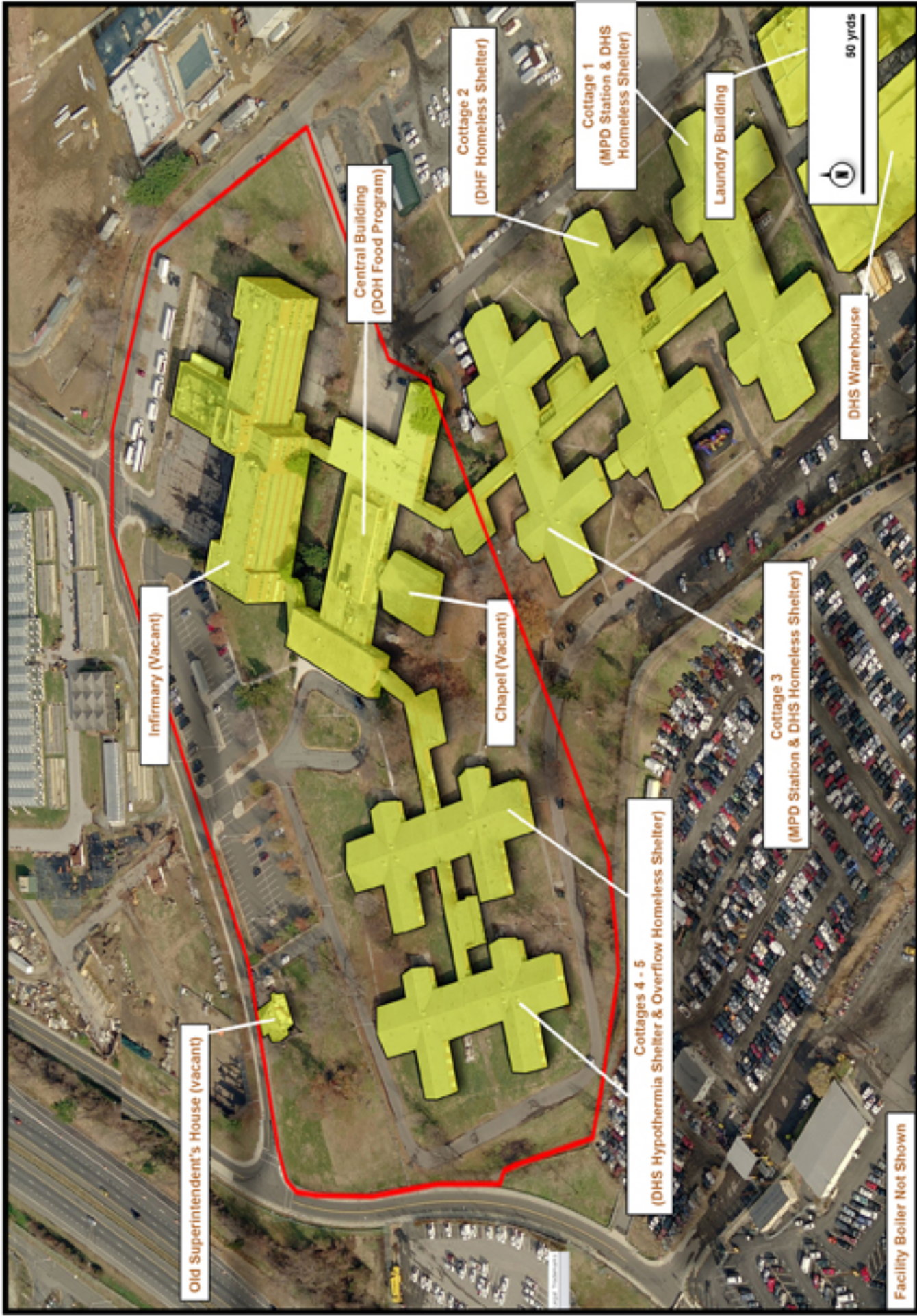


Figure 1 - 5 DC Village Buildings and Uses

Replacement of the Southeastern Bus Garage

area, as well being large enough to accommodate maintenance and storage needs. The site has appropriate zoning for such an operation, and at the time the site was being proposed for the bus facility replacement, the remaining occupied buildings were being vacated (Americorps operations).

1.3 Planning Context

WMATA prepared this Final Environmental Assessment (EA) for the proposed development of a 250-bus-capacity maintenance facility in DC Village, which will replace the existing Southeastern Bus Garage. The proposed development also includes an indoor police training facility for MTPD officers. In accordance with the WMATA Compact, this EA discloses the environmental and social impacts that could result from the project's implementation, and describes specific measures to prevent, minimize or mitigate adverse impacts to the environment. This Final EA also contains assessments regarding certain federal regulations and requirements in the event that the Federal Transit Administration would later choose to participate in the Proposed Action by providing partial funding.

WMATA held a public hearing on July 10, 2007 at St. Elizabeths Hospital Chapel to provide the general public the opportunity to comment about the proposal, its potential impacts and appropriate environmental mitigation measures. Following the public hearing, WMATA reviewed the testimony received for the record and prepared a *Public Hearing Staff Report*, which was available for public review and comment. The WMATA Board of Directors (WMATA Board) will consider the public hearing record, the *Public Hearing Staff Report* and its public comments, and will act on the proposed Metrobus facility and transit police training facility. The WMATA Board will also decide whether to proceed with a conveyance agreement with the District to obtain the property at DC Village needed for the project.

1.4 Project Purpose and Need

The purpose of the project is to replace the 70-year old Southeastern Bus Garage with a modern bus facility with adequate capacity for near and long-term Metrobus service. WMATA is expediting the replacement in order to support the redevelopment of the Anacostia waterfront and to avoid the impact of ballpark events upon bus access at the existing garage. The project will include a first-ever transit police training facility, since training facilities owned by other agencies are becoming less accessible.

1.4.1 Modern and Adequate-Capacity Facility

WMATA's active revenue Metrobus fleet currently consists of 1,342 standard-sized (30, 35 and 40 feet), 65 articulated and 50 small (26 feet) buses, for a total of 1,457 that are assigned to the ten bus garages located throughout the Washington metropolitan area (see Figure 1-2). The entire system operates 344 routes.

Replacement of the Southeastern Bus Garage

As noted in Section 1.2.1, the Southeastern Bus Garage does not have enough bus parking near the main building to accommodate the 114 Metrobuses assigned to this facility. Many of the buses need to be parked at 1st and R Streets SW, seven blocks away from the garage. In addition, some of the Metrobuses that serve the southeastern area are based at other garages in Virginia and Maryland.

According to WMATA's *Fleet Management Plan* (April 2007), the Southeastern Division will be an important part of the planned Metrobus service increase and therefore, must accommodate 130 standard-sized buses and 57 articulated buses, increasing the service area's fleet to 187 by 2011. In later years, the number of Metrobuses assigned to the Southeastern Division would likely increase to more than 250 buses to accommodate population increases and transit service improvements. At this time, the Southeastern Bus Garage and environs barely manage to accommodate 114 buses. The garage currently cannot accommodate the planned bus fleet increase by 2011.

The 2002 Garage Plan estimated that a modern and efficient bus facility should be between 11.3 to 19.3 acres and 14.1 to 24.1 acres for a 200-bus and 250-bus capacity facility, respectively, depending on the whether the facility is located in an urban or suburban setting, which affects whether or not it would be cost effective to make it a single- or multi-level facility. Table 1-1 illustrates these space requirements.

**Table 1-1
Bus Facility Space Needs, 200- and 250-Bus Capacity**

Facility Element	200-Bus Capacity	250-Bus Capacity
Building Areas		
Administration and Operations (sf)	15,822	19,845
Maintenance (sf)	65,356	82,444
Fueling and Washing (sf)	20,580	27,804
Site Areas		
Stacked Bus Parking (Urban) (sf)	213,088	265,190
Tandem Bus Parking (Suburban) (sf)	223,840	278,600
Employee/Visitor Parking (sf)	85,284	106,650
Exterior Storage (sf)	8,450	8,800
Site Circulation and Misc. *		
Urban (sf)	81,716	102,147
Suburban (sf)	419,332	524,143
TOTAL REQUIREMENTS		
Urban (acres)	11.3	14.1
Suburban (acres)	19.3	24.1

Notes: sf: square feet

* Landscaping, setbacks, storm water detention, etc.

Source: DMJM-Harris, Regional Bus Study, Garage Plan, October 2002

Replacement of the Southeastern Bus Garage

Although the figures provided in Table 1-1 are considered guidelines because efficiencies (e.g., using a parking garage for employee parking) could be incorporated into a design that would reduce space requirements, they nevertheless illustrate that the size of the current Southeastern Bus Garage is substantially below what is needed for a modern and efficient 200- and 250-bus capacity maintenance facility. In fact, for a 100-bus capacity facility, the 2002 Garage Plan's guidelines call for a facility between 5.9 and 10.1 acres, much larger than the size of the existing Southeastern Bus Garage.

1.4.2 Baseball Ballpark and Development Conflicts

As shown on Figure 1-6, the Southeastern Bus Garage is in close proximity to the new Washington Nationals Major League Ballpark, which is scheduled to open in March 2008 in time for pre-season games. Although the bus garage and its ancillary parking lots would not directly be affected by the ballpark, afternoon, early evening and nighttime activities (i.e., buses returning to the garage and environs after completing peak period routes) would conflict with stadium-related traffic, likely causing problems for both types of traffic. The peak time that Metrobuses return to the garage is between 6:45 pm and 7:45 pm, which is approximately the same time that evening home games start.

If WMATA were to choose to keep the Southeastern Bus Division at its current location, the District requested that WMATA suspend all bus garage operations during home ballgames, which include the periods three hours before and three hours after the ballgames. Complying with this request would require major operational changes, including substantial alterations to maintenance staff work schedules, and using more workers. Due to the way WMATA sets work schedules for their union employees (maintenance staff and bus operators), the District's request would effectively control the entire year's work schedule even though only 81 regular season Nationals home games are played over an approximately six month period. Due to the difficulty and cost of operating near the ballpark, WMATA plans to temporarily disperse all the Southeastern Division Metrobuses to the following six WMATA bus facilities: Bladensburg and Western in Washington, DC; Montgomery in Montgomery County, MD; Southern Avenue in Prince George's County, MD; Arlington in Arlington, County, Virginia; and Royal Street in Alexandria, VA (see Figure 1-2). Although dispersing the Southeastern Division bus fleet to these bus facilities would substantially increase operating costs, it is a preferable temporary solution than having to operate near the ballpark until a permanent home for the division is established.

The Southeastern Bus Garage and its parking lots are on prime real estate. Property values in the general vicinity of the garage have substantially increased in recent years due to the ballpark and other developments, in particular the 55-acre Southeast Federal Center (The Yards), which will feature mixed land uses consisting of office space, residences and commercial establishments (see Figure 1-6). The U.S. Department of Transportation recently moved its headquarters to newly constructed buildings a few blocks east of the Southeastern Bus Garage on M Street SE.

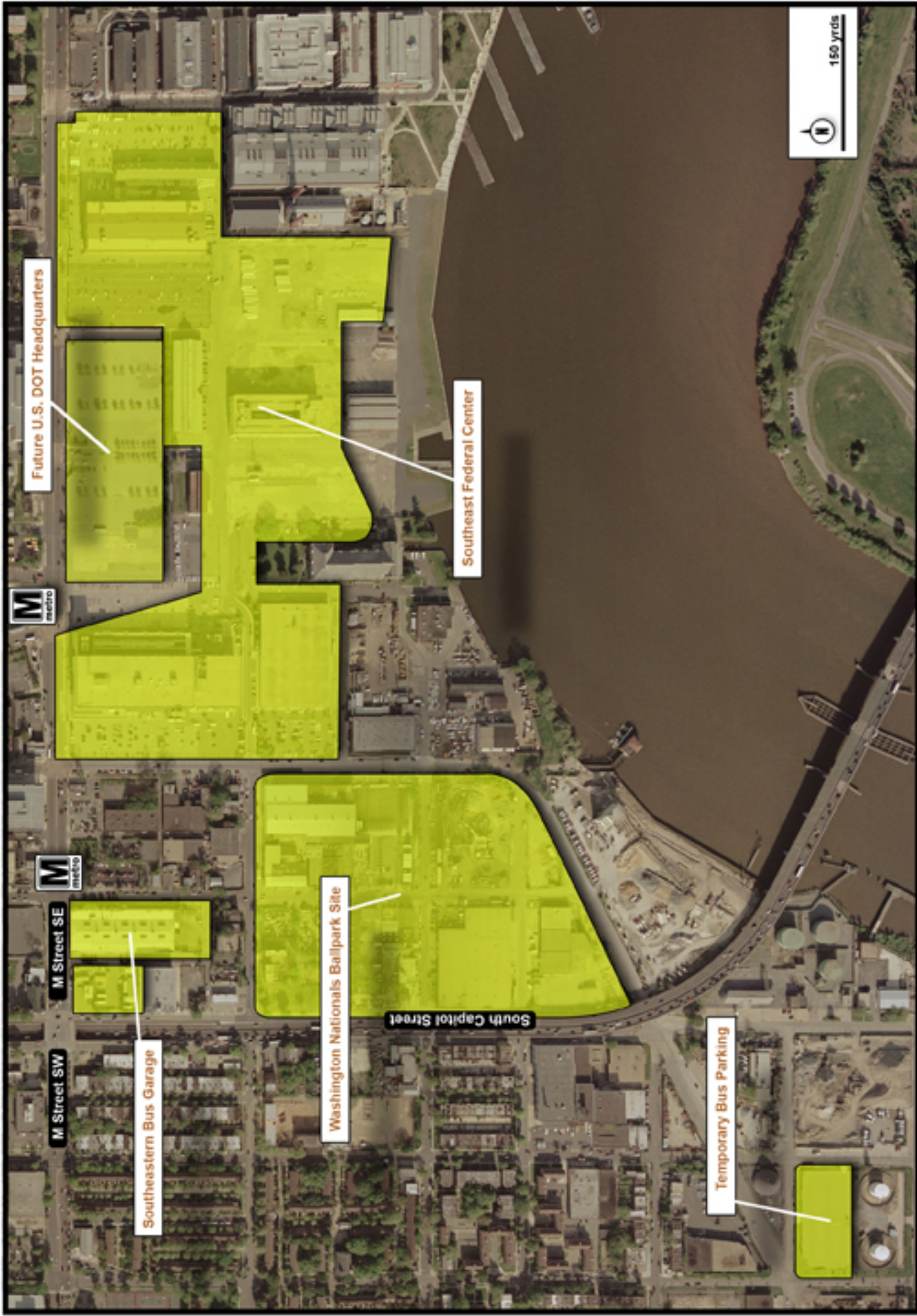


Figure 1 - 6 Existing and Major Land Uses Near the Southeastern Bus Garage

Replacement of Southeastern Bus Garage
Environmental Assessment

Replacement of the Southeastern Bus Garage

The presence of the ballpark will likely encourage nearby private landowners to develop restaurant, residential and entertainment land uses, which would be consistent with District plans to economically revitalize the South Capitol Street area. Some of this kind of development is already underway. A bus facility is essentially a light industrial activity, and therefore the existing Southeastern Bus Garage would be incompatible with the type of economic activities (office, residential, and commercial) expected along the South Capitol Street and M Street corridors despite being at this location since 1936. WMATA and the District would be better served by using the high-value property of the Southeastern Bus Garage and ancillary parking areas for commercial uses that are consistent with or compatible with the ballpark and other development trends of the area. WMATA would benefit from the proceeds of selling the property, and the District would benefit from increased tax revenues and freeing up property that would be used to support its vision for the South Capitol Street corridor.

1.4.3 Police Training

Although MTPD has an authorized strength of 423 sworn police officers, 98 armed-commissioned Special Police Officers and four armed revenue guards, the department does not own or operate a training facility with a firearms range. To maintain certification with the District, the Maryland Police and Correctional Training Commissions and the Virginia Department of Criminal Justice Services, MTPD police officers are required to meet firearms proficiency as set by these organizations at least twice a year.²

MTPD officers currently use the training facilities, with firing ranges, of other nearby police agencies to practice and maintain certification, for a nominal cost. However, the availability of these facilities drastically decreased in 2006. For instance, in 2005 MTPD scheduled 35 range dates at the Loudoun County facility, but in 2006, only seven dates were available. Two other ranges that MTPD have used in the past had a total of six available days in 2006 (one of them was zero). Consequently, in 2006 MTPD was not able sustain its regionally-recognized high level of firearms training, which for past decade helped prevent firearms-use-of-force lawsuits. Furthermore, the lack of available dates is projected to worsen this year (2007).

If MTPD officers are unable to schedule enough time at training facilities to practice firearms and meet firearms proficiency, many of them could be decertified. Without certification, an officer would be prohibited from performing police duties, which is unacceptable to WMATA. Their only immediate alternative would be to use a federal police training facility in Cheltenham, Maryland. Using this facility would cost an annual \$133,000 in users fees, but would also result in \$400,000 in overtime costs because the Cheltenham facility is only open when most MTPD officers are off-duty. Therefore, the cost of maintaining certification for MTPD officers in firearms proficiency would be \$533,000 annually, an amount that WMATA has no choice spending due to the security needs of the transit system. Due to

² The District requires armed-commission special police officers to re-qualify annually.

Replacement of the Southeastern Bus Garage

these costs, WMATA would be fiscally prudent to have its own transit police training facility. In several years, the cost of developing a transit police training facility would pay for itself from the savings of not having to pay user fees and overtime.

2

Proposed Action

Replacement of the Southeastern Bus Garage

This chapter provides a description of the physical and operational characteristics of the "Proposed Action", WMATA's plan to construct a new bus maintenance facility (or "bus facility") at DC Village to replace its existing Southeastern Bus Garage at 17 M Street SE. The Proposed Action also includes construction of an indoor police training facility for MTPD officers that would be incorporated into the overall facility. This chapter also describes other alternatives that were considered by WMATA but rejected for both replacing the existing Southeastern Bus Garage and for constructing a new transit police training facility.

The entire facility will occupy a 16 acre parcel within DC Village (hereinafter referred to as the "project site"), which is currently owned by the District, but will change title to WMATA if this project were to be approved. The District identified the project site and proposed its use for the relocation of the bus facility. WMATA found the site suitable because of its relatively flat terrain, good highway access, appropriate zoning and other factors that satisfy the requirements for operations, maintenance and storage of Metrobuses. The District found the site to be a good candidate because at the time of proposing the site, the buildings within the 16-acre parcel were being vacated, and a bus facility would be consistent with its long range plans to develop industrial uses at DC Village.

2.1 Project Description

This section describes the three general phases (Phases 1, 2 and 3) WMATA plans to employ to develop a 250 bus capacity facility at DC Village, with the transit police training facility. Because of the expected proceeds from the sale of the existing Southeastern Bus Garage property, at this time WMATA has enough funding only for Phase 1.

The first phase will relocate 114 Metrobuses now based at the existing Southeastern Bus Garage to the project site. Under this phase, all the buildings within the project site would be demolished and many of the elements constructed under this phase will be permanent in anticipation of later additions or improvements under Phases 2 and 3.

Phase 2 of the Proposed Action will construct facilities needed to accommodate the 187 Metrobuses planned to be in service in the Southeastern Division beyond 2011. Phase 3 will involve expanding the capacity of the bus facility within the project site to accommodate the 250 Metrobuses that are expected to be needed beyond 2011.

If other adequate funding sources become available, WMATA may choose to skip Phase 1 or Phases 1 and 2, and proceed to construct Phase 2 or Phase 3, respectively. In the long term, initially constructing the bus facility to near full or full capacity (i.e., Phase 2 or 3) would be more cost-effective than constructing the bus facility through three separate phases. Inefficiencies will result in constructing new facilities while still maintaining the operation of the bus facility.

2.1.1 Purpose and Elements of a WMATA Bus Facility

A bus facility is where buses are stored, fueled, washed and maintained when they are not out on the road performing revenue service (i.e., collecting fares for transit service to the general public) or traveling to and from revenue service. Because WMATA operates revenue bus service routes that span almost 24 hours a day and seven days a week, its bus maintenance facilities must also operate 24 hours a day, seven days a week. The busiest times, or the periods in which the most buses are needed for revenue service, are during the morning and afternoon peak commuter periods (i.e., 6 am to 9 am and 3 pm to 7 pm). Therefore, a bus facility is busiest during the hours between the peak commuter periods: evening to early morning and late morning to early afternoon. This is when most buses undergo fare box collections, fueling and washing/cleaning so that they are ready for their next revenue service runs. Buses that require maintenance or repair are pulled out of this cycle. If a bus cannot be repaired within the general time frames described above, it is pulled out of revenue service, which is the reason extra buses are stored.

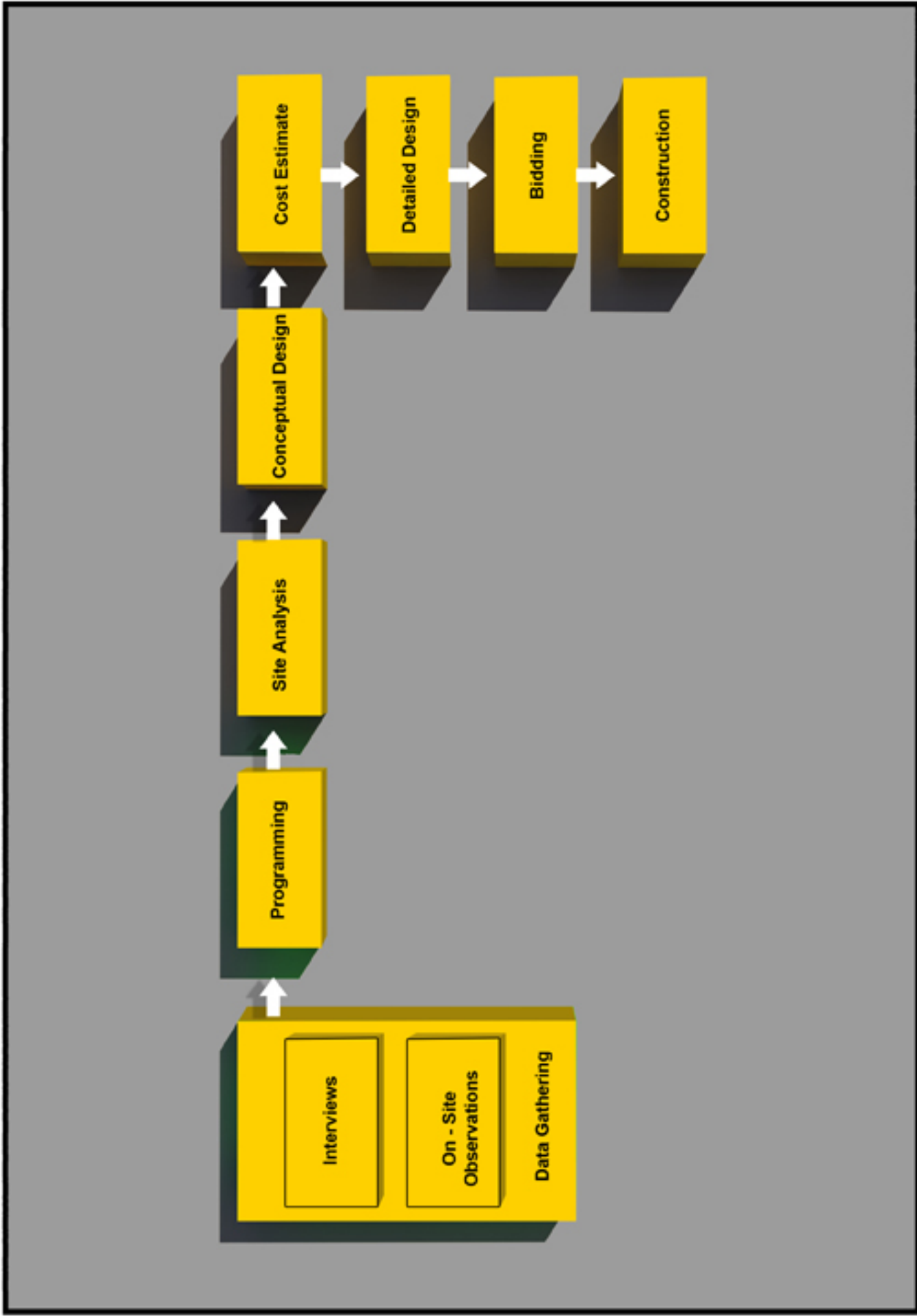
The new bus facility will functionally operate at Level's II and III, as specified in WMATA's Manual of Design Criteria Facilities, Release 7 (Design Manual). A Level II maintenance facility, sometimes called an inspection garage for light maintenance, is able to conduct engine tune-ups; lubrication, inspections, tire changing, brake repair and minor body works, as well as unit change out. A Level III maintenance facility, sometimes called a tertiary maintenance garage, is basically a full maintenance garage, able to conduct body repair and painting.

In general, WMATA organizes its inventory of bus garages to match its network of bus routes servicing the Washington metropolitan area. For instance, the four bus garages within the District, including the existing Southeastern Bus Garage (see Section 1.2.1), base Metrobuses that largely serve the District, generally within their geographic locations.

2.1.2 Development Process

The design and development process of the new Southeastern Bus Garage at DC Village is illustrated in Figure 2-1. The objectives of the first steps of the process are to gain a thorough understanding of the operational characteristics and functional needs of each department that will be located at the new site. These steps include interviews with key WMATA personal, including those who may be affected by this project (e.g., existing Southeastern Bus Garage supervisors), on-site observations and analyses of the inner workings of bus garages, and review of the Design Manual and other relevant documentation.

From the data gathering activities briefly described above, a programming document was developed, which outlined preliminary space needs and functional requirements, defining precise areas (i.e., square footage) involved with each specific function, as well as how they are to be organized in relation to each other.



Replacement of Southeastern Bus Garage
Environmental Assessment

Figure 2 - 1 Project Development Flow Chart

Replacement of the Southeastern Bus Garage

The next step in the process was an analysis of the project site, examining how it can meet these requirements specified in the programming document. Due to the desire to maintain a sizeable amount of real estate at DC Village for District needs, WMATA was asked by the District to plan the bus facility in the area of DC Village occupied by the central building/chapel, cottages 4 and 5, the infirmary, and the superintendent's house. The remaining property will remain under title to the District, and continue to be used by District agencies. The conceptual design step developed an overall master plan for the project by evaluating specific solutions against established criteria to determine how the bus facility would best fit within the project site. Based on the conceptual designs of multiple phases of the project, which are described in this chapter, a preliminary construction cost estimate was then developed (see Section 2.1.7).

If the project were approved by the WMATA Board (see Section 1.3), WMATA will use the conceptual design and preliminary cost estimate to form the basis in developing detailed designs, which will involve preparing construction documents (i.e., plans, specifications and estimates) suitable for qualified general contractors to bid in a public process.

At the end of the project development process of Phases 1, 2 and 3, WMATA's bus facility at DC Village will have the capacity to accommodate a fleet of 250 Metrobuses, including up to 75 articulated buses. The new bus facility will include the following facilities needed for a fleet of 250 Metrobuses.

- Offices for administration and bus operations;
- Facilities for WMATA staff to conduct maintenance in accordance with Levels II and III requirements as specified in the Design Manual;
- Fuel and wash facilities;
- Bus, employee and visitor parking; and
- Lounges and rest areas for bus operators.

During Phase 3, the bus facility will also incorporate a transit police training facility, which would include a firearms training range and classrooms.

2.1.3 Phase 1

Phase 1 will involve the demolition of all the buildings within the project site, including any necessary environmental remediation. Once completed, this phase will accommodate the 114 Metrobuses now assigned to the Southeastern Bus Garage, and will provide Levels II and III maintenance services. Phase 1 does not include the transit police training facility, but ample space will remain on-site if WMATA chooses to erect an interim transit police training facility, using modular, prefabricated components.

2.1.3.1 Physical Characteristics

The proposed layout and physical elements of Phase 1 within the 16 acre project site include the following (see Figure 2-2):

Replacement of the Southeastern Bus Garage

- A main building, which will contain bus maintenance on the ground level and bus operations on the second floor;
- Concrete paved areas containing bus parking and circulation, and employee/visitor parking;
- Permanent fueling and fare collection facility with associated underground fuel storage tanks;
- Permanent bus washing facility;
- Permanent non-revenue vehicle (gasoline) facility with an underground fuel storage tank;
- Perimeter and other landscaping, including irrigation, to improve the aesthetic condition of the site;
- Decorative security fencing around the perimeter of the project site (normal chain link security fencing would be used in the southeast side, which would not face a public street), including separate entrances for buses and employee vehicles; and
- Installation of:
 - Associated site utilities as necessary, and
 - Storm water management measures (see Section 2.1.6).

Because the project site cut off a portion of DC Village Lane SW, Phase 1 will include construction of a bus/truck turnaround at the end of the road so that Metrobuses can continue to service DC Village and for purposes of fire safety.

2.1.3.2 Operational Characteristics

During Phase 1, Metrobuses will egress and ingress the project site at a driveway off of DC Village Lane SW on the northwest end of the property, a few hundred feet from the DC Village Lane SW/Shepherd Parkway SW intersection (see Figure 2-3). The employee/visitor entrance will be on the west side of the project site off of Shepherd Parkway SW (see Figure 2-2). Internal bus circulation will occur within the concrete paved area, where buses would move between the bus parking area, the fueling canopy and the washing canopy on a daily basis. Circulation within the paved area will also include movements from the bus parking area and the maintenance building. With the exception of how buses enter the facility, internal bus circulation under Phase 1 will be similar to that of under Phase 2 (see Section 2.1.4.2).

The route in which Metrobuses will use to travel to and from the project site includes Shepherd Parkway SW, I-295 Interchange 1, I-295 and Overlook Avenue SW (see Figure 2-3). From the project site, Metrobuses embarking on revenue service will turn left onto the DC Village Lane SW; turn right onto Shepherd Parkway SW; and enter northbound I-295 at Interchange 1 (see Figure 2-3). Metrobuses returning to the project site will travel southbound on I-295; exit the freeway at the Overlook Avenue SW off-ramp; turn left on Laboratory Road; turn right on Shepherd Parkway SW; turn left on DC Village Lane SW; and then turn right into the project site (see Figure 2-2). Metrobuses will not use Blue Plains Drive SW to access Martin Luther King Jr. Avenue SW, even for routes with termini in the District's Ward 8. However, these roads may be used in emergency

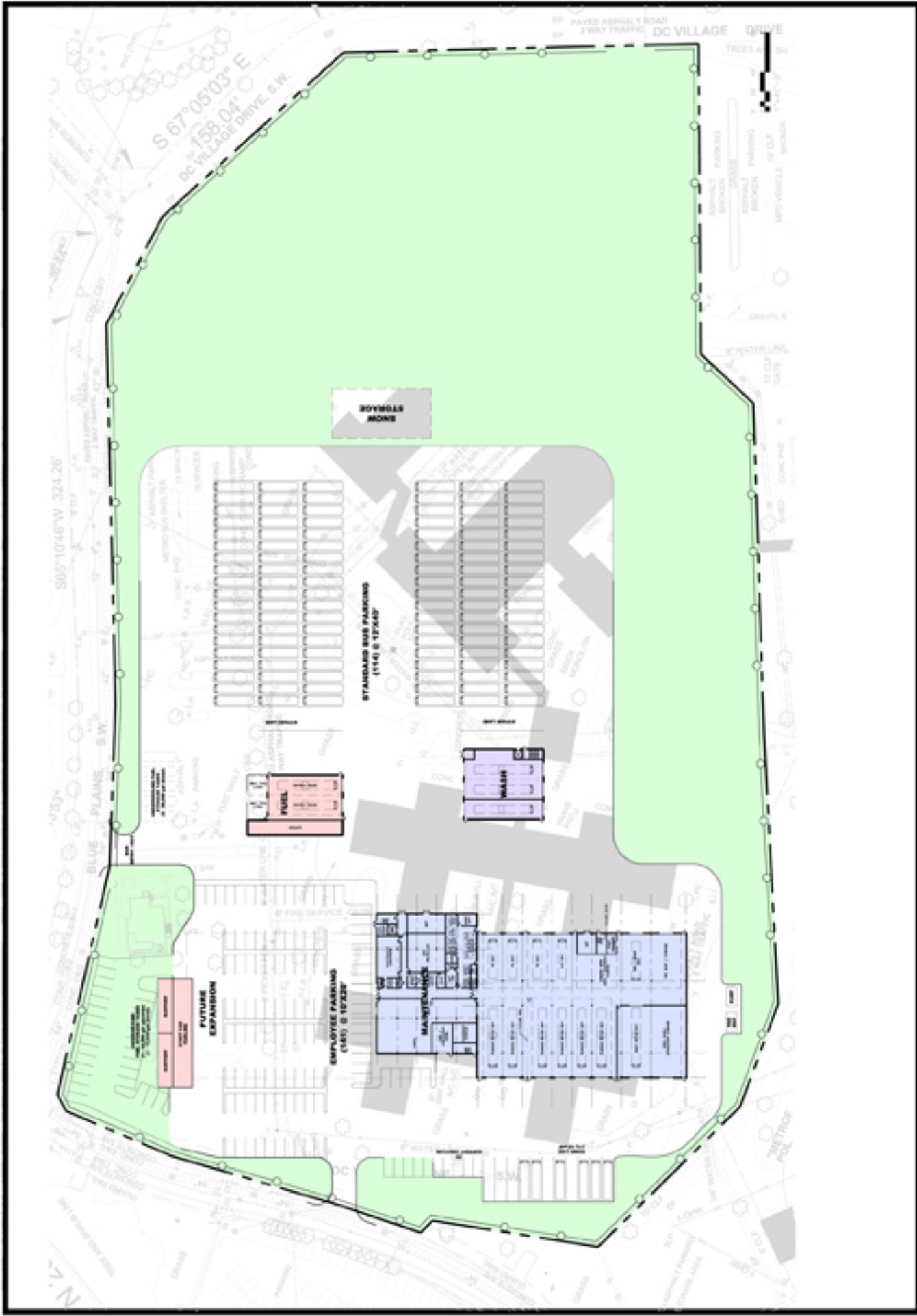


Figure 2 - 2 Site Plan of Phase 1



Replacement of Southeastern Bus Garage
Environmental Assessment

Figure 2 - 3 Roadway Path of Metrobuses

Replacement of the Southeastern Bus Garage

situations or if I-295 is closed. Note that the paths shown on Figure 2-3 assume the permanent bus facility entrance under Phase 2 or 3 (see Sections 2.1.4 and 2.1.5).

2.1.4 Phase 2

Phase 2 will involve constructing permanent facilities to accommodate 187 Metrobuses, and maintain the Levels II and III maintenance services provided under Phase 1.

2.1.4.1 Physical Characteristics

The proposed layout and physical elements of Phase 2 within the 16 acre project site include the following (see Figure 2-4):

- Expansion of the main building to accommodate the operation and maintenance needs of the additional 73 Metrobuses over the Phase 1 fleet;
- Construction of an employee/visitor parking lot with enough spaces for almost 230 cars;
- Expansion of the bus parking area to accommodate 187 Metrobuses, including 57 articulated Metrobuses;
- Permanent entrance at the east end of the project site, including guard house, for both Metrobuses and employee vehicles;
- Modification of the perimeter landscaping due to the expansion of paved areas; and
- Installation or modification of:
 - Associated site utilities as necessary, and
 - Storm water management measures (see Section 2.1.6).

2.1.4.2 Operational Characteristics

At the end of Phase 2 construction, all vehicles (e.g., employee personal vehicles and buses) will enter from the main gate on the east side of the project site. Employees and visitors entering at the main gate will enter the bus facility from a separate driveway from buses. They will exit the same way. Buses entering the project site will proceed to the bus parking area.

The internal circulation of buses within the project site under Phase 2 will be similar to that of Phase 1 except that buses will enter the facility from a different location and access to the maintenance building will be different. The proposed layout or locations of the bus parking areas, and fuel and wash facilities were carefully planned to maximize circulation efficiency and to minimize accidents. Buses entering the project site from the permanent entrance will turn right into the nearest available parking lane closest to the main building, while leaving one or two lanes open for buses completing the fare removal, fuel and wash process to park. Personnel whose job is to drive buses through the fare removal, fuel and wash process will start from the lanes nearest to the main building and work their way opposite from the building, and will drive the buses in a counterclockwise direction.

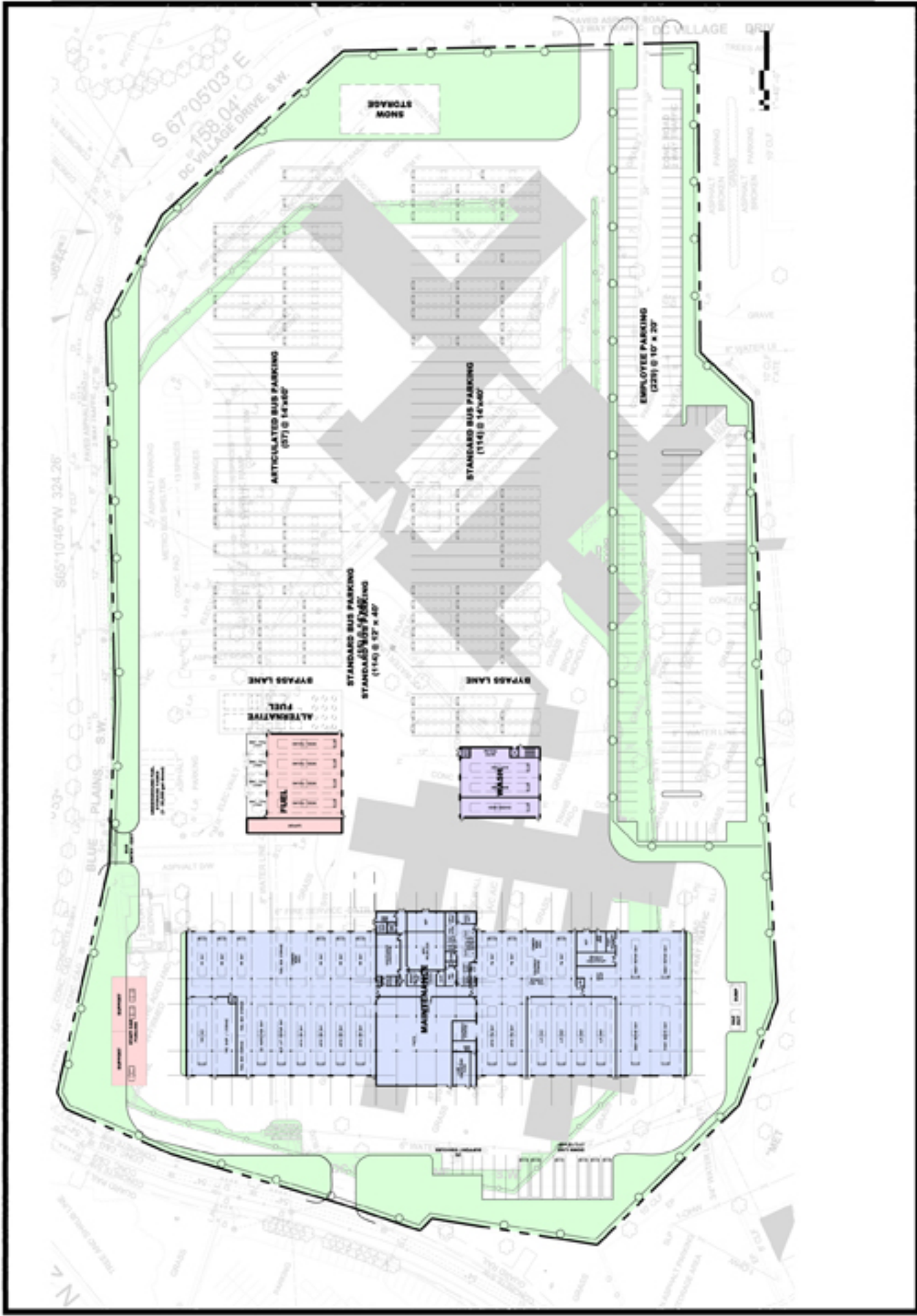


Figure 2 - 4 Site Plan of Phase 2

Replacement of Southeastern Bus Garage
Environmental Assessment

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The circulation pattern means that buses entering the project site and buses completing the fare collection, fuel and wash process do not cross paths, which will minimize accidents. Buses requiring maintenance at the main building will also be driven in a counterclockwise direction. Articulated buses will be driven to the far end of the main building, and all buses will back into the bays. Buses completing maintenance will be driven again in a counterclockwise direction and return to the parking lanes in the same manner as buses completing the fare collection, fuel and wash process.

Access to and from the project site from the surrounding street network under the Phase 2 condition will be the same as under Phase 1, as shown on Figure 2-3. This figure correctly shows the location of the permanent entrance of the proposed bus facility. The Phase 1 bus entrance will remain, but generally closed except for emergencies.

2.1.5 Phase 3

Phase 3 of the Proposed Action will expand the capacity of the proposed bus facility to accommodate 250 Metrobuses, including 75 articulated buses. Although WMATA has not set a schedule for Phase 3 construction, for purposes of this EA, Phase 3 is assumed to be completed before 2030. Under Phase 3, the transit police training facility will also be constructed within the project site.

2.1.5.1 Physical Characteristics

The proposed layout and physical elements of Phase 3 associated with the bus facility include the following (see Figure 2-6):

- Expansion of the main building to accommodate the operation and maintenance needs of the additional 63 Metrobuses over the Phase 2 capacity of 187 Metrobuses;
- Construction of an employee/visitor single-deck parking structure, including an ingress/egress ramp, with enough spaces for 360 cars;
- Expansion of the bus parking area to accommodate 250 Metrobuses, including 75 articulated buses, where a large percentage of the parking area will be underneath the parking deck;
- Construction of a transit police training facility on the east end of the parking deck;
- Pedestrian bridge between the parking structure and the second level of the main building; and
- Installation or modification of:
 - Associated site utilities as necessary, and
 - Storm water management measures (see Section 2.1.6).

At full-capacity, the bus facility at DC Village for the Southeastern Division will include:

- Bus maintenance, which will largely occupy the first floor of the main building;
- Bus fare collection, fueling and washing within their own building or facilities;

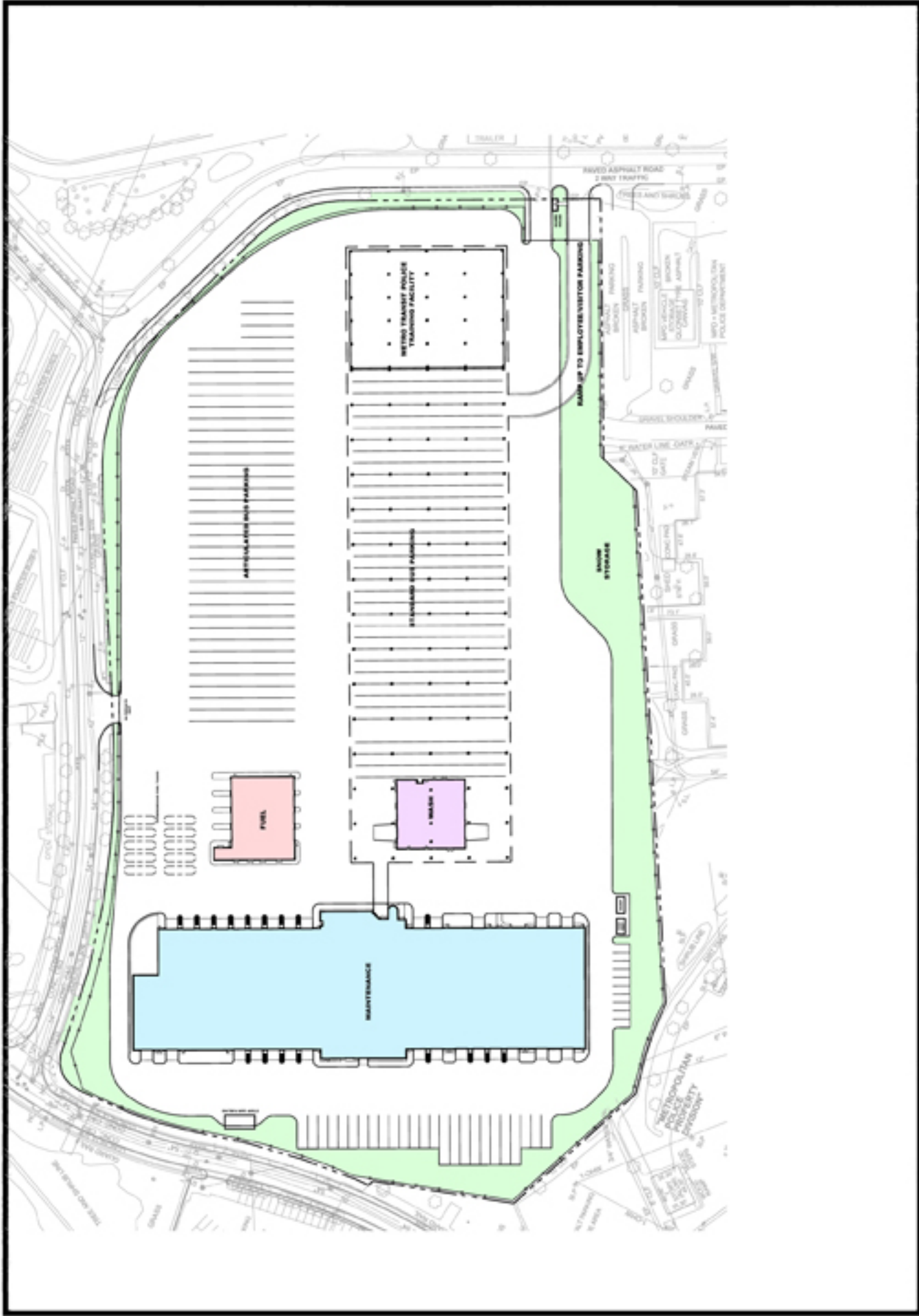


Figure 2 - 5 Site Plan of Phase 3

Replacement of the Southeastern Bus Garage

- Bus operations, which will occupy the second level of the main building; and
- Transit police training facility, which will occupy the east end of the parking deck.

The conceptual layouts of these facilities are described below.

Bus Maintenance

Bus maintenance will be housed in the first floor of the main building. The organization of the buildings would consist of inspection, repair, body and painting bays on both sides of a maintenance center. The bays will be divided across the length of the buildings. The main building will accommodate articulated buses. The maintenance center of the main building will contain parts and fluid storage, supervisor offices, restrooms and other common needs. An operational bay will be fully equipped for whatever purpose it serves.

Bus Operations

Bus operations will occupy the area of the second floor directly above the maintenance center. A pedestrian bridge will be provided between the parking deck and the second level containing bus operations center. The operations center will contain a bus operator check-in area, supervisor offices, restrooms/showers and amenities for bus operators, such as a lounge, recreation room, lunch room and quiet room.

Transit Police Training Facility

The transit police training facility will include the following elements:

- 50 yard long firearms range, providing two bays of 12 lanes each;
- Meeting and training room;
- Areas for handling firearms (e.g., gun cleaning);
- Secured storage for firearms and ammunition;
- Restrooms;
- Administrative offices; and
- Break room or lounge.

2.1.5.2 Operational Characteristics

Access to and from the project site and internal circulation of buses within the project site would be exactly the same as under Phase 2.

2.1.6 Environmental Measures

Storm water management during any construction regardless of the phase will be conducted under the project's National Pollutant Discharge Elimination System (NPDES) permit for storm water discharges from construction sites (see Section 3.2.2). Phases 1, 2 and 3 will include construction of permanent storm water management measures. Because Phase 1 and Phase 2 require less space for bus parking, there may be enough of an area for a detention basin, which can also be

Replacement of the Southeastern Bus Garage

used for landscaping. Detention basins require large areas, but are effective in capturing and holding storm water runoff, allowing pollutants to settle, before the water is discharged offsite. Phase 3 will require substantially more bus parking than Phase 2, which may not provide enough space for a suitable detention basin. If a detention basin cannot be used for Phase 3 or perhaps Phase 2, a structural type of measure that would involve inlet catch basins may have to be used. These types of measures filter storm water by any number of means depending on their design before off-site discharge.

All buildings would be designed to assist employees in collecting, treating, recycling or properly disposing pollutants and hazardous waste, such as used oil, diesel fuel, wash water, trash, spent shell casings from the firearms range, and other fluids needed to maintain the buses.

2.1.7 Cost and Schedule

The estimated cost of Phase 1 is approximately \$60 million, which would be fully funded through the sale of the real estate now being used for the Southeastern Bus Garage. Cost estimates of Phases 2 and 3 are provided in the Proposed Action's financial plan.

The WMATA Board will make a decision about whether or not to proceed with the Proposed Action in November or December 2007. If the Board approves the project, WMATA is scheduled to shortly thereafter award a construction contract to demolish or clear the buildings within the project site in preparation for construction of Phase 1, or Phase 2 or 3 if additional funding became available. The clearing and grading of the site will occur early in 2008, and construction of Phase 1 (or Phases 2 or 3) would probably start in late spring or early summer. Regardless of which phase is selected, the project site will not be ready to accommodate the operations and maintenance of the Southeastern Division until late 2010.

For purposes of this EA, a Phase 2 condition is assumed by the opening year 2010-2011 and a Phase 3 condition is assumed to be completed before 2030.

2.2 No Build Alternative

Full consideration is given in this EA to the environmental consequences of taking no action to meet project purposes and needs as described in Section 1.4. For the purposes of analyzing the impacts of the Proposed Action, the No Build alternative provides a baseline condition with which to compare the consequences associated with the Proposed Action.

The no action or No Build Alternative would keep the Southeastern Bus Garage at its current location, and WMATA would continue to use nearby parking lots for Metrobuses and employees, as well as the remote bus parking lot on 1st and R Streets SW. As described in Section 1.4.2, continuing to operate at the existing bus garage would force WMATA to make major operational changes to avoid conflicts with Major League ballgames and other stadium events. Also, as noted in Section

Replacement of the Southeastern Bus Garage

1.4.2, WMATA is planning to temporarily disperse the Southeastern Division fleet to other bus maintenance facilities while the proposed bus facility at DC Village is under construction. This option is not available under the No Build Alternative because WMATA would have to consider the long-term implications of the dispersion. In addition to the substantial increase in operating costs due to higher aggregate "deadhead" time, which would have to be paid year after year, the dispersion would push three of the bus maintenance facilities to over-capacity conditions. While this is acceptable temporarily, the No Build Alternative represents a long term condition.

Although the No Build Alternative could include maintenance equipment improvements within the main building to address some of the deficiencies identified in Section 1.2.1, it provides no additional bus capacity, and therefore the garage would continue to be assigned about 114 Metrobuses. However, WMATA may possibly lose use of the parking lot at 1st and R Streets SW if the landowner wants to use the property for other purposes. WMATA may not be able to improve bus service within the Southeastern division due to the lack of support facilities.

Under the No Build Alternative, the MTPD officers would use the federal firearms facility in Cheltenham, Maryland. As noted in Section 1.4.3, using this facility would cost WMATA over \$530,000 per year in user fees and overtime costs.

At DC Village, the District would retain title to the project site. The District has already relocated the DOH distribution center (see Section 1.2.2). Therefore, the District is unlikely bring the center back to the central building if WMATA decides not to proceed with the Proposed Action. The District also does not plan to bring back the homeless family and hypothermia shelters under the No Build Alternative because other more suitable facilities have been found. The empty infirmary building would likely remain as is until the District secures funding for its hazardous materials remediation and demolition. In the long term, the District would likely redevelop the project site to other uses consistent with its commercial-light industrial zoning, but these uses are unknown at this time. Several proposals are being considered, but nothing is firm.

2.3 Alternatives Considered But Rejected

2.3.1 Alternative Sites

As noted in Section 1.2.1, WMATA has considered replacing or expanding the Southeastern Bus Garage for over 30 years, and has prepared close to two dozen planning, environmental or analytical documents that studied the problems associated with the garage and alternatives to address them. Throughout the years, approximately 40 alternatives were considered but none of them were approved for final design and construction. Some of these alternatives advanced far enough that they were considered in WMATA's public hearing process, but were ultimately rejected due to a variety of reasons. However, most of them were eliminated in early planning when WMATA determined that they would be unworkable.

Replacement of the Southeastern Bus Garage

The alternatives considered but rejected by WMATA in the past 30 years for the improvement or relocation of the Southeastern Bus Garage include the following:

- Expand the existing bus garage south to N or O Streets SE and east to South Capitol Street;
- Washington Gas Light property within the block bordered by 11th, 12th, M and Water Streets SE;
- Poplar Point at the site of the former District tree nursery and Architect of the Capitol botanical production facility;
- Howard Road site located between I-295 and South Capitol Street SW;
- Near Fort McNair on vacant land between S and V Streets SW adjacent to the Fort's wall;
- Near Fort McNair on property adjacent to the above site between Q and R Streets SW;
- Near Fort McNair at the PEPCO power plant at Buzzard Point;
- Block bordered by South Capitol, I Street SE, and New Jersey Avenue SE;
- North of M Street SE at 11th Street SE;
- Camp Simms;
- St. Elizabeth's West Campus;
- St. Elizabeth's West Campus adjacent old railroad spur near I-295;
- St. Elizabeth's East Campus adjacent to Suitland Parkway;
- National Park Service's Oxon Cove;
- District impoundment lot;
- National Park Service property at South Capitol Street and Southern Avenue;
- CSX property at the east end of Whitney Young Bridge and east of I-295;
- Old District jail site at 19th Street NE and Independence Avenue NE;
- Bus fringe parking lot at foot of the South Capitol Street Bridge;
- Former commuter fringe parking lot, which is now a District Commercial Driver's License testing Lot at South Capitol Street and Suitland Parkway;
- District solid waste truck lot at Firth Sterling Avenue SE and South Capital Street SE;
- Expansion of the Southern Avenue Garage in Prince George's County;
- Old car barn site at 14th Street NE and East Capitol Street, which is now residential property;
- RFK Stadium parking lot behind old District jail site and District general hospital;
- District school bus parking lot between L and K Streets SE;
- Old Beaver Avenue and Ourisman Drive in Prince George's County;
- Old K Mart site on Branch Avenue in Prince George's County;
- Air rights development over the existing Southeastern Bus Garage;
- Air rights development over the Brentwood Rail Yard;
- Air Rights development over the Branch Avenue Rail Yard;
- Allentown Road and Branch Avenue in Prince George's County;
- Brookland in northeast at a site of an old street car barn, which has since been redeveloped;
- Florida Avenue NE on Lot 710, which is now a Bureau of Alcohol, Tobacco and Firearms facility;
- Marlow Heights near Branch Avenue, Suitland Parkway and I-495 in Prince George's County;

Replacement of the Southeastern Bus Garage

- College Park near Rhode Island Avenue and Cherry Hill Road in Prince George's County;
- Fort Totten Metrorail Station;
- Site on Buchanan Street NE and Farragut Place NE;
- Southeast Freeway between 11 Street SE and Barney Circle; and
- Under Barney Circle.

2.3.2 Alternatives of the DC Village Firearms Training Range

Continuing to use the federal firearms range in Cheltenham, Maryland (see Section 1.4.3) is an alternative to developing an indoor firearms range as part of the DC Village bus facility. This alternative was rejected because it would cost WMATA in excess of \$500,000 per year due to fees and overtime. Maintaining this situation in the long-term would not be a responsible use of public funds, especially since constructing its own facility would pay for itself in a few years in the savings of not having to pay these costs.

A WMATA-owned property on Auth Place in Prince George's County, Maryland near the Branch Avenue Metro Station was considered for a stand-alone range. Due to community concerns or objections to the proposed facility, WMATA decided to eliminate this site from consideration.

3

Affected Environment, Potential Impacts and Proposed Mitigation

Replacement of the Southeastern Bus Garage

This chapter describes the existing environmental conditions in the area potentially affected by the Proposed Action. It also describes the potential short-term construction impacts and long-term or operational environmental impacts of the Proposed Action. In addition, the potential long-term impacts of the No Build Alternative are also described as a point of comparison. Although Phase 3 would not likely be part of the initial development (see Section 2.1), for purposes of disclosing potential environmental impacts, many of the analyses presented in this chapter assume a Phase 3 condition of the Proposed Action. For some environmental analyses, a Phase 2 condition is assumed by the opening year 2010-2011. This chapter also proposes mitigation measures for impacts considered to be adverse.

3.1 Environmental Assessment Scope

Based on the elements and potential impacts of the Proposed Action in the context of the environmental and social conditions of the study area, this EA focuses on the following environmental issues:

Natural Environment

- Geology and Hazardous Materials: potential temporary construction-related impacts to surface and subsurface soils; identification of hazardous materials and waste sites that may affect construction; and modification of the existing topography as a result of the Proposed Action.
- Water Resources: potential temporary construction-related and long-term impacts to surface water resources in the vicinity of the project site.
- Biological Resources: long-term impacts to the landscape resources within the project site, and whether the Proposed Action will affect plant growing activities within the botanical garden production facility operated by the Architect of the Capitol.
- Air Quality: potential temporary construction-related impacts to air quality in the immediate vicinity of the project site; the Proposed Action's conformity with regional air quality standards, including a conformity evaluation with the PM_{2.5} (particulate matter of less than 2.5 microns) standards, which used a "hotspot" methodology per U.S. Environmental Protection Agency (EPA) guidance; and the effects of odors from the Blue Plains AWTP on the project site.
- Noise: potential temporary construction-related impacts in the immediate vicinity of the project site; and long-term qualitative changes to ambient noise levels in the study area as a result of the Proposed Action.
- Visual and Aesthetic Resources: the effect the Proposed Action will have to scenic vistas and the aesthetic environment.

Social and Built Environment

- Land Use: land uses displaced by the Proposed Action; and the interplay between the Proposed Action and general land use development patterns and trends.

Replacement of the Southeastern Bus Garage

- Social Conditions and Neighborhoods: social and community/public service activities affected by the Proposed Action; and identification of nearby neighborhoods and how they may be affected by the Proposed Action.
- Economic Conditions: potential long-term impacts to existing business and employment opportunities in the study area.
- Historic Properties: potential impacts to sites or resources eligible for the National Register of Historic Places or the District of Columbia Inventory of Historic Sites, if any, within the project site.
- Parks and Recreational Resources: potential long-term impacts to parks and recreational resources near the project site.
- Transportation: potential impacts to vehicular traffic movements in the general vicinity of the project site for two scenarios: the Proposed Action's first year of operation (Phase 2 condition) and in 2030 (Phase 3 condition), the current Metropolitan Washington Council of Governments (MWCOC) long-range planning forecast year.
- Utilities: the effect of the Proposed Action to existing utility systems, including their capacity to accommodate additional utility demand required by the Proposed Action.

Consistency with Governmental Plans and Policies: The Proposed Action's consistency with the following governmental plans and land use controls that apply to the project site:

- Comprehensive Plan for the National Capital: Federal Elements;
- Comprehensive Plan for the National Capital: District Elements; and
- District zoning regulations.

Cumulative Impacts: The cumulative environmental and social impacts of the Proposed Action, and other past, present and reasonable foreseeable actions in DC Village.

Based on project scoping activities, the following types of environmental resources are unlikely to be affected by the Proposed Action, and therefore, detailed analyses of project impacts to these resources are not included in this EA:

- Wetlands: According to the U.S. Fish and Wildlife Service's (FWS) National Wetlands Inventory (NWI), DC Village does not contain wetlands. Site observations confirm this information. According to the NWI, the nearest wetlands are adjacent to Oxon Cove, south of the project site.
- Groundwater: Although groundwater is likely to be near the surface due to the site's proximity to the Potomac River, it is not used for potable drinking purposes.
- Floodplains: The project site is not within a flood zone according to the Federal Emergency Management Agency Flood Insurance Rate Map.
- Wild and Scenic Rivers: No federally designated wild and scenic rivers or State scenic rivers are located in or adjacent to the study area.
- Threatened and Endangered Species: Although DC village has relatively ample open space and landscaping, the site is basically urban, and any wildlife found on-site would be typical to that of most urban settings. No wildlife refuges or critical habitats are located at or near the project site. In a letter dated June 6, 2007 (see Appendix A). FWS stated that "except for

Replacement of the Southeastern Bus Garage

occasional transient individuals, no proposed or federally listed endangered or threatened species are known to exist within the project impact area.”

- Farmland: The project site and the immediate surrounding areas do not contain working farms.

3.2 Natural Environment

3.2.1 Geology and Hazardous Materials

3.2.1.1 Existing Condition

The topography of DC Village is generally flat, but has a slight slope from north-northeast to south-southwest (see Figure 3-1). The elevations within the project site range from about 40 feet above mean sea level (msl) along the northern periphery to about 25 feet msl along the southwestern border.

According to the Natural Resources Conservation Service, the project site contains the following types of soils (see Figure 3-2): Keyport-Urban Land Complex, zero to eight percent slopes (KmB); Udorthents (U1); Sassafras Sandy Loam, zero to eight percent slopes (SaB); and Galestown and Rumford Soils, zero to eight percent slopes (GfB).

The Keyport-Urban Land Complex is a moderately well drained soil of the Keyport series, in which most of its area has been altered by grading for development. Large portions of the complex were covered by as much as 20 inches of fill material, and impervious surfaces, such as concrete, asphalt, and buildings. According to the Soil Survey of District of Columbia (July 1976) (Soil Survey), its permeability is slow in undisturbed areas, and variable in cut and fill areas. Its runoff is medium to rapid, and the hazard for erosion is severe, but water would pond in level areas in winter and early spring due to its seasonal high water table. Due to these characteristics, the Soil Survey stated that the Keyport-Urban Land Complex has only fair potential for most building purposes.

Udorthents is made up of variable fill materials that were placed on poorly drained to excessively drained soils. The Soil Survey noted that the permeability of this soil is variable, and that water can pond on highly compacted areas. The Soil Survey also noted that detailed site investigation is needed to determine the potential and limitations of building on this soil.

The Sassafras Sandy Loam soil is well drained, with moderate permeability, and has a moderate potential for erosion. The Soil Survey stated that this soil has good potential for building purposes.

The Galestown and Rumford Soils have rapid to very rapid permeability characteristics, and have little potential for erosion. The Soil Survey stated that this soil has good potential for most building purposes.

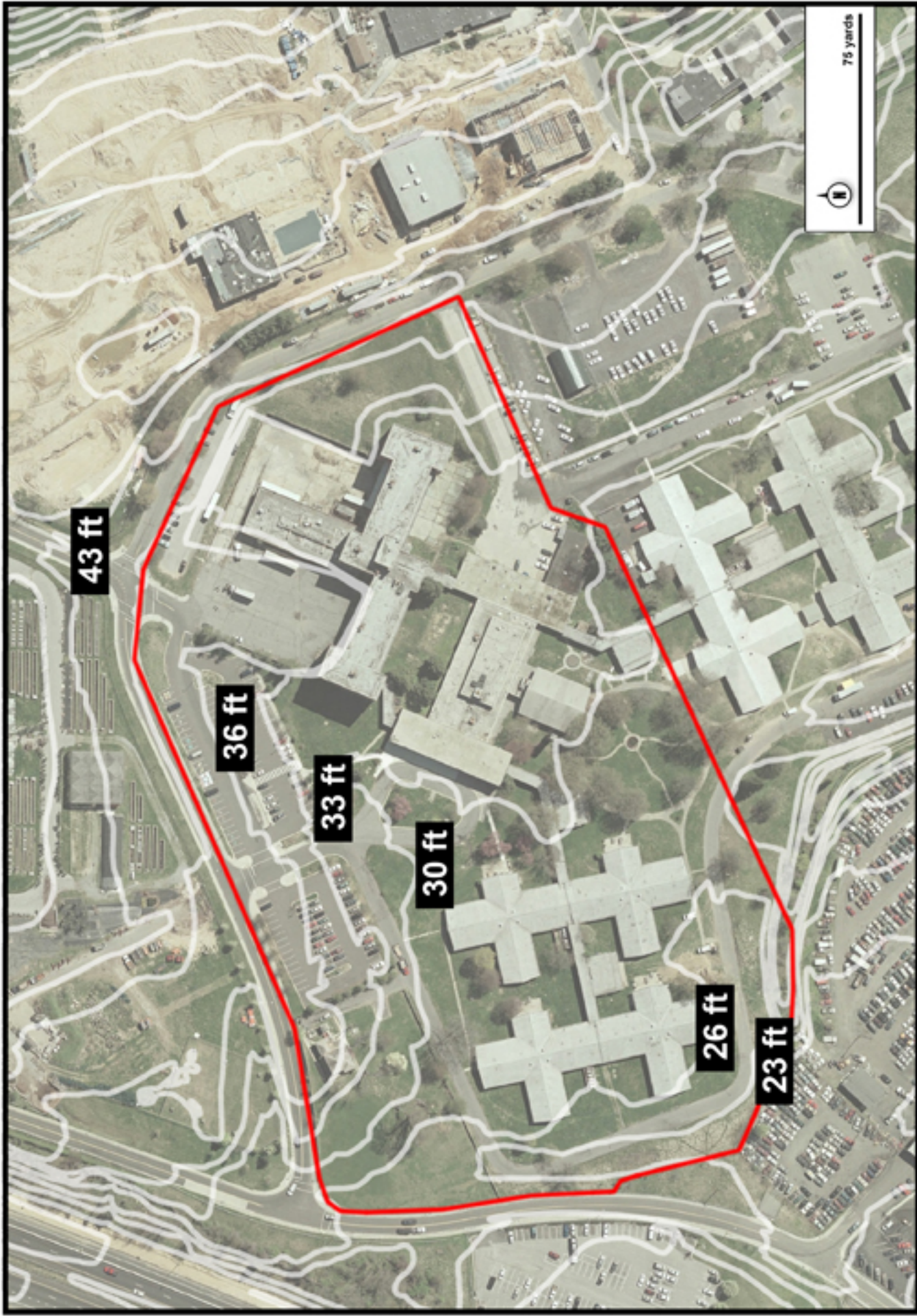


Figure 3 - 1 Topographic Conditions of the Project Site

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Environmental Assessment

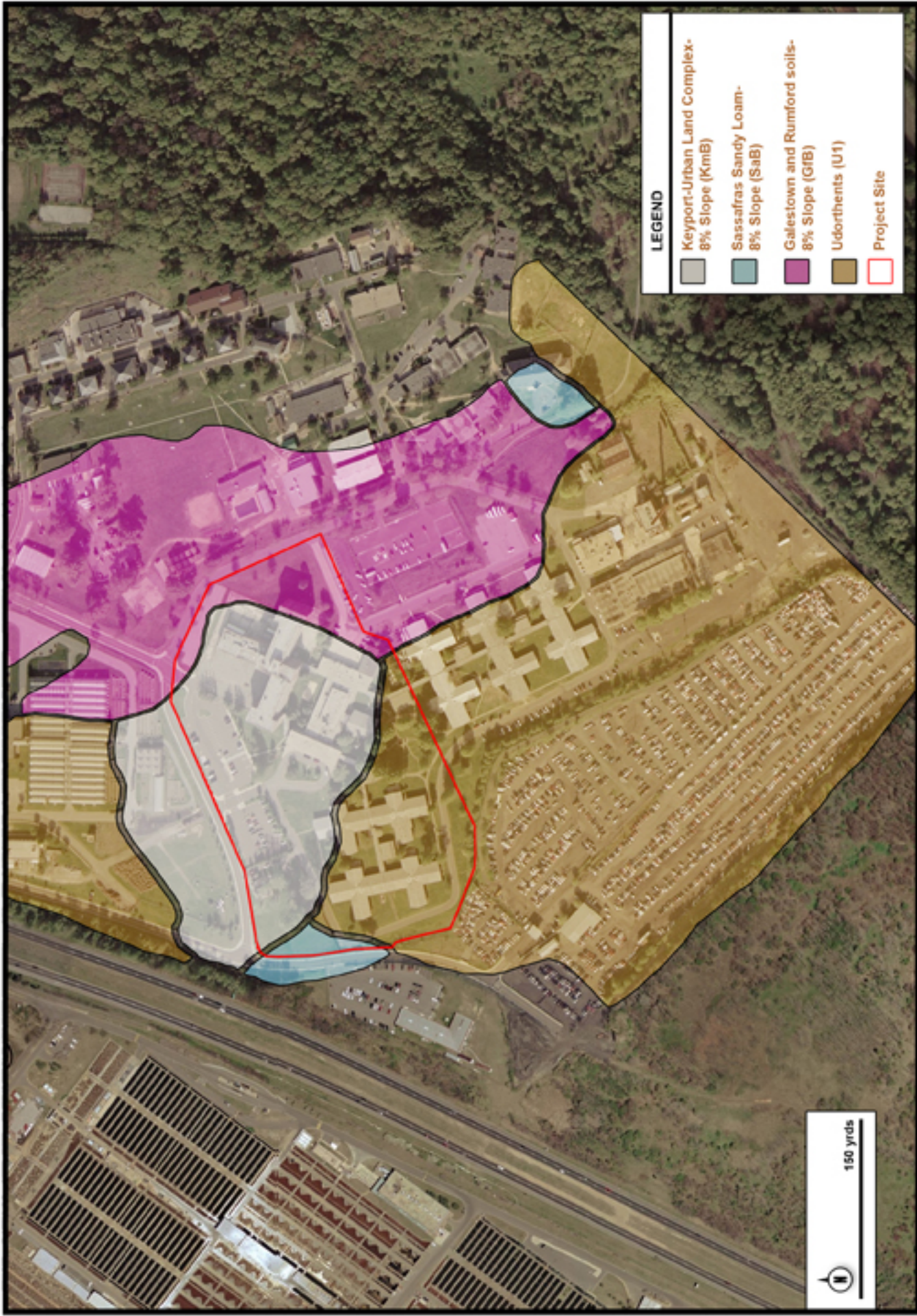


Figure 3 - 2 Soil Types within the Vicinity of the Project Site

Replacement of the Southeastern Bus Garage

A Phase I Environmental Site Assessment (ESA) was conducted, in accordance with American Society for Testing and Materials (ASTM) standards, to identify the possible presence of hazardous wastes and soil and groundwater contamination within the DC Village property (see Appendix C). The ESA included a database search, a review of historical aerial photographs and other historical maps of the project site and surrounding properties, and site reconnaissance, including interviews with key persons.

A Phase I ESA satisfies WMATA's requirements for one of the landowner liability protections under the Comprehensive Environmental Response, Compensation, and Liability Act (42 United States Code, Section 9601). The assessment identifies recognized environmental conditions (RECs) at the project site and surrounding properties that may affect human health or the environment. An REC means the presence or likely presence of any hazardous substance or petroleum product on the property that indicate an existing release, a past release, or a material threat of a release into the ground, groundwater, or surface water within the study area.³ Based on the activities described in the preceding paragraph, a number of RECs were identified, and are presented in Table 3-1. This table also provides recommendations to address these sites, some of which could be part of a subsequent "Phase II" investigation.

3.2.1.2 Potential Construction Impacts

The Keypoint-Urban Land Complex and Udorthents, the two soil types that make up a majority of the project site, may require extensive foundations (i.e., more than what would be necessary under normal circumstances) or extensive ground work to make the property suitable for the Proposed Action. The Soil Survey stated that the Keystone-Urban Land Complex can be unstable, particularly where it is under pressure or load, and that Udorthents are vulnerable to subsidence.

Extensive excavation will be required to make the project site suitable for the proposed bus facility, which includes several buildings and a large paved area for bus parking and circulation. The final design will try to balance cut and fill so that fill material does not have to be brought to the site, nor removed from the site to be disposed of elsewhere.

Environmental remediation, demolition of existing buildings, site preparation and construction will produce construction wastes (plants, soil, bricks, concrete, asphalt, etc.), which will be disposed of at an approved disposal site or recycled for this or other construction projects. No wastes shall be buried or burned on site.

³ The term includes hazardous substances or petroleum products that are in compliance with laws. The term is not intended to include de minimis conditions that generally do not present a threat to human health or the environment.

Replacement of the Southeastern Bus Garage

Table 3-1
Recognized Environmental Conditions

Item	Description	Recommended Action
1	Three separate locations where piping was protruding from the ground.	Further investigation in a Phase II ESA to determine if underground tanks are associated with the pipes and whether contamination may exist.
2	Transformers contained within below-ground concrete vaults, which have open metal grating that are susceptible to storm water infiltration.	Further investigation in a Phase II ESA to determine if the transformers contain PCBs and whether contamination may exist.
3	Set of three transformers sitting on a concrete pad south of the central building.	Further investigation in a Phase II ESA to determine if the transformers contain PCBs.
4	Multiple locations where trash and litter debris has accumulated throughout the years, such as an empty 55-gallon drum at the infirmary's loading dock showing a black tar substance around the ring of the drum and a rusty propane cylinder at the same location.	Removal of trash and litter debris by the District before WMATA obtains title to the project site.
5	Metal piping of unknown origin and destination from several of the cottages' foundations.	Further investigation in a Phase II ESA to determine origin and destination of the pipes.
6	Standpipes and vent pipes of unknown origination or purpose at the south side of the superintendent's house and cottages 4 and 5.	Further investigation in a Phase II ESA to determine the purpose of the pipes.
7	Project site may be serviced by a combined storm/sewer system.	Further investigation in coordination with WASA.
8	Stressed vegetation as a result of roof drainage coming from the infirmary building.	Further investigation is not recommended because the stressed vegetation will not affect construction or development of the Proposed Action.
9	Various leaking underground storage tank (LUST) sites; the nearest one is located within the DC Village at the boiler plant building.	Further investigation is not recommended because none of the LUST sites will affect construction or development of the Proposed Action.
10	Former Oxon Cove landfill, which is now a National Park Service property, is to south of the project site.	Further investigation is not recommended because the landfill will not affect construction or development of the Proposed Action.

Source: EEE Consulting, Inc. (April 2007)

3.2.1.3 Potential Long-Term Impacts

The No Build alternative would maintain the existing buildings and topography of the project site, at least in the short term. Regardless of how the District may choose to use the project site if it were not used for a bus facility, they would unlikely make substantial changes to the site's topography because it is ideal for most land uses.

The proposed bus facility will fit in the context of the project site's topography. Elevation change across the site is slight and will not pose any notable challenge for designing the bus facility and related outdoor facilities, including parking. The relatively flat terrain of the site is ideal for the ample amount of parking areas needed for 250 Metrobuses. In addition, the Proposed Action will be designed to maintain the existing slope of the site, which as noted above, is north-northeast to south-southwest.

Bus maintenance activities produce hazardous waste, such as used oil, coolant, wash water, and heavy metals. However, WMATA personnel are instructed to follow strict protocols on the proper methods of disposing hazardous materials. In addition, all of the buildings where bus maintenance take place will be designed to treat, recycle or properly dispose of hazardous materials (see Section 2.1.6). The transit police training facility will also produce hazardous materials, namely spent shell casings from the firearms range. Again, following strict protocols, WMATA personnel will collect and properly dispose of these wastes.

3.2.1.4 Mitigation Measures

Geotechnical investigations were conducted to determine the appropriate measures for the proper foundations of the parking areas and other structures of the Proposed Action.

Phase II ESA investigations of the RECs and the grounds of the project site, as well as bio-hazard and lead paint investigations of all the buildings affected by the Proposed Action (i.e., those that require demolition), were conducted and the information uncovered will be used in construction specifications.

All asbestos work was conducted by U.S. Environmental Protection Agency (EPA) accredited and asbestos licensed personnel, and asbestos samples were analyzed by a certified asbestos laboratory using EPA Method 600/R-93/116.

The bio-hazard investigations focused on floor drains, laboratory areas, laboratory sinks, former waste storage areas, incinerators, and air handling units, which may be contaminated with hazardous materials such as mercury, biohazards, or other hazardous materials. The investigations also included PCB (Polychlorinated biphenyls) inspections, which may be in light ballasts manufactured prior to 1978. Finally, the bio-hazard investigation collected samples of bird guano from pigeons that have infested the abandoned infirmary building. The samples were analyzed (cultured) for the presence of the fungus *Histoplasma capsulatum*, which can cause

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Histoplasmosis, a disease that can be fatal if untreated. The samples did not contain the fungus.

The lead paint investigation involved EPA accredited and licensed personnel collecting samples, which were analyzed by APA 7420.

Despite the Phase II ESA, if unexpected contamination were to be identified during construction, the contractor will report it immediately to WMATA. Handling of hazardous materials and possible remediation of the contaminated site will be required in accordance with applicable federal laws, which specify the handling, treatment, and disposal of contaminated materials.

Good housekeeping practices will be required of the contractor, such as ensuring that:

- All waste materials be collected and stored in securely lidded metal dumpsters and not buried on site;
- Materials stored on-site be stored in a neat, orderly manner in appropriate containers (i.e., per manufacturer's recommendations);
- All on-site vehicles be monitored for leaks and receive regular preventive maintenance to reduce the chance of leakage; and
- A spill prevention and clean-up plan is prepared and implemented.

All sanitary waste generated during the construction phase will be collected from portable units as required.

3.2.2 Water Resources

3.2.2.1 Existing Conditions

As noted in Section 3.1, the project site does not contain ponds or open waters. DC Village is within the Oxon Run Watershed, which covers approximately 12.4 square miles in the District and Prince George's County, Maryland. This watershed is part of the larger Middle Potomac-Anacostia-Occoquan watershed (USGS watershed 02070010), which encompasses 15 counties in and around the Washington metropolitan area.

Oxon Run, a tributary of the Potomac River, runs to the west and south of DC Village, emptying into Oxon Cove to the south of DC Village (see Figure 3-3). The stream is approximately 6.8 miles in length and starts in Prince George's County, Maryland in the vicinity of Suitland; enters the District in the vicinity of WMATA's Southern Avenue Metro Station; and returns back into Maryland in the vicinity of DC Village. According to the EPA, Oxon Run within the District does not support "primary contact recreation", "protection and propagation of fish, shellfish and wildlife", "protection of human health related to consumption of fish and shellfish" and "secondary contact recreation and aesthetic enjoyment." These characteristics would probably extend to the short segment of the stream adjacent to DC Village. The stream is therefore listed as 303(d) waters both within the District and Maryland in accordance with the federal Clean Water Act (CWA). A Section 303(d) listed water body means that it is impaired by at least one pollutant, which affects

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recreation or the protection and propagation of fish, shellfish and wildlife. In the District, Oxon Run is impaired by fecal coliform, metals (other than mercury), and organics, and in Maryland Oxon Run is impaired by nutrients and sediment.

The Potomac River flows in a north to south direction to the west of DC Village (see Figure 3-3). The river is separated from DC Village by I-295 and the Blue Plains AWTP. The Potomac River is known for its importance to the Nation's history, and provides scenic and recreational amenities through the District and other locales. The river is more than 380 miles in length, beginning in northern West Virginia and emptying into Chesapeake Bay in Maryland. The section of Potomac River in the vicinity of the project site is listed as a Section 303(d) water body, and is impaired by bacteria and organics.

3.2.2.2 Potential Construction Impacts

Construction throughout Phases 1 through 2 (see Sections 2.1.3 and 2.1.4) will require the clearing and filling of the project site, which will expose un-vegetated soil to the elements (wind and rain). The primary concern would be the potential for erosion and sedimentation due to storm water passing through un-vegetated areas or construction areas with exposed soils, which could result in further degradation of water quality in Oxon Run and the Potomac River, both of which are listed as 303(d) water bodies as described above.

Pertinent regulations regarding storm water runoff during construction include CWA Section 402. The threshold triggering the need for a National Pollutant Discharge Elimination System (NPDES) permit for storm water associated with construction activities under CWA Section 402 is one acre. As noted in Section 2.1, the project site is approximately 16 acres. Each construction phase (see Section 2.1) will affect areas well above the one acre threshold. Therefore, an NPDES permit will be needed for all construction phases identified in Section 2.1, which will be obtained from the EPA Region 3. Although one NPDES storm water permit may be acquired to cover all phases of the project, it may be likely that multiple permits will be obtained because the spacing between the phases has not been determined if WMATA starts only Phase 1 initially (see Section 2.1.7). The project will qualify for General NPDES permits, in which case Notices of Intent (NOI) would be prepared.

Due to the project site's proximity to the Potomac River and soil types within the property (see Section 3.2.1), some excavations activities are likely to encounter groundwater, which may require dewatering so that the sites are suitable for construction. Under certain circumstances, the contractor may be required to obtain an NPDES permit to conduct the dewatering depending on the method of groundwater disposal.



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Environmental Assessment

Figure 3 - 3 Water Resources in the Vicinity of the Project Site

3.2.2.3 Potential Long-Term Impacts

The Proposed Action will redevelop most of the project site with impervious surfaces because a bus facility of this size requires several structures and concrete pavement for bus parking (see Section 2.1). The perimeter of the site will contain pervious surfaces of vegetative landscaping (see Section 2.1.4). The existing impervious surfaces within the project site, or what would remain under the No Build alternative in at least the short term, include several buildings, large parking lots and walkways (see Section 1.2.2). However, more than half the property is still made up of vegetative landscaping (see Section 3.2.3).

Based on the difference in impervious surfaces between the Proposed Action and the No Build alternative, the former will result in a substantial increase in the amount of storm water runoff from project site. Storm water passing through the project site will likely pick up pollutant residues (oil, grease, etc.) associated with buses circulating and parking within the project site. Storm water passing through the project site under the No Build alternative would pick up pollutant residues associated with the parking lots and the portion of DC Village Lane SW within the project site. However, because vehicle activity and movements would be substantially reduced under the No Build alternative, pollutant residues would also be expected to be substantially less prevalent than under the Proposed Action. In the long term, the difference in storm water runoff between the Proposed Action and the No Build alternative is uncertain because the District has not identified land uses that would occupy the project site if the proposed bus facility were not built.

Storm water will not pass through the main building, where bus maintenance takes place, nor will storm water pass through the structures where buses are fueled, washed and cleaned. Each of these buildings will be designed to collect, treat, recycle or properly dispose pollutants, which include oil, diesel fuel, wash water, trash and other fluids needed to maintain the buses (see Section 2.1.6).

As noted in Section 3.2.1, the Proposed Action will maintain the existing slope of the site. Therefore, storm water flow under both No Build condition and the Proposed Action will be north-northeast to south-southwest. Due to the potential that the proposed bus facility could discharge storm water runoff containing pollutants of oil, grease and other pollutants associated with bus operations, the facility will likely require a General NPDES permit for industrial discharges. Regardless of whether this permit is required, the Proposed Action will include permanent storm water management or best management practices (BMP) to treat the storm water before it is discharged offsite.

3.2.2.4 Mitigation Measures

The NOI to obtain the General NPDES permit will include erosion control measures or a construction BMP plan. Generally accepted erosion control measures or BMPs applicable to this project include:

- Silt curtains and fences;
- Minimizing areas of disturbance;

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- Covering stockpiles; and
- Immediate planting of vegetation and/or mulching on highly erodible or critical areas.

The permanent storm water management or BMP will be part of the Proposed Action, but the specifics will be determined during final design. As noted in Section 2.1.6, storm water management in Phase 1 and Phase 2 will have the luxury of additional space due to the facility having fewer buses to park. Both may have enough space for a detention basin. In Phase 3, storm water management may have to be re-constructed and structural measures may have to be considered due to the need to accommodate substantially more buses.

3.2.3 Biological Resources

3.2.3.1 Existing Conditions

Vegetation within the project is limited to urban landscaping, which include dozens of small, medium and mature trees, grassy lawn and other shrubbery. The largest cluster of large, mature trees is in the central courtyard south of the central building/chapel building, between cottages 3 and 4. This area has a large circular walk path that connects with all the cottages and the central building.

Any wildlife found on-site would be typical to that of most urban settings, such as squirrels, chipmunks, and common bird species.

The Architect of the Capitol (Architect) operates the U.S. Botanical Garden Production Facility on property immediately north of the project site. The facility contains large greenhouses and outdoor growing areas. The plants grown at this site are used in the National Mall and other federal properties or uses in the Capital.

3.2.3.2 Potential Long-Term Impacts

The existing vegetative landscaping, including close to 100 medium and large, mature trees, within the 16 acre project site will be completely displaced by the Proposed Action. The No Build alternative would maintain this existing landscaping, at least in the short-term. As noted in Section 2.1.4, the bus facility will include perimeter landscaping, but the total amount of landscaping provided by the Proposed Action, in terms of total area, will be substantially smaller than what is currently provided within the project site or under the No Build Alternative.

As noted above, the proposed bus facility will be adjacent to the botanical garden production facility owned and operated by the Architect. Due to this proximity, the Proposed Action has the potential to adversely affect growing activities of the garden if the bus facility changes soil, water, air quality and lighting conditions within the Architect's property. The No Build alternative would not change the current relationship between the project site and Architect's growing activities, at least in the short term.

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Regardless of how the proposed bus facility may affect the quality surface water runoff and groundwater, the Architect's property is at a higher elevation than the project site (see Figure 3-1). Therefore, any pollutant discharges through storm water or groundwater will not affect the Architect's property. For instance, the bus facility will include underground storage tanks containing diesel fuel. Despite using industry standards in preventing these tanks from leaking, pollutant discharges can occur and contaminate soils. However, due to groundwater migration, any contamination caused by the Proposed Action will be limited to within the project site or properties to the south and southwest.

During construction, fugitive dust impacts may result (see Section 3.2.4). If left uncontrolled and under prevailing wind conditions (southerly), fugitive dust will adversely affect growing conditions at the Architect production facility. Section 3.2.4 contains mitigation measures to prevent fugitive dust from migrating beyond the project site.

Outdoor lighting is needed to operate the bus facility because, as noted in Section 2.1.1, the facility will be a 24-hour operation. In comparison to the existing condition where outdoor lighting is provided at the parking lots and DC Village Lane SW, both of which are adjacent to the Architect's facility, the overall amount of lighting under the Proposed Action will increase. If more outdoor lighting migrates into the Architect's property than under current conditions, it may adversely affect certain Architect growing activities. The Architect acknowledged that their light sensitive plants are kept in their greenhouses, which can be controlled to prevent nighttime sources of light (e.g., street lamps, full moon, etc.) from affecting the plants.

3.2.3.3 Mitigation Measures

As noted above and in Section 2.1.4, the Proposed Action includes perimeter landscaping to improve the aesthetic condition of the site. Dozens of trees could be planted along the perimeter, depending on the species selected for landscaping and if they do not affect security.

WMATA will work with the Architect during final design to mitigate potential lighting impacts that could affect their growing activities. For instance, the bus facility's luminaries could be designed with shielding to reduce glare and limit light propagation.

3.2.4 Air Quality

3.2.4.1 Local Meteorology

Summers in the Washington Metropolitan area are warm and humid, and winters are cold, but generally not severe. Temperatures in the summer are in the upper 80s and in the winter are in the upper 20s. Although thunderstorms can occur at any time of the year, they are most frequent in late spring and summer, and annual precipitation ranges from about 25 inches to more than 55 inches. The seasonal snowfall is nearly 24 inches, but varies greatly from season to season. Prevailing

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winds are from the south except during the winter months when they are from the northwest.

3.2.4.2 Existing Conditions

Conformity with National Ambient Air Quality Standards

EPA identified eight pollutants that cause concern to air quality: carbon monoxide (CO), sulfur oxides (SO_x), hydrocarbons (HC), nitrogen oxides (NO_x), ozone (O₃), particulate matter sized 10 microns or less (PM₁₀), particulate matter with a size of 2.5 microns or less (PM_{2.5}), and lead. As required by the Clean Air Act, National Ambient Air Quality Standards (NAAQS) were established for these air pollutants, with the exception of hydrocarbons. The "primary" NAAQS were established to protect public health. The "secondary" NAAQS is intended to protect the nation's welfare and account for air pollutant effects on soil, water, visibility, materials, vegetation, and other aspects of the general welfare. Based on a pollutant-by-pollutant basis, areas not in compliance with the NAAQS are termed nonattainment areas. Areas which have insufficient data to make a determination are unclassified, and are treated as being in attainment areas until proven otherwise. Areas which were designated as nonattainment when the NAAQS were implemented but have since attained compliance with the standards are classified as "maintenance areas."

DC Village is located within the National Capital Interstate Air Quality Control Region, which encompasses the District and several surrounding counties in Maryland and Virginia. The EPA designated the region as a maintenance area for CO, a nonattainment area for PM_{2.5}, and a moderate nonattainment area for O₃. The region must come into attainment for PM_{2.5} and O₃ by April 2010 and June 2010, respectively. However, EPA has revised its PM_{2.5} 24-hour standard from 65 to 35 ug/m³. Attainment status for this revision will be based on monitored data collected in 2007-2009, and area designations will be issued in 2010.

Carbon monoxide is a colorless and odorless gas that is generated in the urban environment primarily by the incomplete combustion of fossil fuels in motor vehicles. Relatively high concentrations of CO are typically found near crowded intersections and along heavily used roadways carrying slow-moving traffic. CO chemically combines with the hemoglobin in red blood cells to decrease the oxygen carrying capacity of the blood. Prolonged exposure can cause headaches, drowsiness, or loss of equilibrium.

Ozone is formed when NO_x, which is typically produced from fuel burning sources, such as utilities and automobiles, and volatile organic compounds (produced from gasoline, paints, inks and solvents) react in the presence of sunlight. These two categories of pollutants are also referred to as ozone precursors. The formation of ozone is dependent on the volume of air available for dilution, air temperature and the amount of sunlight. It is a colorless gas with a pungent odor that causes eye irritation and respiratory impairment, and other adverse health effects.

Particulate matter is a complex mixture particles that can include a number of components, such acids, organic chemicals, metals, and soil or dust. The size of

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the particles is directly linked to their potential for causing health problems. Particulate matter 10 microns or smaller in diameter are of concern because they can generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart and lungs and cause serious health effects. PM_{2.5} are fine particles that can appear as smoke or haze, and are emitted from sources such as forest fires, or they can form when gases emitted from power plants, industries and automobiles react in the air.

Odors from Blue Plains Advanced Wastewater Treatment Plant

As described in Sections 1.2.2 and 3.3.1, the project site is located near Blue Plains AWTP, which treats wastewater from the District and Maryland and Virginia suburbs and is operated by the DC Water and Sewer Authority (WASA). Like most wastewater treatment plants, Blue Plains AWTP is the source of objectionable odors, which primarily comes from hydrogen sulfide emissions. Hydrogen sulfide, which is also known as sewer gas, has a rotten egg smell. Exposure to high levels of hydrogen sulfide (greater than 100 parts per million (ppm)) can result in asphyxiation, while lower levels (less than 10 ppm) can be irritating to the respiratory system, and cause headaches and conjunctivitis (commonly known as "pinkeye").

In 2002, WASA authorized a comprehensive odor study of its facility. The study found that hydrogen sulfide emission rates were greatest at the grit and screening facilities (36 percent of total emissions) and secondary aeration (35 percent of total emissions), both of which were substantially greater than other sources of emissions, such as primary sedimentation and solids processing. In April 2007, recently installed scrubbers at the grit and screening facilities became operational. The 2002 study took into account this improvement, and recalculated the emission rates, which resulted in secondary aeration being the source of about 54 percent of total emissions, and grit and screening facilities dropping to about one percent of total emissions.

Based on the literature, the WASA study determined that the typical threshold (i.e., detection by most people) for any odor is at a one-hour odor concentration of 2 dilutions to threshold (D/T). However, there is a major difference between what is considered detectable versus what is considered a nuisance, and what is considered a nuisance odor is subjective. In other words, a level above 2 D/T means that hydrogen sulfide would be detectable to most people, but would not necessarily be a nuisance. Using a dispersion model, the study calculated that approximately 1,000 hours per year, or about 11 percent of the time, the 2 D/T would be exceeded in the areas surrounding Blue Plains AWTP, which included the project site. WASA has not received an odor complaint in over three years.

3.2.4.3 Potential Construction Impacts

Air quality impacts during construction generally consist of fugitive dust and mobile source emissions from construction equipment.

Fugitive dust, which refers to airborne particulate matter of larger particle sizes, will occur during all construction phases of the project (see Section 2.1). Activities that will generate fugitive dust include construction vehicles operating around the construction site, demolition of existing structures or buildings, excavation activities, material blown from uncovered haul trucks, stockpiles, and exposed areas, and other construction activities. The rate of dust emissions from excavation activities varies greatly depending upon the type of soil, the amount and type of earthmoving activity, the moisture content of exposed soil, and wind speed. Most fugitive dust, however, is made up of relatively large particles, which tend to settle within 20 to 30 feet of their source. The beginning of Phase 1 will include demolition of cottages 4 and 5, the superintendent's house, the infirmary, and the central building/chapel, which also will cause fugitive dust emissions. The primary concern with high amounts of fugitive dust migrating from the project site is that if winds are blowing from the south (the prevailing condition), the dust will affect growing conditions within the botanical garden production facility.

Construction vehicles and heavy equipment, such as backhoes and dozers, emit engine exhaust. These types of equipment are usually diesel-powered. Diesel combustion tends to emit relatively high levels of NO_x in comparison to gasoline-powered equipment. However, compliance with the NAAQS for NO_x pollutants is determined on an annual basis and will therefore not likely be violated by short-term construction equipment emissions.

3.2.4.4 Potential Long-Term Impacts

Conformity with National Ambient Air Quality Standards

Among its responsibilities, MWCOG provides daily reports and forecasts of regional air quality, and prepares the air quality plan for the Washington metropolitan area. Projects in the Transportation Improvement Plan (TIP) form the basis for determining daily "pollutant burden" levels. The results of this analysis, which are presented in State Implementation Plans (SIP), determine if an area is in conformity with regulations set forth in the Final Conformity Rule, and are to demonstrate how the region plans to meet EPA attainment deadlines.

The Proposed Action is listed in the 2007-2012 TIP (see Appendix G; Item 32). Therefore, the regional impacts of the Proposed Action conform to the regulations set forth in the Final Conformity Rule. However, the SIPs are still in the development phase for 8-hour O₃ and PM_{2.5}. In the interim, the 1-hour approved O₃ SIP is applicable, and for PM_{2.5}, the area must be no greater than the 2002 PM_{2.5} levels. An eight-hour O₃ SIP is expected to be submitted to EPA in June 2007, and a PM_{2.5} SIP is expected to be submitted to EPA in April 2008, although this may change due to the new PM_{2.5} standards described above. Despite changes to the

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NAAQS, the Proposed Action or the No Build alternative is not predicted to cause or exacerbate a violation of applicable NAAQS. As part of an approved TIP, the Proposed Action is an integral part of a regional plan to insure compliance with air quality regulations.

Based on the criteria set forth in 40 CFR 93.123(b)(1), a PM_{2.5} "hot-spot" analysis of the project site is appropriate because the proposed bus facility at DC Village could be considered, a "new bus and rail terminal [or] transfer point that have a significant number of diesel vehicles congregating at a single location" and because as noted above, the project area is classified as a nonattainment area for PM_{2.5}. A qualitative evaluation was conducted following EPA's *Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas* (March 29, 2006) (EPA Guidance). A quantitative analysis would not be required until the EPA releases modeling guidance in the Federal Register. The purpose of the hot spot analysis is to determine whether or not the project will cause or contribute to any new localized PM_{2.5} violations, or increase the frequency or severity of any existing violations, or delay timely attainment of the PM_{2.5} NAAQS.

For the purposes of the PM_{2.5} hotspot analysis, a Phase 2 condition of the Proposed Action is assumed to be completed in 2010 (see Section 2.1.4) and operation of 187 Metrobuses from the project site will be implemented by 2011. By 2030, a Phase 3 condition of the Proposed Action is assumed and 250 Metrobuses will operate from the project site.

Following the EPA Guidance, monitored PM_{2.5} levels within proximity to the project site are used for the hot spot analysis. Within the National Capital Interstate Air Quality Control Region, 11 PM_{2.5} monitoring stations are maintained: two are in the District; six are in Virginia; and three are in Maryland. The current annual average daily traffic (AADT) near the project site is approximately 271,000, which includes volumes on I-295, I-95 and South Capitol Street. This value falls roughly between the AADT at two stations: 346,000 at the 18th and Hayes Streets in Alexandria, VA and 224,000 at the 1100 Ohio Drive in Arlington, VA. Because these stations have similar traffic characteristics and are nearest to the project site in comparison to the other stations, they were considered to be representative of the PM_{2.5} conditions at DC Village.

The latest three full years of PM_{2.5} data are from 2004 through 2006. The 2004-2006 annual PM_{2.5} monitored values at the 18th and Hayes Streets and 1100 Ohio Drive stations ranged from a low of 12.9 µg/m³ in 2006 and a high of 15.7 µg/m³ in 2005. With the exception of the 2005 values where both stations exceeded the annual NAAQS, the monitored values were below the applicable annual NAAQS of 15 µg/m³. The 2004-2006 24-hour monitored values (98th percentile) ranged from a low of 33 µg/m³ in 2006 and a high of 44 µg/m³ in 2004, which is approximately 68% of the currently applicable standard of 65 µg/m³. However, in December of 2006, a new 24-hour standard of 35 µg/m³ became effective, but is not yet applicable for regulatory purposes. These conditions are likely to be representative of the current PM_{2.5} ambient conditions at DC Village.

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Overall regional PM_{2.5} emissions are expected to substantially decrease in future years throughout the National Capital Interstate Air Quality Control Region due in large part to EPA's *Heavy-duty Engine and Vehicle Standards and Highway Diesel Fuel Sulfur Control Requirements – Final Rule*, which was signed in December 2000. Due to implementation of national diesel engine and diesel sulfur fuel regulations, particulate matter emission levels from diesel-fueled vehicles are expected to be 90% lower on a per vehicle basis in 2030 than they were in 2000. Also, control programs for other sources of PM_{2.5} in the region, which are geared toward meeting the current 2010 attainment date for the PM_{2.5} NAAQS, are likely to improve air quality throughout the region. At the proposed bus facility, the entire fleet will be hybrid diesel-electric powered well before 2030, which will result in substantial reductions in PM_{2.5} emissions in comparison to the Phase 2 fleet in 2011, which will largely be comprised of regular diesel buses. Furthermore, WMATA may decide to invest in compressed natural gas (CNG) fueling facilities at the proposed bus facility, which would allow the assignment of CNG buses to the Southeastern Division. Therefore, the hot spot analysis concluded that the first year (2011) of operation at the proposed bus facility, with an assumed fleet of 187 Metrobuses, will represent the potential worst case impacts of the Proposed Action.

The hotspot analysis determined that the proposed bus facility will meet all the project level PM_{2.5} conformity requirements, and will not cause or contribute to a new violation of the PM_{2.5} NAAQS, or increase the frequency or severity of a violation for the following reasons:

- The representative PM_{2.5} monitoring stations currently show concentrations that are below the annual and 24-hour standards.
- By the project's opening year in 2010, PM_{2.5} emissions are expected to be reduced in the region due to local control programs geared toward meeting the current 2010 attainment date for the PM_{2.5} standard, and because of national emissions control programs, such as the EPA rules.
- PM_{2.5} emissions at the proposed bus facility will substantially decrease in the years beyond 2010 due to both mandated emission control requirements for diesel vehicles and the phasing out of diesel fueled buses in favor of hybrid vehicles, and possibly CNG vehicles as well. WMATA's current diesel-only fleet already uses particulate filters for their emissions.

Odors from Blue Plains Advanced Wastewater Treatment Plant

Regardless of the alternative selected, people working or living in the project site would be exposed to odors for the Blue Plains AWTP. However, within the next five years, WASA plans to make the following improvements to enhance the odor control capabilities at the Blue Plains AWTP:

- Primary Sedimentation – Addition of flat covers to the existing tanks, which may either include installation of chemical scrubbers or substituting the collected odorous air for the fresh air in the secondary reactors, where biological activity in the activated sludge would quickly oxidize the hydrogen sulfide in the air stream; and
- Secondary Aeration - Fine bubble aeration, which was recently successfully tested, would be incorporated into this process, reducing odor emissions by

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approximately 50 percent as compared to the existing coarse bubble aeration system.

With these systems in place, the 2002 WASA study projected that the number of hours per year at which the 2 D/T would be exceeded in the areas surrounding Blue Plains AWTP, which again includes the project site, would be reduced from approximately 1,000 hours per year to approximately 250, or less than three percent of the time. According to WASA, additional improvements beyond their five year plan may reduce the 2 D/T to about one percent of the time in the area.

3.2.4.5 Mitigation Measures

To prevent fugitive dust from excavation activities and demolition from affecting areas beyond the construction site, WMATA will direct contractors to use demolition methods that minimize dust emissions; to phase land disturbance, including grassing over newly exposed areas such as where the buildings are now occupied; and to use other methods to suppress dust emissions, such as watering during dry conditions, and if necessary, erecting windscreens between the construction site and dust sensitive land uses. As noted above, outdoor plants within the botanical garden production facility of the Architect are sensitive to fugitive dust. Most police activities within DC Village occur indoors at the station, and therefore, will not be as affected by potential dust emissions. To prevent haul trucks from tracking dirt onto paved streets, tire washing or road cleaning may be appropriate.

During times when the level of hydrogen sulfide concentrations within the project site becomes a nuisance, affecting the productivity of maintenance workers, the bus bay doors can be closed and air conditioning may be used (hydrogen sulfide concentrations are normally worse in the summer months).

3.2.5 Noise

3.2.5.1 Existing Conditions

Noise level (i.e., loudness) is measured in decibels. Since the human ear does not perceive all pitches or frequencies equally, noise levels are adjusted, or weighted, to correspond to human hearing. This adjusted unit is known as the A-weighted decibel, or dBA, which is measured in a logarithmic scale that quantifies sound intensity in a manner similar to how the Richter scale is used to measure earthquake magnitudes. It is widely accepted that the average healthy human ear can barely perceive noise level changes of 3 dBA. Based on the results of many acoustical studies, it has been further accepted that a 5 dBA change is readily perceptible, and a 10 dBA increase is perceived as twice as loud.

DC Village and surrounding properties do not contain the type of land uses that generate constant high noise levels (see Section 3.3.1). Frequent noise at DC Village is associated with traffic movements along I-295 and local roadways immediately surrounding DC Village (see Section 3.3.6). I-295, which is to the west of DC Village, carries very high volumes of traffic and during non-peak periods,

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many vehicles travel in excess of 55 mph (the Interstate's speed limit). The high speed in which many vehicles travel on I-295, coupled with high volumes during non-peak periods that do not affect overall speed, can cause noise levels to exceed 70 dBA near the roadway. However, because I-295 is at a lower grade than DC Village and separated by embankments, traffic noise from I-295 is not highly noticeable within DC Village. Highway embankments are very effective in deflecting or absorbing auto-related noise.

As noted in Section 3.3.6, traffic volumes on the local roadways that provide access to and circulation within DC Village are relatively low. Also, speed limits are low in the vicinity of DC Village. These two factors generally limit traffic-related noise. Therefore, it is likely that most traffic movements, except for police emergencies that require blaring sirens, are inaudible from within the buildings, such as the police station and homeless family shelter. A brick or concrete air-conditioned/heated building would generally provide noise attenuation of about 25 dBA between outside and inside ambient conditions.

Landscape maintenance is probably the noisiest frequently occurring activity at DC Village and surrounding land uses. For instance, lawn mowers produce noise levels of about 90 dBA. Operating a lawn mower or other loud landscaping equipment, such as blowers, in proximity to the buildings would be noticeable or considered a nuisance despite the buildings' noise attenuation. Since landscape maintenance occurs during normal business hours, its impact to the most noise-sensitive human activities, such as sleeping, is limited.

3.2.5.2 Potential Construction Impacts

Although construction activities will involve the use of heavy machinery and vehicles that produce high noise levels, they will occur during daylight hours when loud noises are more tolerable. Table 3-2 presents maximum noise levels (L_{max}) of heavy mobile construction equipment and compressors measured at a distance of 50 feet. The project site is not near daytime noise sensitive land uses where construction-related noise could disrupt their normal activities. Nighttime noise sensitive land uses (i.e., places where people sleep) used to include the homeless family shelter occupying cottages 1, 2 and 3 (see Section 1.2.2), but now only includes the dormitories within the Potomac Job Corps Center (see Sections 3.3.1 and 3.3.2). As noted above, construction will be limited to daytime hours, even though as described in Section 3.3.2, the homeless family shelter is scheduled to be relocated by the District before construction begins.

3.2.5.3 Potential Long-Term Impacts

Under the No Build alternative, the existing ambient noise conditions as described above will remain the same until possibly when the District develops the site for other uses. Depending on how the District may choose to use the project site, noise emissions could vary. However, because the District has already relocated its homeless family shelter that occupied cottages 1, 2 and 3 and is unlikely to locate residential uses in DC Village (see Sections 3.3.1 and 3.3.2), the overall site will

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likely remain a non-noise sensitive area, with the exception of the dormitories within the Job Corps center.

**Table 3-2
Construction Equipment Noise Levels**

Source	L _{max} (dBA) at 50 ft	Model Tested
Backhoe	85	John Deere 609A
Front Loader	84	Caterpillar 980
Dozer	84	Caterpillar D7e
Grader	91	Caterpillar 16
Scraper	92	Caterpillar 660
Compressor	80-89	Various Tested
Pile Driver	95-100	Various Tested

Source: Federal Highway Administration, Highway Construction Noise: Measurement, Prediction, and Mitigation, 1976

Under the Proposed Action, some maintenance activities within the main building will produce high noise levels. The building itself will provide some noise attenuation. However, the bus bay doors will remain open most of the time, which will reduce the noise attenuation effectiveness of the building. Depending on the volume of the maintenance activity or where it is taking place within the building, it is possible that it could be heard from the future asphalt mixing facility site or the southern part of the Architect's botanical garden production facility because the building will be placed on the far southwest side of the property. Neither of these properties or uses is considered noise sensitive. In addition, the main building will be more than 400 yards from the nearest dormitories within the Job Corps Center. This distance will provide a substantial noise buffer (distance can substantially reduce noise levels) between maintenance activities and the dormitories.

The transit police training facility, which will be located on the east side of the parking deck, includes an indoor firearms range. The building will be designed to contain firearms noise. Although it may be possible to hear muffled shooting if standing next the building, this noise is unlikely to be heard from beyond the perimeter of the project site.

The major sources of outdoor noise under the Proposed Action will be buses and other vehicles circulating within the facility and buses traveling between the proposed bus facility and their service routes. However, both of these activities are unlikely to adversely affect noise-sensitive uses. Buses and vehicles within the facility will be driven at low speed for safety reasons, which will keep noise levels down.

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Buses traveling between the proposed bus facility and their service routes will use roadways parallel to I-295 (Shepherd Parkway and Overlook Avenue) in addition to the freeway (see Section 2.1.3). The ambient noise conditions within this corridor are dominated by highway noise from I-295. The freeway is loudest during non-peak periods when volumes and speed are both high. During such periods, Metrobus traffic traveling to and from the proposed bus facility will be light. Therefore, the Proposed Action is unlikely to change the ambient noise conditions within the I-295 corridor.

According to the Federal Transit Administration's (FTA) noise screening procedures, if no noise-sensitive land uses are present within a defined area of project noise influence, then a detailed noise assessment is not necessary. The procedures would apply to a bus maintenance facility, but would not apply to buses traveling on general purpose lanes. The Job Corps dormitories would be considered noise-sensitive land use. However, because the dormitories would be at a minimum 600 feet from the perimeter of the proposed bus facility, which is beyond the FTA specified noise influence distance of 350 feet, a noise assessment is not required nor would mitigation be needed.

3.2.5.4 Mitigation Measures

As described in Section 2.1, the main building will be on the far southwest side of the project site, away from the Potomac Job Corps Center, which has dormitories for students. The location of the main building vis-à-vis the Job Corps Center will likely lessen any noise impacts to the dormitories.

3.2.6 Visual and Aesthetic Resources

3.2.6.1 Existing Conditions

The visual and aesthetic environment of DC Village is enhanced by its relatively ample open space and landscaping that features dozens of large and mature trees (see Section 3.2.3). The single-story cottages are unassuming, providing a residential-like feeling. Some of the adjacent land uses are consistent with these characteristics, in particular the Architect's botanical garden production facility and the Potomac Job Corps Center (see Section 3.3.1). The garden facility includes architecturally interesting or unique greenhouses, which many could find to be aesthetically pleasing. Similar to DC Village, the Job Corps property maintains ample open space.

The elements at DC Village that detract from the pleasing visual and aesthetic environment provided by the characteristics described above are the abandoned infirmary, large parking areas, and proximity to industrial land uses, which creates the impression of a neglected area. The five- and two-story infirmary building has a look of dilapidation, with several broken windows and un-kept driveway areas. Outside of the project site, the District impoundment and vehicle evidence lots, DHS warehouses and Blue Plains AWTP (see Section 3.3.1) contribute an industrial element to the general aesthetic conditions of the project site.

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Traveling north on I-295 provides an important viewshed considered a “gateway” into the District. In the vicinity of DC Village, northbound travelers have views of the Capitol and the Washington Monument. In addition, the forested park property described above, Oxon Cove Park (see Section 3.3.5), provides an aesthetically pleasing transition into the city. The DC Village buildings, including the five-story infirmary, are difficult to view from northbound I-295 due to grade differences and trees and other vegetation along the highway’s eastern embankment.

As described in Section 3.3.5, Bald Eagle Hill, which is just south of where the District Department of Parks and Recreation (DPR) operates the Bald Eagle Recreation Center, is an important viewshed for having been used during the Civil War. The hill is planned to part of the Fort Circle Trail extension project. Currently, access to Bald Eagle Hill is blocked by vegetation. This same vegetation also blocks views of DC Village from the recreation center grounds.

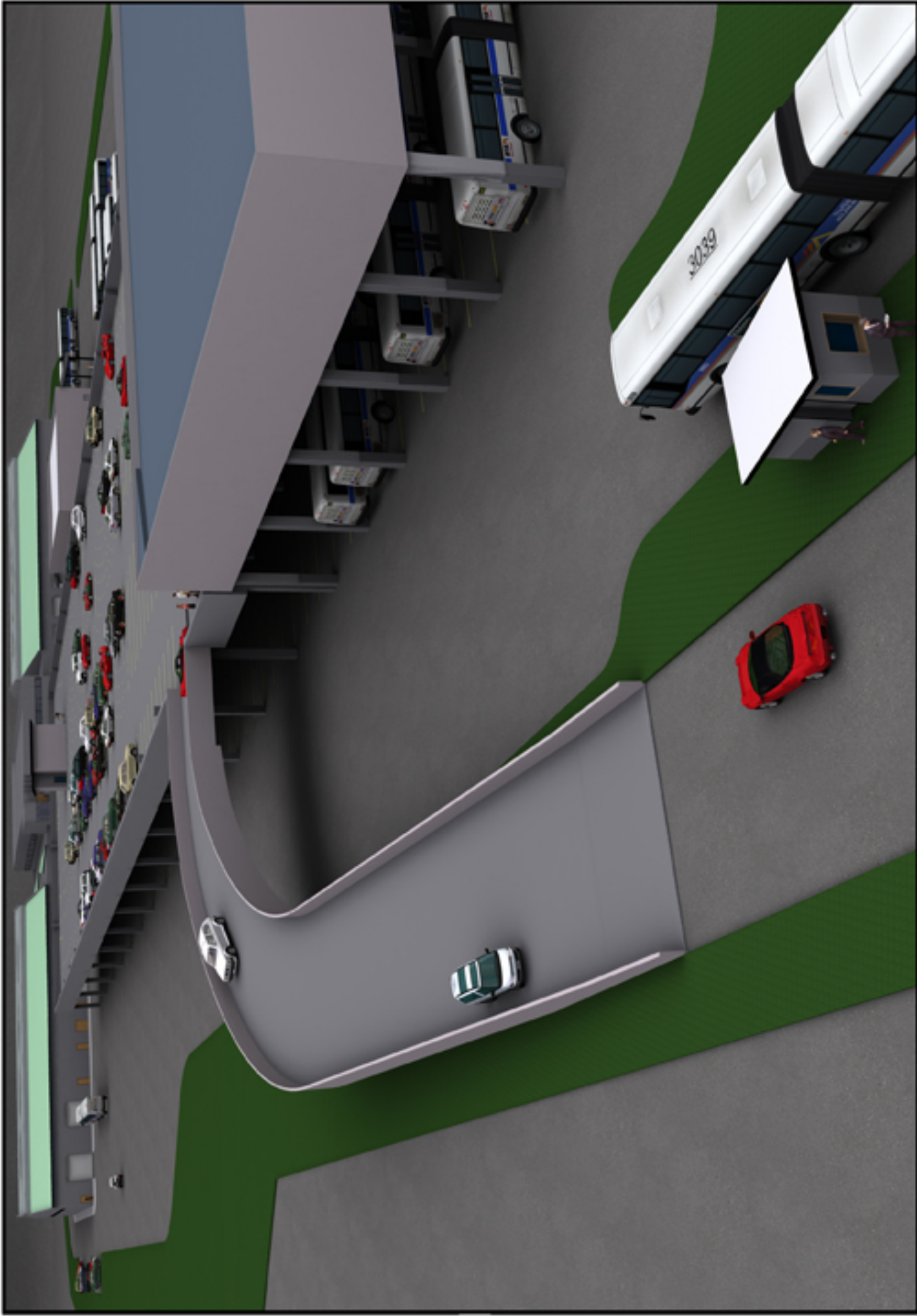
3.2.6.2 Potential Long-Term Impacts

Under the No Build alternative, the existing visual and aesthetic condition of the project site would remain the same until the District develops the site for other uses. The impact to the visual and aesthetic environment depends on how the District would choose to use the project site, but due to the commercial-light industrial zoning of the property, higher density use of the site is likely under the No Build alternative.

To determine the visual impacts of the Proposed Action, computer visual simulations were created of the study area (DC Village and environs) and the proposed bus facility. As shown on Figure 3-4 in comparison to Figure 1-1, the Proposed Action will change the aesthetic and visual environment of the project site.

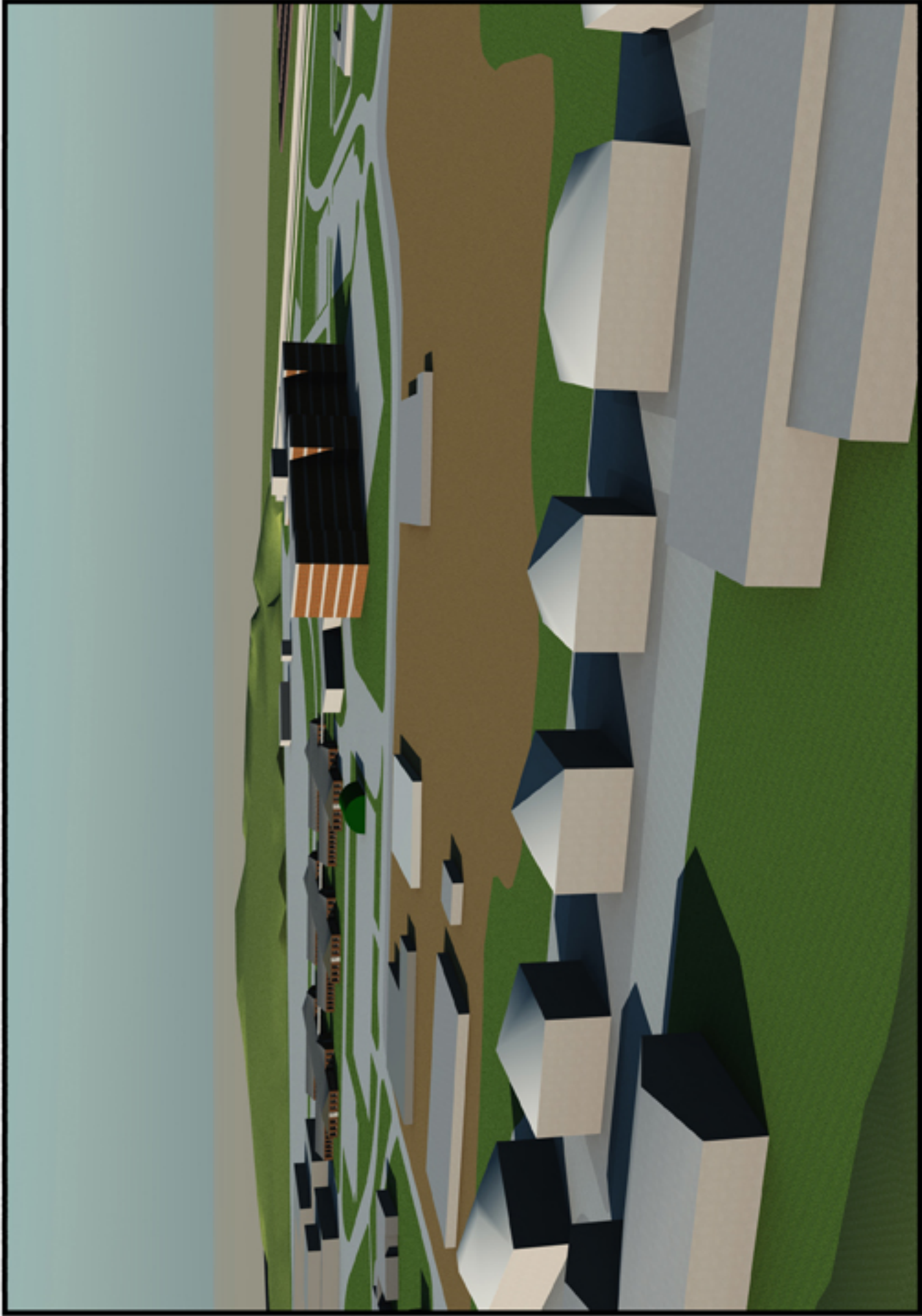
The view from I-295 towards DC Village will remain blocked by the embankment and vegetation, although the additional lighting needed by the proposed bus facility as compared to the existing condition could be visible from the gateway view. In addition, the asphalt mixing facility would provide tall trees along its border with I-295 to mitigate its visual impacts, which would also be effective in blocking views of DC Village, and the proposed bus facility.

Figures 3-5 and 3-6 provide simulated views of DC Village under both No Build alternative and the Proposed Action, respectively, from Bald Eagle Hill if access is provided by the planned trail. As noted in Section 3.2.6.1, views of DC Village are not currently available from Bald Eagle Hill due to vegetation. Buildings under both alternatives will be visible from Bald Eagle Hill and/or the future trail if no other vegetation is provided along the trail or if a lookout towards the Potomac River were provided.



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Figure 3 - 4 Simulations of the Proposed Bus Garage at DC Village



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Figure 3 - 5 Simulated View of DC Village from Bald Eagle Hill under No Build Alternative



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Figure 3 - 6 Simulated View of DC Village from Bald Eagle Hill under the Proposed Action

3.2.6.3 Mitigation Measures

As described in Section 3.2.2, WMATA will coordinate with the Architect so that the bus facility will not affect growing activities at the botanical garden production facility due to lighting requirements. This measure may also help to reduce the visual impacts of the proposed bus facility at night.

Decorative fencing and perimeter landscaping along the bus facility borders, which are part of the Proposed Action, may also make the facility more aesthetically pleasing or lessen its visual impacts.

3.3 Social and Built Environment

3.3.1 Land Use

3.3.1.1 Existing Conditions

Existing land uses within DC Village include a Metropolitan Police Department (MPD) station. Until recently, DC Village used to contain homeless family and hypothermia shelters, which were administered by the Department of Human Services (DHS), and a distribution center of the Commodity Supplemental Food Program administered by the Department of Health (DOH). Both activities were relocated by the District (see Section 1.2.2 and Figure 1-5). Section 3.3.2 provides more information about these current and former uses.

Land uses immediately surrounding DC Village include a District impoundment and police evidence lots, DHS warehouses, the Potomac Job Corps Center, the U.S. Botanical Garden Production Facility operated by the Architect of the Capitol, and the Blue Plains AWTP (see Figure 3-7). Land uses further from the proposed project site, include an MPD police academy, Oxon Cove Park, the U.S. Naval Research Laboratory, Bolling Air Force Base (AFB) and residential neighborhoods (see Figure 3-7). The impoundment lot is operated by the District Department of Public Works (DPW) for vehicles towed due to illegal parking, unpaid parking citations, and other reasons. The evidence lot is operated by MPD's Evidence Control Branch and is used to store stolen vehicles or vehicles used in crimes.

The Potomac Job Corps Center is the only Job Corps site in the Washington metropolitan area. The property is owned by the District, but leased long-term to the U.S. Department of Labor. A description of the services provided at the center is provided in Section 3.3.2. The Job Corps site contains several buildings including several dormitories used by students.

The botanical garden production facility is owned and operated by the Architect. The site contains twelve greenhouses and outdoor growing areas for landscape

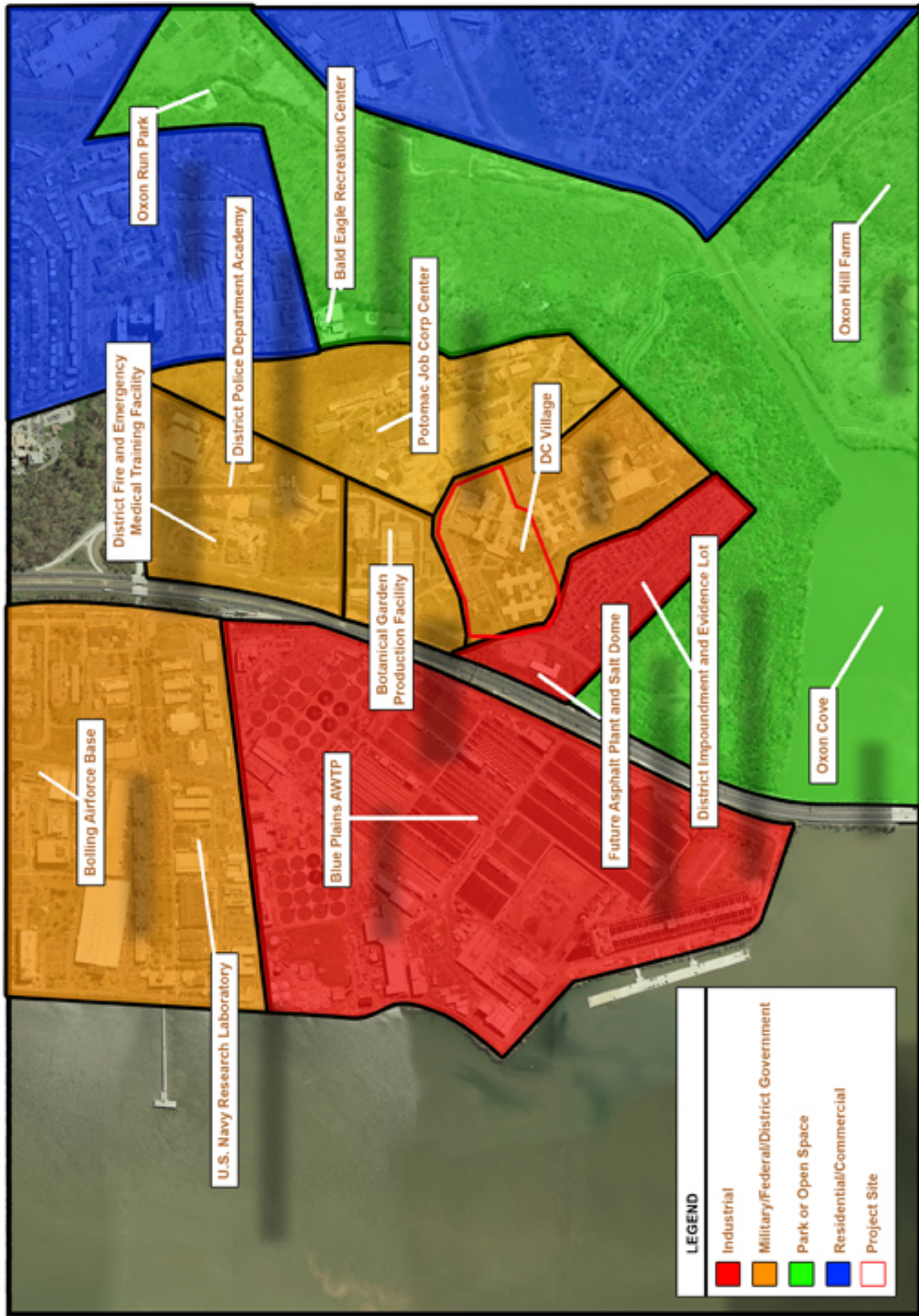


Figure 3 - 7 Existing and Planned Land Uses in the Vicinity of the Project Site

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plants that would be used in the National Mall and other federal properties in the District. The Architect property also contains a truck screening facility, which is used for security inspections of a delivery trucks destined for the Capitol and other federal buildings. Other activities or uses include the Capitol Police canine division and a plant conservation and research program.

The Blue Plains AWTP (see Section 3.2.4) is located across I-295 from DC Village. The facility treats wastewater from the District and Maryland and Virginia suburbs, and is the largest advanced wastewater treatment facility of its type in the United States with a rated annual average day capacity of 370 million gallons per day and a peak wet weather capacity of 1.076 billion gallons per day (WASA website). The facility's treatment process consists of primary treatment, secondary treatment, nitrification / denitrification, effluent filtration, chlorination/dechlorination and post aeration.

Oxon Cove Park and Oxon Hill Farm, both of which are operated by the National Park Service, are located to the to the south and east of DC Village (see Figure 3-7). Oxon Cove Park would be nearest to the project site, at a minimum 500 feet, but is separated from the site by the District's impoundment and evidence lots and the rest of DC Village (see Figure 3-7). Vehicular access into the park is not made through Shepherd Parkway, one of the roads that provide access to DC Village (see Section 3.3.6). More information about Oxon Cove Park is provided in Section 3.3.5.

Residentially-zoned areas near DC Village are clustered around Martin Luther King Jr. Avenue SW. More information about these neighborhoods is provided in Section 3.3.2 and 3.3.3. As noted in Section 3.3.2, the residential community contains a mix of both single-family and multi-family housing, but the latter type of housing tends to be in low or moderately dense structures. As noted in Section 3.3.3, the residential areas contain relatively few commercial establishments.

3.3.1.2 Planned Development

Proposed or planned developments in proximity to DC Village include an asphalt mixing facility and salt dome, which are being relocated due to the ballpark development (see Figure 3-7). The relocated asphalt mixing facility would occupy a 2.5-acre parcel directly west of the project site, across Shepherd Parkway. The salt dome would occupy a site to south of the future asphalt mixing facility.

In the foreseeable future, the Architect's botanical garden production facility, the Potomac Job Corps Center, and the Blue Plains AWTP would move or be relocated from their current locations.

Following its proposed title transfer of the project site to WMATA, the District Office of Property Management (OPM) plans to complete a master plan for DC Village for the remaining properties. One possible future use of properties within DC Village other than proposed bus facility, the asphalt plant and salt dome is the relocation of

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the truck screening facility within the Architect property, but no firm plans have been made. As described in Section 1.2.1 and noted above, the District has relocated the distribution center of the Commodity Supplemental Food Program because of its intentions to transfer the project site to WMATA. The District has also relocated the homeless family and hypothermia shelters because DC Village is not a suitable location for this type of social service. The District has found more suitable locations in more predominately residential areas that have better access to social and recreational services and employment opportunities.

The District has not identified land uses that would replace the homeless family shelter that occupied cottages 1, 2 and 3. The District has also not identified long-term use of the project site under the No Build alternative.

3.3.1.3 Displacement Impacts

The No Build alternative would not require the displacement of any existing land use at DC Village, but changes at DC Village would nevertheless occur as described below.

In responding to the Proposed Action, the District plans has relocated the DOH food distribution center occupying the central building and the DHS hypothermia / overflow homeless shelter occupying cottages 4 and 5 along with the homeless family shelter occupying cottages 1, 2 and 3, which was outside the project site, to more appropriate quarters (also see Section 3.3.2). Under the No Build Alternative, the District would have relocated the hypothermia and homeless family shelters, but may not have implemented these actions as quickly.

3.3.1.4 Potential Long-Term Impacts

Due to the limited amount of District-owned industrial zoned real estate, under the No Build Alternative the District would seek to use DC Village in a manner consistent with its zoning, which is commercial-light industrial (see Section 3.4.3). The District would unlikely bring back the DOH food distribution center to DC Village under the No Build alternative because of the expected OPM master plan.

As noted in Sections 3.4.2 and 3.4.3, the Proposed Action is an appropriate land use in accordance with zoning of the project site, and is consistent with the land use objectives contained in the Comprehensive Plan for the National Capital: District Elements.

The Proposed Action will not dictate nor influence land use decisions for the remaining DC Village, unless the District decides to plan for land uses that are inconsistent with the zoning, such as residences. The zoning allows commercial development, and certain types of commercial uses may be incompatible with a bus facility if they generate high pedestrian traffic. However, such redevelopment would be unlikely because DC Village is isolated from residential communities.

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Although bus garages throughout the Washington metropolitan area have been built and were made to be compatible with residences and commercial districts, developers of residential and certain types commercial land uses may not find it attractive to pursue projects adjacent to a bus facility. Conversely, industrial developers or governmental uses would probably not find proximity to a bus facility as a disadvantage. For instance, a new Architect truck screening facility in proximity to the project site would be compatible with the bus facility.

3.3.2 Social and Neighborhood Conditions

3.3.2.1 Existing Conditions

Social Services

As described in Section 3.3.1, DC Village is currently used by the MPD for a police station. Until recently, DC Village was used for social services administered by DHS and DOH.

The MPD uses Cottage 3 (see Figure 1-5) as a station for Police District 7, Police Service Areas (PSA) 706. The MPD uses parking lots to the east of the station for police vehicles, including vehicles for special operations.

DHS used to operate the DC Village Emergency Shelter for Families, a 24-hour residential facility that normally houses 50-70 families in rooms and cubicles in Cottages 1, 2 and 3 (see Figure 1-5). The shelter provided both rooms, which contained three to five beds, and office-style cubicles in the overflow areas. In addition to receiving three meals per day, the families received assistance with finding long-term housing and employment, and may be referred to substance abuse, mental health, and medical treatment services. Children were provided with both on- and off-site recreational activities.

Although most families who arrived at the facility were processed at the Virginia Williams Family Resource Center in Northwest Washington, DC, some arrived unannounced or were referred by the Hypothermia Hotline. The average daily population at the facility was 215 people, made up of 75 adults and 140 children, but DHS staff reported that the population often and unpredictably approached or exceeded 250 people.

In addition to the homeless family shelter, DHS also operated a hypothermia shelter in cottages 4 and 5. In the off-winter, DOH would use these facilities as an overflow for the homeless shelter. Therefore, cottages 4 and 5 would be empty at times.

As described in Section 3.3.1.2, the District has found more suitable locations for the homeless family and hypothermia shelters in more predominately residential areas that have better access to social and recreational services and employment opportunities.

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DOH administers a Commodity Supplemental Food Program that seeks to improve the nutrition and health of low-income pregnant, postpartum, and lactating women, infants, preschool-age children, and residents 60 years old or older by providing nutritional supplements to those who are eligible. Until very recently, one of the program's distribution centers used to occupy the far southeast end of the central building (see Figure 1-5), operating during the hours of 8:30 am to 4:45 pm, Monday through Friday. According to DOH staff, approximately 30 people visited the facility daily. The District relocated the center because of the expected land transfer to WMATA for the Proposed Action.

The District has allowed the Community Empowerment Training Academy (CETA) to operate within DC Village. Using the paved areas surrounding the infirmary building, CETA provides training to individuals wishing to obtain a Class A commercial vehicle license.

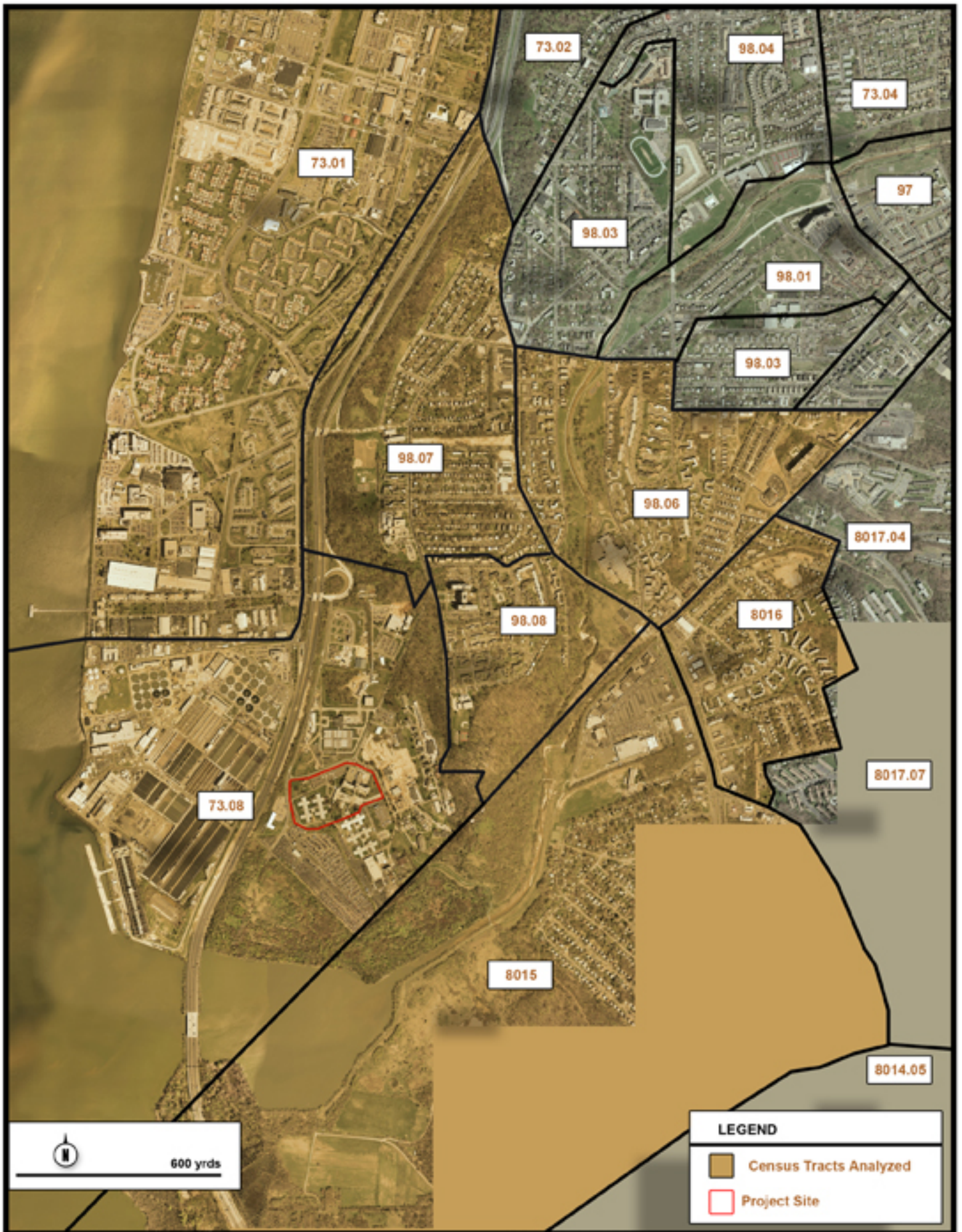
The Potomac Job Corps Center is on the east side of DC Village (see Section 3.3.1). The Job Corps provides free education and training to teenagers and young adults so that they can earn a high school diploma or GED, obtain vocational training, and find and keep a good job. In addition to offering high school diplomas and GEDs, the Potomac Job Corp provides training in a number of other vocational occupations, such as construction trades, culinary arts, health services and security. On-site recreational activities for students include basketball, baseball and flag football. Students are also provided room and board in on-site dormitories.

Demographic, Income and Housing Characteristics

Table 3-3 summarizes the demographic characteristics within the general vicinity of the DC Village location. This study area encompasses census tracts (CT) 73.01, 73.08, 98.06, 98.07, and 98.08 in the District, and CTs 8015 and 8016 in Prince George's County (see Figure 3-8). The residential areas nearest to DC Village, which as noted in Section 3.3.1 are clustered around Martin Luther King Jr. Avenue SW, are within CTs 98.07 and 98.08. For purposes of comparison, Table 3-3 also includes the same information for the District and Prince George's County. For descriptive purposes, U.S. Census Bureau terminology is used.

22,846 people lived within the study area at the time of the 2000 Census, and 53 percent of them were female. The average household size and the percentage of households made up of families in the study area (2.63 and 68 percent, respectively) were slightly less than those of Prince George's County (2.74 and 69 percent, respectively), but substantially higher than the District (2.16 and 46 percent, respectively). Also, the percentage of families in the study area headed by a female was higher than the District or Prince George's County, 45 percent versus 41 percent and 28 percent, respectively.

In Prince George's County, approximately 63 percent of the population was black and 27 percent was white, which were similar for the District at 60 percent and 31 percent, respectively. Other major racial groups made up a relatively small proportion of the population in both jurisdictions. Within the study area, the



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Figure 3 - 8 Census Tracts in the Vicinity of the Project Site

**Table 3-3
Demographic Characteristics within Census Tracts in Vicinity of the Project Site**

Characteristic	Washington, DC Census Tracts in Study Area														
	73.01			73.08			98.06			98.07			98.08		
	#	%		#	%		#	%		#	%		#	%	
Persons	5,234	--		377	--		5,948	--		3,238	--		2,468	--	
Males	2,775	53%		216	57%		2,573	43%		1,502	46%		1,117	45%	
Females	2,459	47%		161	43%		3,375	57%		1,736	54%		1,351	55%	
Below 18	1,955	37%		110	29%		2,164	36%		878	27%		696	28%	
Above 65	22	0.4%		0	0%		370	6%		333	10%		109	4%	
Military Personnel	1,575	30.1%		9	2%		7	0%		6	0%		6	0%	
Total Households ¹	1,361	--		1	--		2,369	--		1,287	--		1,161	--	
Family Households ²	1,317	97%		0	0%		1,502	63%		751	58%		588	51%	
Avg. Household size	3.40	--		1.00	--		2.49	--		2.43	--		2.13	--	
Female Headed-Family Households ³	110	8%		0	--		1,051	70%		376	50%		352	60%	
Race															
White	3,037	58%		25	7%		45	1%		54	2%		21	1%	
Black	1,572	30%		321	85%		5,815	98%		3,136	97%		2,407	98%	
American Indian	39	1%		3	1%		14	0.2%		1	0.03%		5	0.2%	
Asian	183	3%		2	1%		11	0.2%		16	0.5%		4	0.2%	
Pacific Islander	35	1%		0	0%		2	0.03%		4	0.1%		1	0.04%	
Other Race	166	3%		17	5%		13	0.2%		0	0%		4	0.2%	
Two or More Races	202	4%		9	2%		48	1%		27	1%		26	1%	

Table continues on the next page.

**Table 3-3
Demographic Characteristics within Census Tracts in Vicinity of the Project Site
(continued)**

Characteristic	Prince George's County Census Tracts in Study Area						Total in Study Area		Washington, DC		Prince George's County	
	8015		8016		#	%	#	%	#	%	#	%
	#	%	#	%								
Persons	2,620	--	2,961	--	22,846	--	572,059	--	801,515	--	801,515	--
Males	1,230	47%	1,348	46%	10,761	47%	269,366	47%	383,050	48%	383,050	48%
Females	1,390	53%	1,613	54%	12,085	53%	302,693	53%	418,465	52%	418,465	52%
Below 18	713	27%	896	30%	7,412	32%	114,992	20%	214,602	27%	214,602	27%
Above 65	283	11%	122	4%	1,239	5%	69,898	12%	61,951	8%	61,951	8%
Military Personnel	22	1%	8	0%	1,633	7%	3,273	1%	6,698	1%	6,698	1%
Total Households ¹	913	--	1,150	--	8,242	--	248,338	--	286,610	--	286,610	--
Family Households ²	679	74%	773	67%	5,610	68%	114,166	46%	198,066	69%	198,066	69%
Avg. Household size	2.87	--	2.57	--	2.63	--	2.16	--	2.74	--	2.74	--
Female Headed-Family Households ³	214	32%	412	53%	2,515	45%	47,032	41%	56,077	28%	56,077	28%
Race												
White	345	13%	45	2%	3,572	16%	176,101	31%	216,729	27%	216,729	27%
Black	2,090	80%	2,837	96%	18,178	80%	343,312	60%	502,550	63%	502,550	63%
American Indian	3	0.1%	2	0.1%	67	0.3%	1,713	0.3%	2,795	0.3%	2,795	0.3%
Asian	80	3%	14	0.5%	310	1%	15,189	3%	31,032	4%	31,032	4%
Pacific Islander	9	0.3%	1	0.03%	52	0.2%	348	0.1%	447	0.1%	447	0.1%
Other Race	45	2%	24	1%	269	1%	21,950	4%	27,078	3%	27,078	3%
Two or More Races	48	2%	38	1%	398	2%	13,446	2%	20,884	3%	20,884	3%

Notes: ¹ A household is defined as at least one person living in a housing unit.

² A family household is a type of household, which includes married couples with or without children, or a male or female householder with children or other family members.

³ Percentages provided calculated from family households

Source: U.S. Census Bureau, 2000 Census of Population and Housing.

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population of blacks was much higher, comprising 80 percent of the total population. Excluding CT 73.01, which includes the Anacostia Naval Air Station, Bolling AFB, and the Naval Research Laboratory, and whose residents were either military personnel or dependents, the percentage of blacks would climb to more than 94 percent. Census tract 73.01 gave the study area a high percentage of military personnel (seven percent) compared to the District and Prince George's County (one percent for both).

Nearly a third of all residents in the study area were below 18 years of age, substantially higher than both the District (20 percent) and Prince George's County (27 percent). The study area contained relatively few residents above the age of 65, with only five percent, compared to 12 percent for the District and eight percent for Prince George's County.

Selected income characteristics within the study area are shown on Table 3-4. In general, the residents within the study area had incomes lower than both the District (\$40,127 median household) and Prince George's County (\$55,256 median household) in 1999. The overall median household income in the study area was \$33,953 in 1999, but varied widely between census tracts, from a low of \$20,167 in CT 98.06 to a high of \$58,257 for CT 8015. The overall poverty rate in the study area (18 percent of households) was not substantially higher than the District (17 percent), but was much higher than Prince George's County's rate (seven percent). Similarly, the percentage of households collecting public assistance was much higher than the percentages for the District and Prince George's County (nine percent versus five and two percent, respectively). Similar to median incomes, the census tracts in the study area had a wide range of poverty and public assistance rates, with CT 98.06 having the highest rates at 38 and 17 percent, respectively. Census tract 8015 had the lowest rates at two percent for each measure.

Selected housing characteristics within the study area are illustrated on Table 3-5. Aggregately, a higher percentage of housing units were unoccupied in the study area (14 percent) in comparison to the District (ten percent) and Prince George's County (five percent), but varied between census tracts with a high of 21 percent in CT 98.06 to a low of five percent in CT 8015. Also, as shown on Table 3-5, almost three quarters of residents in occupied units were renters, whereas the same figure was only 59 percent for the District and 38 percent for Prince George's County. Census tract 8015 was a notable exception, in which 91 percent of its housing units were owner-occupied, suggesting a more stable neighborhood than the rest of the study area. The housing stock in the study area was more characteristic of the District than Prince George's County, with roughly 38 percent of all housing units of the single-family detached or attached types. In comparison, 65 percent of the housing units in Prince George's County were single-family. The area was characterized by fewer large apartment buildings in comparison to the District, with only seven percent of units in structures containing 50 units or more, compared to 23 percent for the District.

**Table 3-4
Income Characteristics within Census Tracts in Vicinity of the Project Site**

Characteristic	Washington, DC Census Tracts in Study Area														
	73.01			73.08			98.06			98.07			98.08		
	#	%		#	%		#	%		#	%		#	%	
Households	1,358	--	0	--	2,364	--	1,312	--	1,132	--	1,132	--	1,132	--	
Median HH Income*	\$49,122	--	NA	--	\$20,167	--	\$30,076	--	\$25,708	--	\$25,708	--	\$25,708	--	
Households in Poverty*	28	2%	0	-	891	38%	208	16%	272	24%	272	24%	272	24%	
Household Income Source*															
Social Security	53	4%	0	-	352	15%	221	17%	122	11%	122	11%	122	11%	
Public Assistance	34	3%	0	-	404	17%	78	6%	120	11%	120	11%	120	11%	
Retirement	23	2%	0	-	294	12%	327	25%	141	12%	141	12%	141	12%	
Prince George's County Census Tracts in Study Area															
Characteristic	8015			8016			Total in Study Area			Washington, DC			Prince George's County		
	#	%		#	%		#	%		#	%		#	%	
Households	877	--	1,136	--	8,179	--	248,590	--	286,650	--	286,650	--	286,650	--	
Median HH Income*	\$58,257	--	\$38,438	--	\$33,953	--	\$40,127	--	\$55,256	--	\$55,256	--	\$55,256	--	
Households in Poverty*	19	2%	76	7%	1,494	18%	42,522	17%	19,926	7%	19,926	7%	19,926	7%	
Households Income Source*															
Social Security	189	22%	136	12%	1,073	13%	48,388	19%	47,238	16%	47,238	16%	47,238	16%	
Public Assistance	19	2%	48	4%	703	9%	13,664	5%	5,600	2%	5,600	2%	5,600	2%	
Retirement	321	37%	184	16%	1,290	16%	44,597	18%	53,982	19%	53,982	19%	53,982	19%	

Notes: * 1999 household income statistics

Source: U.S. Census Bureau, 2000 Census of Population and Housing

Table 3-5
Housing Characteristics within Census Tracts in Vicinity of the Project Site

Characteristic	Washington, DC Census Tracts in Study Area														
	73.01			73.08			98.06			98.07			98.08		
	#	%		#	%		#	%		#	%		#	%	
Housing Units	1,450	--	0	--	--	3,016	--	--	1,420	--	--	1,357	--	--	--
Occupancy															
Occupied	1,361	94%	0	--	--	2,369	79%	1,259	89%	1,190	88%	167	12%	1,190	88%
Unoccupied	89	6%	0	--	--	647	21%	161	11%	167	12%	167	12%	167	12%
Tenure ¹															
Owner-Occupied	43	3%	0	--	--	312	13%	522	41%	89	7%	89	7%	89	7%
Renter-Occupied	1,318	97%	0	--	--	2,057	87%	737	59%	1,101	93%	1,101	93%	1,101	93%
Units in Structure ²															
1, detached	59	4%	0	--	--	65	2%	156	11%	0	0%	0	0%	0	0%
1, attached	1,151	79%	0	--	--	292	10%	376	26%	14	1%	14	1%	14	1%
2	16	1%	0	--	--	60	2%	14	1%	74	5%	74	5%	74	5%
3 or 4	94	6%	0	--	--	604	20%	421	30%	168	12%	168	12%	168	12%
5 to 9	110	8%	0	--	--	482	16%	289	20%	708	52%	708	52%	708	52%
10 to 19	7	0.5%	0	--	--	1,053	35%	164	12%	50	4%	50	4%	50	4%
20 to 49	0	0%	0	--	--	113	4%	0	0%	19	1%	19	1%	19	1%
50 or more	13	1%	0	--	--	347	12%	0	0%	324	24%	324	24%	324	24%
Mobile or other	0	0%	0	--	--	0	0%	0	0%	0	0%	0	0%	0	0%

Table continues on the next page.

**Table 3-5
Housing Characteristics within Census Tracts in Vicinity of the Project Site
(continued)**

Characteristic	Prince George's County Census Tracts in Study Area 8015		8016		Total in Study Area		Washington, DC		Prince George's County	
	#	%	#	%	#	%	#	%	#	%
Housing Units	961	--	1,341	--	9,545	--	274,845	--	302,378	--
Occupancy										
Occupied	909	95%	1,150	86%	8,238	86%	248,338	90%	286,610	95%
Unoccupied	52	5%	191	14%	1,307	14%	26,507	10%	15,768	5%
Tenure ¹										
Owner-Occupied	830	91%	415	36%	2,211	27%	101,216	41%	177,206	62%
Renter-Occupied	79	9%	735	64%	6,027	73%	147,122	59%	109,404	38%
Units in Structure ²										
1, detached	737	77%	84	6%	1,101	12%	36,331	13%	151,888	50%
1, attached	218	23%	395	29%	2,446	26%	72,668	26%	45,366	15%
2	0	0%	0	0%	164	2%	8,304	3%	1,634	1%
3 or 4	0	0%	177	13%	1,464	15%	21,944	8%	6,755	2%
5 to 9	0	0%	561	42%	2,150	23%	21,735	8%	27,820	9%
10 to 19	0	0%	108	8%	1,382	14%	28,429	10%	43,276	14%
20 to 49	0	0%	9	1%	141	1%	20,585	7%	6,593	2%
50 or more	0	0%	7	1%	691	7%	64,362	23%	17,473	6%
Mobile or other	0	0%	0	0%	0	0%	487	0.2%	1,573	1%

Notes: ¹ Percentages provided calculated from occupied housing units

² Percentages provided calculated from total housing units

Source: U.S. Census Bureau, 2000 Census of Population and Housing

3.3.2.2 Environmental Justice

The Presidential Executive Order (EO) 12898 regarding Environmental Justice requires federal agencies to take appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal programs, policies, and activities on minority and low-income populations' health or environment. Although the Proposed Action currently does not include federal participation, federal involvement may occur later during project development and therefore, for the purposes of disclosing potential environmental impacts, project compliance with EO 12898 is provided herein.

Minority is defined as:

- Black Americans, which includes persons having origins in any of the black racial groups of Africa;
- Hispanic Americans, which include persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;
- Asian Americans, which include persons having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands; and
- American Indians and Alaskan Natives, which include persons having origins in any of the original people of North America and who maintain cultural identification through tribal affiliation or community recognition.

Low-income means a household income at or below the U.S. Department of Health and Human Services poverty guidelines, which for 2006 in the 48 contiguous states and the District of Columbia was an income at or below \$20,000 per year for a family of four.

As stated above, 94 percent of the residents living in the vicinity of DC Village are black, when residents living in Anacostia Naval Air Station, Bolling AFB, and the Naval Research Laboratory are excluded. Including these military personnel and dependents would still make the resident population living near DC Village 80 percent black. The study area also has a relatively high number of households with incomes below poverty guidelines, and living on public assistance (see Section 3.3.2). Furthermore, families and individuals living in the homeless and hypothermia shelters, or receiving benefits of the DOH food distribution center would be considered EJ populations based on the low-income definition, and probably the minority definition.

3.3.2.3 Potential Long-Term Impacts

The District recently relocated the homeless and hypothermia shelters and the DOH food distribution center. As described in Section 3.3.1.3, the relocation of the food distribution center was a direct result of the District's desire to transfer the project site to WMATA for the proposed bus Facility. In comparison to the No Build alternative, the Proposed Action accelerated the District action to relocate the

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homeless family and hypothermia shelters, even though it will not directly affect the homeless family shelter. Also, due to the Proposed Action, the District is investigating alternative sites for the CETA operations. Currently, the grounds of the Robert F. Kennedy Memorial (RFK) Stadium are strongly being considered as the new site for the CETA operations.

The Proposed Action will be located entirely within DC Village, and will not lead to severance, displacement or isolation of any neighborhood or housing in the general vicinity of the project site. Therefore, despite the existence of minority and low-income populations in adjacent neighborhoods, implementation of the Proposed Action will not result in a disproportionately high or adverse impact over minority or low-income populations within these neighborhoods. Also, because the homeless and hypothermia shelters were relocated at more suitable locations, and the DOH food distribution center was relocated to a location as convenient to patrons in comparison to the existing location, disproportionately high or adverse impact over the minority and low income populations that use these services will also not be the result of the Proposed Action.

The proposed bus facility will be a secured facility where only authorized personnel and visitors will be allowed access. The entire perimeter of the facility will be surrounded by secured decorative fencing, with only a single entry for both Metrobuses and employee/visitor private vehicles (see Section 2.1). An emergency gate will be maintained on the far end of the project site from the main entry, but this gate will be closed and locked under normal conditions. The main entry will be staffed by MTPD personnel.

3.3.2.4 Mitigation Measures

The president of CETA asked that their commercial truck driving instruction operations remain in the community of those they serve—east side of the Anacostia River in Southeast DC. The District was unable to find a suitable location in this area, but the RFK Stadium site is near the Anacostia River and is accessible by public transportation.

3.3.3 Economic Conditions

3.3.3.1 Existing Conditions

Economic activities and major employment opportunities in the general vicinity of DC Village are from public or public-affiliated agencies, such as the military (Bolling AFB), WASA (Blue Plains AWTP), Architect of the Capitol, Job Corps and the District agencies currently using DC Village (see Sections 3.3.1 and 3.3.2). The largest private employer in the vicinity of DC Village is Hadley Memorial Hospital located on Martin Luther King Jr. Avenue SW, several hundred feet north of its intersection with Blue Plains Drive SW, one of two roadways providing access to DC Village (see Section 3.3.6). Despite the presence of major public-sector employers, the residential areas near DC Village are considered economically depressed in comparison to other parts of the District and Prince George's County as indicated by

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income information provided in Section 3.3.2 and the relative paucity of commercial businesses. Martin Luther King, Jr. Avenue SW near DC Village supports a small number of commercial businesses.

3.3.3.2 Potential Long-Term Impacts

The Proposed Action will support approximately 600 on-site jobs consisting of both bus maintenance and operations staff at full capacity of 250 buses, substantially increasing the number of jobs in the District's Ward 8 and supporting the local economy. Most of the WMATA employees now based at the existing Southeastern Bus Garage are anticipated to move to the new site. Under Phase 2 (see Section 2.1.4), WMATA will need approximately 500 employees to service and operate the 187 Metrobuses, and will need well over 100 new employees at the DC Village site due to normal attrition. The proximity of these jobs to the community at large may encourage many Ward 8 residents to obtain the skills and training to qualify and apply for them. WMATA will participate in job fairs to provide information and encouragement to residents wishing to apply for these jobs.

In addition to providing employment opportunities to the surrounding communities, the WMATA employees will likely patronize retail shops and eating establishments in the surrounding communities, further supporting the local economy. People may be encouraged to start small businesses in the surrounding communities to take advantage of this source of potential customers.

Under the No Build alternative, the existing 400 employees based at the Southeastern Bus Garage would remain at this location, and the number of employees may be reduced if WMATA is unable to sustain the current 114 bus fleet (see Section 2.2). The level of support provided by the No Build alternative to the local economy of communities near DC Village would depend on how many employees would be based at the project site if no bus facility were developed. Estimating employment is not possible at this time because the District has not identified long-term uses of the project site under the No Build alternative.

3.3.3.3 Mitigation Measures

As noted above, WMATA will commit to participating in job fairs organized by Ward 8 Advisory Neighborhood Commissions and other community groups. At these fairs, WMATA will encourage residents to apply for jobs at the bus facility and will inform them about the skills and training they would need to qualify for those jobs, including where and how they could obtain these skills and training.

3.3.4 Historic Properties

This section describes the effort performed and the results to identify historic properties within the Proposed Action's Area of Potential Effect (APE). According to the National Historic Preservation Act (NHPA) of 1966 as amended (16 U.S.C. 470 et. seq.), an historic property is any district, site, building, structure, or object that is on or eligible for the National Register of Historic Places (National Register). Also

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according to the NHPA, the APE is defined as the geographic areas within which an undertaking (i.e., Proposed Action) may directly or indirectly cause changes in the character of historic properties, if any such properties exist.

For the Proposed Action, WMATA identified the APE as the 16 acre project site (see Section 2.1). In a letter dated August 23, 2007 (see Appendix A), the District Historic Preservation Office (District HPO) concurred with this APE.

The District Historic Landmark and Historic District Protection Act of 1978 (D.C. Law 2-144, as amended through November 16, 2006, Section 9B, D.C. Official Code § 6-1108.02), requires that before authorizing funds for designs or construction, or before the issuance of a permit, license or approval of a District undertaking, the Deputy Mayor or appropriate agency head with direct jurisdiction over the undertaking shall take into account the effect of the undertaking on any property listed or eligible for the District of Columbia Inventory of Historic Sites (District Register) and shall allow the District State Historic Preservation Officer (SHPO) reasonable opportunity to comment on the undertaking.

3.3.4.1 Existing Conditions

Historic Architectural Resources

To determine whether any of the buildings within the project site, or APE, is historic, an historic evaluation report was prepared (see Appendix F). The DC Village site dates back to 1906 when the buildings for "The Home for Aged and Infirm" were constructed (first known as the Almshouse). None of the original buildings are standing. The oldest structure within the project site is the "superintendent's house", which based on existing evidence, was built between 1927 and 1936. The other buildings within the project site, which include the infirmary, central building and cottages 4 and 5, were built in the 1950s and 60s. All of these buildings lack architectural significance or are of insufficient age to be considered historically significant.

The assessment found that superintendent's house (see Section 1.2.2) lacks detailing or other characteristics that would make it an important or even clear example of a style or period of construction and it has no association with a master. Even if it had notable features, they have since been removed because the house underwent a series of changes in interior and exterior configurations. Presumably, the house was originally erected as a residence for staff, but subsequently became a treatment facility or residential facility for psychiatric patients, which was probably the reason the house was altered. Therefore, the assessment found that the superintendent's house is not of historic significance.

Archaeological Resources

To determine if the APE contains archaeological resources a Phase I archeological evaluation was prepared in accordance with District HPO recommendations and requirements. Phase I evaluations are often divided into two basic stages: A and B.

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Phase IA includes background archival research and preliminary filed reconnaissance to identify areas of archeological potential. Phase IB includes systematic excavations to test for the presence of archeological resources in areas found to have archaeological potential.

The APE was never the subject of an archaeological survey and does not appear to contain any previously recorded historic era sites. Although an 1889 map shows a Native American site at or near the project APE (designated 51SW011 by the District HPO), its description is too ambiguous to determine the exact location. The site is not one of the villages described in the article written by S.V. Proudfit in 1889. It appears to have been a short term camp, not to a village site.

The archival data suggests that the APE has a high potential for containing prehistoric-period archeological resources based on its landform. The project site is located at the base or toe of the escarpment along the east bank of the Potomac River and near the former headwaters of a small stream. The archival data also suggests that European and African American settlement of the Potomac River basin occurred after about 1650, but the area in and around the project site had relatively few farms. Before the Civil War the major landowners were the Barry and the Young families, but their dwellings were not located within the APE. Also, based on mid-nineteenth century atlas maps, the APE did not contain any major structure, but structures occupied by tenants, share croppers, slaves and freed-men were not typically shown on such maps. Structures associated with these types of sites would tend to be impermanent in nature and were probably set on posts or piers, but are known to be numerous across the landscape. The construction of the Home for the Aged and Infirm in the beginning of the 20th century also likely left archaeological deposits throughout the APE and beyond.

To determine the potential that the APE contains buried archaeological resources described above, a geomorphological study of the APE was conducted. The study included review of geotechnical borings conducted for past studies and for the Proposed Action, hand auguring at selected areas and a visual inspection of the project site, including surrounding areas. The conclusion of the geomorphological survey was that most of the project site had been disturbed by past land use activities (e.g., agriculture, construction, etc.) to such an extent that they have effectively removed all the original land surfaces and any archaeological deposits that may have remained. For example, the grounds of the Home for the Aged and Infirm underwent substantial construction activities after 1927.

The lone exception to the lack of intact landforms that could contain archaeological deposits is the yard surrounding the superintendent's house (superintendent's yard). The land surface of the superintendent's yard contains a thick layer of slope wash (colluvium) that appears undisturbed, and therefore, could contain intact archaeological deposits underneath the colluvium. In addition, the characteristics of the superintendent's yard, in particular its proximity to a spring head of the former stream described above, are consistent with a 1984 predictive model for prehistoric site locations that was used in a survey for Bolling Air Forces Base, which is located along the Anacostia River north of the project site. The model finds that high

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grounds adjacent to streams and springs along the edges of former backwash marshes and at the toe of the escarpment have a high potential to contain buried prehistoric cultural resources that were not under a considerable amount of fill.

The District HPO agreed with the geomorphological assessment, and that a Phase IB archaeological survey of the superintendent's yard is warranted. The District HPO also agreed that the remainder of the APE does not warrant a Phase IB survey. The Phase IB survey, which consisted of excavation of STPs (shovel test pits) on a 10.0-meter (32.8 foot) grid, was conducted during the weeks of October 8 and 15, 2007. The preliminary results of the Phase IB survey indicate no significant archaeological resources within the superintendent's yard.

3.3.4.2 Potential Impacts

Due to the results of the studies described above, the Proposed Action or the No Build Alternative is not expected to affect historic properties.

3.3.5 Parks and Recreational Resources

3.3.5.1 Existing Conditions

DC Village does not contain park or recreational resources, but is near such resources operated by the NPS and the District's Department of Parks and Recreation (DPR).

The NPS Oxon Cove Park surrounds DC Village to the south and east (see Figure 3-9). The park is part of a larger facility that includes a working farm, Oxon Hill Farm, within Prince George's County. Most of Oxon Cove Park/Oxon Hill Farm is within Prince George's County. Oxon Cove Park was created as a scenic transition for the southern gateway into Washington, DC (see Section 3.2.6). Despite Oxon Cove's close proximity to Shepherd Parkway SW and the District impoundment and vehicle evidence lots, vehicular access into the park proper is from Indian Head Highway, on the south side of I-95. However, a paved walking trail on the south side of the Job Corps property is provided directly from DC Village into Oxon Cove Park. This trail connects with a bridge linking to another trail running along the eastern banks of Oxon Run (see Section 3.2.2).

DPR operates Bald Eagle Recreation Center located at the end of Martin Luther King Jr. Avenue SW at Joliet Street SW. The center provides a gymnasium, computer lab, and kitchen facilities within the center's building. It also provides outdoor lighted basketball and tennis courts and a baseball field. NPS noted that Bald Eagle Hill, which is just south of the recreation center grounds, is an important viewshed for having been used during the Civil War and for being identified as an important element of the natural landscape of the Capital. The NPS noted that plans are underway to extend the existing Fort Circle Trail through Bald Eagle Hill and beyond. The trail is planned to be paved for both pedestrians and cyclists.

3.3.5.2 Section 4(f)

If federal funds administered by the FTA are used for the Proposed Action, compliance with Section 4(f) of the Department of Transportation Act, 49 U.S.C. 303 and 23 U.S.C. 138 (referred to hereafter as "Section 4(f)") would be required. Section 4(f) permits the use of land for a transportation project from a significant publicly-owned public park, recreation area, wildlife and waterfowl refuge, or a historic site only when the FTA has determined that:

- There is no feasible and prudent alternative to such use; and
- The project includes all possible planning to minimize harm to the property resulting from such use.

The purpose of Section 4(f) is to preserve significant parkland, recreation areas, refuges, and historic/archaeological sites by limiting the circumstances under which such land can be used for transportation projects. The word "use" in this case means:

- Land is permanently incorporated into a transportation facility;
- Temporary occupancy of land that is adverse in terms of preservation of the resource; or
- Project proximity to the site substantially impairs those functions that qualify the site as a Section 4(f) resource even though no land is permanently or temporarily acquired (referred as "constructive use").

As stated in Section 3.1, no wildlife and waterfowl refuges and historic sites are at or near the project site. However, all of the parks and recreational resources described above would be considered Section 4(f) resources. The planned Fort Circle Trail at Bald Eagle Hill may also be considered a Section 4(f) resource depending on the status of its development.

3.3.5.3 Potential Long-Term Impacts

All elements of the Proposed Action will be constructed within the project site, and therefore, no "use" as defined by Section 4(f) will occur of Oxon Cove or other existing and future recreational resources described above. The No Build alternative would also not affect parks and recreational resources because any District plans to use the project site would be confined within the site.

The Proposed Action will not affect access to the trail that links DC Village with the Oxon Run trail because the section of DC Village Lane SW adjacent to the trail will remain a public roadway, providing connections with Shepherd Parkway SW and Blue Plains Drive SW. The No Build alternative would also maintain access to the trail. People who currently access the trail by Metrobus service will still be able to use the bus routes that serve DC Village under both the Proposed Action and No Build alternative.

3.3.6 Transportation Systems

3.3.6.1 Existing Conditions

The major interstate highway serving DC Village is I-295, a four-lane divided freeway running in a north-south orientation to the west of DC Village (see Figure 3-9). Interchange 1 provides the freeway access between I-295 and DC Village. Arterial roadways in the vicinity of DC Village, which provide access to the site, include the four-lane Martin Luther King Jr. Avenue SW, the two-lane Shepherd Parkway SW, and the two-lane Overlook Avenue SW (see Figure 3-9). Collector streets in the vicinity of DC Village include the two-lane DC Village Lane SW and the two-lane Blue Plains Drive SW. Vehicular access into DC Village can either be made via I-295, Interchange 1 and Shepherd Parkway SW or Martin Luther King Jr. Avenue SW and Blue Plains Drive SW.

To evaluate existing traffic conditions, information was obtained from the District Department of Transportation and other sources, and traffic counts were taken at certain locations. Based on the data collected as well the periods of time when bus and employee auto generation from the proposed bus facility could have their greatest impact on traffic conditions, the peak hours for the purposes of evaluating the traffic impacts of the Proposed Action were set at 5:30 to 6:30 am, 7 to 8 am, 3 to 4 pm and 5 to 6 pm.

As noted above, I-295 is the only interstate highway in the general vicinity of DC Village. The average daily traffic (ADT) volume on I-295 is 84,600. The only major alternative to I-295 for north-southbound motorists in the general vicinity of DC Village is South Capitol Street, which has an ADT of 12,300 in the vicinity of Bolling AFB. During the two morning peak hours, I-295 in the general vicinity of DC Village currently carries approximately 5,600 and 6,400 vehicles at 5:30 to 6:30 am and 7 to 8 am, respectively. The majority of these vehicles are traveling northbound. During the two afternoon peak hours, I-295 currently carries approximately 5,750 and 7,000 vehicles at 3 to 4 pm and 5 to 6 pm, respectively. The majority of these vehicles are traveling southbound.

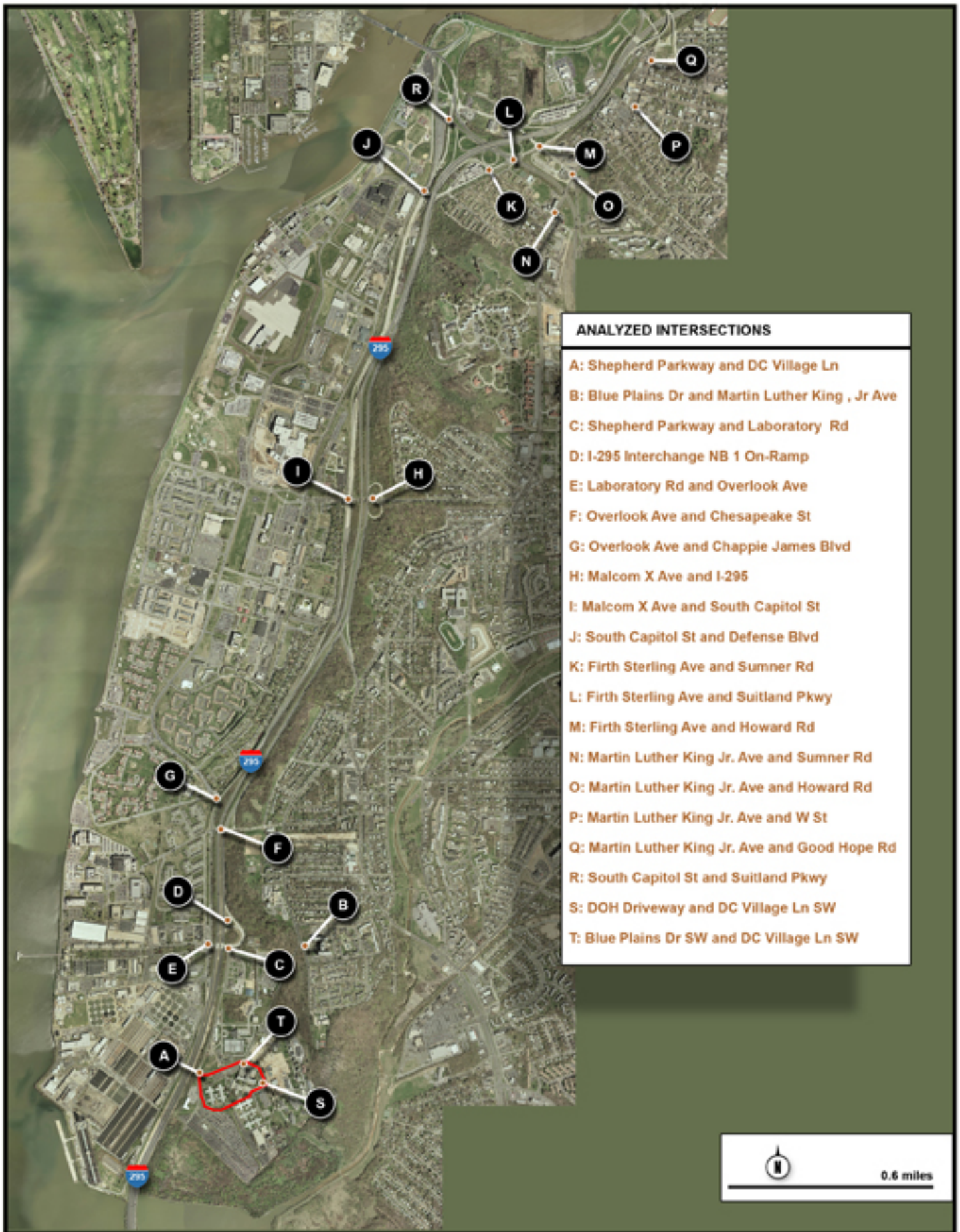
The existing traffic conditions of intersections that may be affected by the Proposed Action are summarized in Table 3-6. The locations of these intersections are shown on Figure 3-10. This study area stretches south from the Shepherd Parkway SW and DC Village Lane SW intersection, which is adjacent to the project site, and north to the intersection of Martin Luther King Jr. Avenue SE and Good Hope Road SE. The results are reported in "levels of service" (LOS), which is a measure of the traffic conditions based on the delay experienced by vehicles traveling through a roadway segment or intersection during the peak (rush) hour. LOS is reported on a scale from "A" to "F", with "A" representing the best operating conditions with little or no delay, and "F" representing the worst operating conditions with very high delay.

As noted in Table 3-6, the I-295 Interchange 1 northbound on-ramp operates at an LOS D during the morning peak hours, reflecting the high volumes on northbound



Figure 3 - 9 Existing Roadway Network in the Vicinity of the Project Site

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Environmental Assessment



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Table 3-6
Existing Levels of Service at Key Intersections

Analyzed Intersection	Morning Peak			Afternoon Peak		
	5:30 to 6:30 am		7 to 8 am	3 to 4 pm		5 to 6 pm
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Shepherd Pkwy SW & DC Village Ln SW	7.3	A	8.4	A	8.1	A
DOH Driveway & DC Village Ln SW*	1.3	A	2.9	A	6.5	A
Blue Plains Dr SW DC Village Ln SW	7.7	A	7.6	A	7.9	A
MLK Jr. Ave SW & Blue Plains Dr SW	1.4	A	1.4	A	2.9	A
Laboratory Rd SW & Shepherd Pkwy SW	10.5	B	11.6	B	11.9	B
I-295 Interchange 1 NB on-ramp	33.0	D	33.8	D	14.2	B
Laboratory Rd SW & Overlook Ave SW	14.3	B	20.0	B	13.0	B
Overlook Ave SW & Chesapeake St SW	27.1	C	25.8	C	39.8	D
C. James Blvd SW & Overlook Ave SW	8.8	A	11.7	B	15.9	B
Malcolm X Ave SE & I-295 ramps	7.8	A	17.9	B	2.0	A
Malcolm X Ave SE & S. Capitol St NB ramp	44.7	D	157.2	F	278.1	F
Malcolm X Ave SE & S. Capitol St SB ramp	32.0	C	124.9	F	110.5	F
Defense Blvd & SB S. Capitol Street	24.5	C	37.0	D	76.8	E
Firth Sterling Ave SE & Summer Rd SE	3.9	A	5.9	A	9.8	A
Firth Sterling Ave SE & Suitland Pkwy SE	17.4	B	35.2	D	60.1	E
Firth Sterling Ave SE & Howard Rd SE	14.1	B	36.3	D	72.1	E
MLK Jr. Ave SE & Summer Rd SE	4.8	A	5.9	A	7.9	A
MLK Jr. Ave SE & Howard Rd SE	30.4	C	43.3	D	94.6	F
MLK Jr. Ave SE & W St SE	5.8	A	6.6	A	16.3	B
MLK Jr. Ave SE & Good Hope Rd SE	23.6	C	25.6	C	113.2	F
NB S. Capitol St & NB Suitland Pkwy SE	22.9	C	45.3	D	20.7	C

Note: See Figure 3-10 for locations of signalized intersections

*The DOH Driveway and DC Village Lane SW intersection is roughly the location of the future main entrance of the proposed bus facility.

NB: northbound

SB: southbound

Source: PB, April 2007

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I-295 during these periods. In addition, the Malcolm X Avenue and South Capitol Street interchange ramps also operate at poor levels of service during the analysis periods, which also reflect the high volumes this roadway carries as an alternative to I-295. Finally, some of the intersections near the Anacostia Metrorail Station, which also includes a major Metrobus terminal, operate at poor levels of service during the peak periods due to the high number of major roadways that intersect in this area, such as I-295, South Capitol Street, Martin Luther King Jr. Avenue SE and Suitland Parkway SE.

3.3.6.2 Potential Construction Impacts

All heavy construction vehicles will be directed to use the same route Metrobuses will use to travel to and from the project site (see Figure 2-3): I-295, Interchange 1, Overlook Avenue SW and Shepherd Parkway SW. Although large and/or slow-moving construction vehicles will be expected to periodically enter and leave the construction site, construction activities are anticipated to have negligible effects on traffic conditions on Shepherd Parkway SW because as noted in Table 3-6, the Shepherd Parkway SW intersection with DC Village Lane SW operates at LOS A. A single construction entrance will be established off of Shepherd Parkway SW, which will be used throughout all phases of the project so that construction-related traffic does not conflict with bus and employee traffic. As described in Section 2.1.4, security fencing will be erected around the entire project site so that vehicular and pedestrian access to and from the site is controlled.

Metrobus service will still be provided to DC Village and the Potomac Job Corps during construction. However, because the project site will close a section of DC Village Lane SW, Metrobuses will no longer be able to circumnavigate DC Village. As part of Phase 1 (see Section 2.1.3), a bus turnaround will be construction in the vicinity of cottage 1 and the bus stop on the south side of DC Village will be relocated to this location.

3.3.6.3 Potential Long-Term Impacts

For the purposes of evaluating the potential traffic impacts of the Proposed Action, 2011 and 2030 were selected as the future analysis years. Phase 2 of the Proposed Action is assumed to be completed in 2010 (see Section 2.1.7) and operation of 187 Metrobuses from the project site is assumed by 2011. MWCOG uses the year 2030 for its long-range transportation planning. Also by 2030, WMATA anticipates that Phase 3 of the Proposed Action (see Section 2.1.7) will be completed and 250 Metrobuses will operate from the project site.

In order to analyze the traffic impacts of the No Build alternative and the Proposed Action in 2011, the information used to evaluate current traffic conditions of key intersections was projected to 2011. For 2030, information from MWCOG's travel demand model was used. The MWCOG model includes trip generation information of future developments, such as National Harbor, which is located and under

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construction the south of the project site, and the St. Elizabeths West Campus redevelopment in Anacostia to the north of the project site.

The project traffic impacts of the No Build alternative and the Proposed Action are summarized in Tables 3-7 through 3-10.

In 2011 under the Proposed Action, the intersections immediately surrounding the project site, such as DC Village Lane's intersections with Shepherd Parkway SW, Blue Plains Drive SW and the facility's main entrance, will all operate at LOS A during the analysis periods, the same as under the No Build alternative (see Tables 3-7 and 3-8). In 2030, these same levels of service will continue even when the capacity of the bus facility increases to 250 (see Tables 3-9 and 3-10).

Traffic conditions on I-295 are expected to worsen regardless of whether the Proposed Action is implemented. For instance, under the No Build alternative, Interchange 1's northbound on-ramp is projected to operate at LOS E and D during the 5:30 to 6:30 am and 7 to 8 am peak hours, respectively. By 2030 under the No Build alternative, this on-ramp is projected to operate at LOS F during both periods. Under the Proposed Action, however, the traffic conditions of the on-ramp during the morning peak hours will be almost identical to the conditions under the No Build alternative in 2011 and 2030 (see Tables 3-7 through 3-10).

Bolling AFB and Blue Plains AWTP are the largest traffic generators near the project site, and Bolling AFB is located along the path Metrobuses will use traveling between the proposed bus facility and their service routes. The base has two main gates, one of which is located at the intersection of Overlook Avenue SW and Chappie James Boulevard SW and the other is located at the intersection of MacDill Boulevard SW and South Capitol Street. The entrance to the U.S. Naval Research Laboratory is at the intersection of Laboratory Road SW and Overlook Avenue SW. The Overlook Avenue SW intersections with Chappie James Boulevard SW and Laboratory Road SW are nearest to the project site and will be on the path all Metrobuses will follow when returning to the proposed bus facility. However, only those Metrobuses returning to the proposed bus facility heading west on Malcolm X Avenue SW will pass near Bolling AFB's north gate intersection. Therefore, the greatest chance of impacts to military-related traffic will be at the two southern intersections. The intersection of Overlook Avenue SW and Chappie James Boulevard SW is projected operate at LOS A or B during the four analysis periods in 2011 under the No Build alternative (see Tables 3-7 and 3-8). By 2030, only the 3 to 4 pm period is predicted to drop to a LOS C (see Tables 3-9 and 3-10). These relatively good traffic conditions will be maintained under the Proposed Action in 2011 and 2030 (see Tables 3-7 to 3-10). Traffic conditions at the Laboratory Road SW and Overlook Avenue SW intersection in the 2011 time frame are projected no worse than LOC C under both the Proposed Action and No Build alternative (see Tables 3-7 and 3-8). However, by 2030, this intersection is projected to operate at a LOS E during the 5 to 6 pm peak hour under the No Build alternative. Under the Proposed Action, this peak hour will operate at LOS F.

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Table 3-7
Year 2011 Morning Peak Traffic Conditions at Key Intersections

	5:30 to 6:30 am				7 to 8 am			
	No Build		Proposed Action		No Build		Proposed Action	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Shepherd Pkwy SW & DC Village Ln SW	7.3	A	7.9	A	8.4	A	8.6	A
DOH Driveway & DC Village Ln SW*	1.3	A	3.7	A	2.9	A	4.2	A
Blue Plains Dr SW DC Village Ln SW	7.8	A	8.6	A	7.7	A	8.0	A
MLK Jr. Ave SW & Blue Plains Dr SW	1.4	A	1.4	A	1.4	A	1.6	A
Laboratory Rd SW & Shepherd Pkwy SW	10.8	B	11.2	B	11.8	B	12.0	B
I-295 Interchange 1 NB on-ramp	35.0	E	35.6	E	34.1	D	34.4	D
Laboratory Rd SW & Overlook Ave SW	15.8	B	16.2	B	20.9	C	21.3	C
Overlook Ave SW & Chesapeake St SW	27.8	C	28.0	C	26.4	C	26.6	C
C. James Blvd SW & Overlook Ave SW	8.9	A	9.0	A	12.1	B	12.1	B
Malcolm X Ave SE & I-295 ramps	8.0	A	9.0	A	21.6	B	27.3	D
Malcolm X Ave SE & S. Capitol St NB ramp	49.6	D	49.8	D	174.7	F	175.2	F
Malcolm X Ave SE & S. Capitol St SB ramp	35.6	D	35.5	D	140.9	F	140.8	F
Defense Blvd & SB S. Capitol Street	25.1	C	25.1	C	40.7	D	40.7	D
Firth Sterling Ave SE & Summer Rd SE	4.0	A	4.7	A	6.3	A	6.8	A
Firth Sterling Ave SE & Suitland Pkwy SE	17.8	B	18.2	B	42.1	D	44.4	D
Firth Sterling Ave SE & Howard Rd SE	14.6	B	16.3	B	42.2	D	45.0	D
MLK Jr. Ave SE & Summer Rd SE	4.8	A	4.8	A	6.1	A	6.1	A
MLK Jr. Ave SE & Howard Rd SE	30.9	C	30.7	C	46.1	D	46.9	D
MLK Jr. Ave SE & W St SE	5.8	A	5.8	A	6.7	A	6.7	A
MLK Jr. Ave SE & Good Hope Rd SE	23.8	C	23.8	C	25.8	C	25.8	C
NB S. Capitol St & NB Suitland Pkwy SE	23.8	C	23.7	C	51.7	D	51.7	D

Note: See Figure 3-10 for locations of signalized intersections

*The DOH Driveway and DC Village Lane SW intersection is roughly the location of the future main entrance of the proposed bus facility.

NB: northbound; SB: southbound

Source: PB, April 2007

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Table 3-8
Year 2011 Afternoon Peak Traffic Conditions at Key Intersections

	3 to 4 pm			5 to 6 pm		
	No Build		Proposed Action	No Build		Proposed Action
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Shepherd Pkwy SW & DC Village Ln SW	8.2	A	8.7	A	7.5	A
DOH Driveway & DC Village Ln SW*	6.6	A	3.3	A	3.3	A
Blue Plains Dr SW DC Village Ln SW	7.9	A	8.9	A	7.6	A
MLK Jr. Ave SW & Blue Plains Dr SW	2.9	A	3.2	A	2.1	A
Laboratory Rd SW & Shepherd Pkwy SW	12.2	B	13.1	B	14.0	B
I-295 Interchange 1 NB on-ramp	14.6	B	15.2	B	25.4	C
Laboratory Rd SW & Overlook Ave SW	14.0	B	14.9	B	21.1	C
Overlook Ave SW & Chesapeake St SW	42.8	D	44.8	D	26.8	C
C. James Blvd SW & Overlook Ave SW	16.5	B	16.9	B	11.3	B
Malcolm X Ave SE & I-295 ramps	2.1	A	2.3	A	3.1	A
Malcolm X Ave SE & S. Capitol St NB ramp	302.1	F	301.9	F	594.1	F
Malcolm X Ave SE & S. Capitol St SB ramp	127.9	F	127.8	F	334.9	F
Defense Blvd & SB S. Capitol Street	83.8	F	83.8	F	86.3	F
Firth Sterling Ave SE & Summer Rd SE	11.8	B	16.8	C	10.4	B
Firth Sterling Ave SE & Suitland Pkwy SE	70.3	E	72.4	E	76.8	E
Firth Sterling Ave SE & Howard Rd SE	79.9	E	86.3	F	89.8	F
MLK Jr. Ave SE & Summer Rd SE	8.2	A	8.1	A	8.2	A
MLK Jr. Ave SE & Howard Rd SE	110.6	F	115.6	F	113.3	F
MLK Jr. Ave SE & W St SE	16.5	B	16.5	B	16.4	B
MLK Jr. Ave SE & Good Hope Rd SE	122.9	F	122.9	F	125.4	F
NB S. Capitol St & NB Suitland Pkwy SE	21.0	C	21.0	C	21.1	C

Note: See Figure 3-10 for locations of signalized intersections

*The DOH Driveway and DC Village Lane SW intersection is roughly the location of the future main entrance of the proposed bus facility.

NB: northbound; SB: southbound

Source: PB, April 2007

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Table 3-9
Year 2030 Morning Peak Traffic Conditions at Key Intersections

	5:30 to 6:30 am			7 to 8 am		
	No Build		Proposed Action	No Build		Proposed Action
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Shepherd Pkwy SW & DC Village Ln SW	7.4	A	8.1	A	8.5	A
DOH Driveway & DC Village Ln SW*	1.4	A	3.8	A	2.9	A
Blue Plains Dr SW DC Village Ln SW	8.0	A	9.1	A	8.0	A
MLK Jr. Ave SW & Blue Plains Dr SW	1.5	A	1.4	A	1.5	A
Laboratory Rd SW & Shepherd Pkwy SW	14.2	A	15.7	B	16.6	C
I-295 Interchange 1 NB on-ramp	60.4	F	61.2	F	48.1	F
Laboratory Rd SW & Overlook Ave SW	18.4	B	18.5	B	34.0	C
Overlook Ave SW & Chesapeake St SW	33.8	C	33.9	C	26.4	C
C. James Blvd SW & Overlook Ave SW	7.5	A	7.6	A	11.5	B
Malcolm X Ave SE & I-295 ramps ¹	42.2	E	39.0	D	770.5	F
Malcolm X Ave SE & S. Capitol St NB ramp	369.3	F	367.6	F	518.1	F
Malcolm X Ave SE & S. Capitol St SB ramp	145.0	F	145.4	F	358.5	F
Defense Blvd & SB S. Capitol Street	21.6	C	20.9	C	51.6	D
Firth Sterling Ave SE & Summer Rd SE	16.7	C	21.8	C	192.1	F
Firth Sterling Ave SE & Suitland Pkwy SE	35.9	D	50.9	D	195.3	F
Firth Sterling Ave SE & Howard Rd SE ²	49.3	D	26.5	C	206.8	F
MLK Jr. Ave SE & Summer Rd SE	3.8	A	3.8	A	6.1	A
MLK Jr. Ave SE & Howard Rd SE	203.8	F	204.7	F	640.6	F
MLK Jr. Ave SE & W St SE	8.8	A	8.8	A	9.6	A
MLK Jr. Ave SE & Good Hope Rd SE	24.6	C	24.5	C	27.2	C
NB S. Capitol St & NB Suitland Pkwy SE	30.3	C	29.9	C	104.8	F

Note: See Figure 3-10 for locations of signalized intersections

*The DOH Driveway and DC Village Lane SW intersection is roughly the location of the future main entrance of the proposed bus facility.

¹ Malcolm X Avenue @ I-295 ramps were signalized for the Proposed Action analysis.

² A protected left turn was used for NB approach and the splits were optimized under the Proposed Action. NB: northbound; SB: southbound

Source: PB, April 2007

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Table 3-10
Year 2030 Afternoon Peak Traffic Conditions at Key Intersections

	3 to 4 pm			5 to 6 pm		
	No Build		Proposed Action	No Build		Proposed Action
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Shepherd Pkwy SW & DC Village Ln SW	8.3	A	9.1	A	7.6	A
DOH Driveway & DC Village Ln SW*	6.7	A	3.6	A	3.3	A
Blue Plains Dr SW DC Village Ln SW	8.3	A	9.6	A	7.9	A
MLK Jr. Ave SW & Blue Plains Dr SW	3.1	A	3.5	A	2.6	A
Laboratory Rd SW & Shepherd Pkwy SW	17.6	C	21.8	C	21.8	C
I-295 Interchange 1 NB on-ramp	28.5	D	29.2	D	31.5	D
Laboratory Rd SW & Overlook Ave SW	26.0	C	29.7	C	64.2	E
Overlook Ave SW & Chesapeake St SW	66.3	E	70.9	E	54.6	D
C. James Blvd SW & Overlook Ave SW	25.7	C	27.3	C	13.4	B
Malcolm X Ave SE & I-295 ramps ¹	2.6	A	8.2	A	4.8	A
Malcolm X Ave SE & S. Capitol St NB ramp	335.0	F	334.7	F	548.3	F
Malcolm X Ave SE & S. Capitol St SB ramp	163.5	F	163.4	F	339	F
Defense Blvd & SB S. Capitol Street	135.8	F	135.8	F	145.8	F
Firth Sterling Ave SE & Summer Rd SE	3842.9	F	3894.6	F	3843	F
Firth Sterling Ave SE & Suitland Pkwy SE	161.4	F	167.4	F	165.8	F
Firth Sterling Ave SE & Howard Rd SE ²	570.9	F	220.1	F	579.3	F
MLK Jr. Ave SE & Summer Rd SE	14.3	B	14.4	B	14.6	B
MLK Jr. Ave SE & Howard Rd SE	546.3	F	548.6	F	559.3	F
MLK Jr. Ave SE & W St SE	26.1	C	26.3	C	26.9	C
MLK Jr. Ave SE & Good Hope Rd SE	251.1	F	251.8	F	257.3	F
NB S. Capitol St & NB Suitland Pkwy SE	35.9	D	35.7	D	37.2	D

Note: See Figure 3-10 for locations of signalized intersections

*The DOH Driveway and DC Village Lane SW intersection is roughly the location of the future main entrance of the proposed bus facility.

¹ Malcolm X Avenue @ I-295 ramps were signalized for the Proposed Action analysis.

² A protected left turn was used for NB approach and the splits were optimized under the Proposed Action. NB: northbound; SB: southbound

Source: PB, April 2007

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Similar to what is predicted on I-295, traffic conditions in the vicinity of Anacostia Metrorail Station are projected to worsen substantially by 2030 under either the No Build alternative or the Proposed Action (see Tables 3-9 and 3-10). For instance, under the No Build alternative, traffic conditions at the intersection of Martin Luther King Jr. Avenue SE and Howard Road SE is projected to increase from their current LOS C and D during the two morning peak hours (see Table 3-6) to LOS F for both periods by 2030. Other intersections in the vicinity of the station are predicted to have similar congested conditions. Under the Proposed Action, almost identical traffic conditions in comparison to the No Build alternative are projected. Regardless of whether the Southeastern Bus Garage is relocated to DC Village or remains on M Street with the additional Metrobuses needed to serve Southeast DC based at other garages, Metrobuses will still be required to access the station terminal in order to serve the public.

In an emergency situation, such as I-295 not being available, the only roadway corridor available is Blue Plains Drive SW, Martin Luther King Jr. Avenue SW and South Capitol Street. The relative steep grade on Blue Plains Drive SW near its intersection with Martin Luther King Jr. Avenue SW and the angular geometrics of the intersection make this route not preferable, but WMATA will have no choice in an emergency situation. Police officers could be stationed at the Blue Plains Drive SW and Martin Luther King Jr. Avenue SW intersection to direct traffic if necessary.

3.3.6.4 Mitigation Measures

Other than improving the pavement condition of DC Village Lane SW so that it will be able to accommodate the additional loads more buses will bring, no traffic operational improvements on roads near the project site will be necessary. However, based on the traffic impact analysis it is recommended the following improvements may be worthwhile.

As described in the notes in Tables 3-9 and 3-10, the analysis of the Malcolm X Avenue SE and I-295 interchange ramps assumed they would be signalized by 2030. In 2030 under the No Build alternative, this intersection would operate at LOS F during the 7 to 8 am peak hour with delays of about 770 seconds if it were not signalized. However, the ramps would operate at LOS A during the afternoon periods. Under the Proposed Action, the delays at the ramps are predicted to increase by about 40 seconds, still maintaining the LOS F conditions. Because the ramps are predicted to operate extremely poorly regardless of the alternative, the analysis assumed that traffic signals would eventually have to be placed there. The signals would not change level of service during the 7 – 8 am peak hour, but they would substantially decrease delays.

The notes in Tables 3-9 and 3-10 also stated that the analysis assumed that a protected northbound left turn would be provided at the Firth Sterling Avenue SE and Howard Rd SE intersection. In 2030 under the No Build alternative, this intersection is predicted to operate at LOS F during three of the four analysis periods, with extremely long delays in excess of 500 seconds during the afternoon

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peak hours. These traffic conditions would be unchanged under the Proposed Action. However, by providing the improvement noted above, the delays during the afternoon peak hours would be cut more than half regardless of the alternative, which is the reason the analysis assumed this improvement.

3.3.7 Utilities

3.3.7.1 Existing Conditions

DC Village is served by water and sewer utilities provided by WASA, electrical service provided by PEPCO and telephone service provided by Verizon. These utilities are provided through underground pipes and conduits, many of which cross through DC Village, including the project site.

3.3.7.2 Potential Long-Term Impacts

In the short-run, the No Build alternative would not require changes, modifications, or additions to infrastructure systems that now serve DC Village. In the long term, however, utility requirements would depend on how the District may choose to use the project site.

The Proposed Action will require water, sewer, electrical and communication (telephone and high-speed internet) services. However, due to redevelopment of the entire project site, certain existing underground utility lines within the site will require relocation. The specifics of the required relocations will be developed during final design, in coordination with the utility companies. For instance, WASA informed WMATA that a few of the water mains in the project vicinity are unlined cast iron pipes that were installed in 1949. These pipes may have tuberculation, which is caused by chemical and microbial action within the internal surface of the pipes, and can impair water quality. After conferring with WASA, the Proposed Action may replace these pipes within the project site regardless of whether they will be affected by construction to improve water flows, pressure and quality.

During final design, the utility requirements of the proposed bus facility will be determined, and WMATA will work with the utility companies to evaluate the infrastructure capacities serving DC Village, and determine what improvements will be needed to provide the proposed bus facility and other planned uses in DC Village with adequate utility service.

3.3.7.3 Mitigation Measures

WMATA will work closely with the utility companies regarding the relocation of existing utility lines and the provision of utility infrastructure to support the proposed bus facility. Early discussion will involve identifying utility lines that require relocation and the utility needs of the proposed bus facility. Later coordination activities will involve plan reviews and construction inspections.

3.4 Consistency with Governmental Plans, Policies, and Controls

This section identifies the governmental plans and policies that will guide development of the Proposed Action. It provides the relevant goals or policy statements, which are followed by discussion of the consistency of the Proposed Action in relationship to these goals or policies. This section only provides plan, policy or goal statements that are relevant to the Proposed Action.

3.4.1 Comprehensive Plan for the National Capital: Federal Elements

The National Capital Planning Commission (NCPCC), the central planning agency for the federal government in the National Capital Region, has three principal functions:

1. Comprehensive planning to ensure the orderly development of the National Capital area and to enhance and preserve its important natural and historic features;
2. Development and project plan and program review; and
3. Multi-year federal improvements programming.

NCPCC's guiding document for evaluating federal projects in the National Capital Region is the Comprehensive Plan for the National Capital: Federal Elements (updated August 5, 2004). Pursuant to Section 4(a) of the National Capital Planning Act of 1952 as amended, the Federal Elements contain planning policies for the growth and development to be followed by federal projects proposed in the National Capital Region. Although the Proposed Action will not be a federal workplace, the goals and policies of the Federal Elements are being applied because NCPCC has regulatory oversight of the Proposed Action.

Workplace Policies

Business Development Policy 2: Support local agency efforts to use economic development incentives and the provision of quality infrastructure to capture new commercial activities that can provide goods and services for federal workplaces.

Consistency: WMATA's financial plan to fund the Proposed Action includes using the proceeds from the sale of the real estate now being used for the Southeastern Bus Garage. The value of this property has increased due to its proximity to the future Major League ballpark, South Capitol Street, which is being redeveloped by the District to improve the aesthetic condition of the corridor and support commercial redevelopment, and the Southeast Federal Center, including the new headquarters of the U.S. Department of Transportation. The highest and best use of the real estate now being occupied by the Southeastern Bus Garage will likely be commercial activities, and therefore may provide the goods and services to support the federal workplaces relocating to the Southeast Federal Center.

Existing Facilities and Resources Policy 1: Give preference to established urban areas, or areas that are under redevelopment with infrastructure and services in place, when locating federal workplaces.

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Consistency: The project site, which was proposed by the District, is in an urban area with commercial and light industrial zoning (also see Section 3.4.3). The site has roadway access and available utilities.

Existing Facilities and Resources Policy 9: Minimize development of open space by selecting disturbed land or brownfields for new federal workplaces or by reusing existing buildings or sites.

Consistency: The Proposed Action will redevelop the project site from its former uses (retirement community and Americorps headquarters) to modern bus facility.

Community Coordination Policy 2: Support local community efforts to revitalize economically distressed areas by working with community officials to identify suitable sites for federal workplaces when these workplaces can contribute to the community's efforts.

Consistency: As described in Section 3.3.2, the communities near DC Village are considered economically depressed based on median income and poverty levels in comparison to other places in the District and Prince George's County. At full capacity, the bus facility will generate approximately 600 jobs, which will support the local economy and may help with other economic revitalization efforts by the District.

Transportation Policies

The Transportation Element of the Comprehensive Plan details not only the specific requirements for federal facilities to meet regarding parking, transit access, and other policy areas, but also articulates the type of local and regional transportation initiatives to which the federal government should lend financial support.

Investment Priority 1: Support funding to maintain existing transportation facilities, with a further priority on transit facilities.

Investment Priority 2: Support funding to increase capacity and security of the regional transit system.

Investment Priority 3: Support projects that provide improved transit and roadway access in existing highly developed areas.

Consistency: The existing Southeastern Bus Garage is well past its useful life, and its replacement at DC Village provides WMATA with the opportunity to substantially improve bus service. The garage currently has capacity for only 114 Metrobuses, which is below what is needed to service the Southeastern division. The proposed bus facility at DC Village area will allow for WMATA to base all the Metrobuses needed for the service area at one location, and provide the flexibility to increase or improve Metrobus service in the future. Although the proposed bus facility is not centrally located within the service area, it is in proximity to areas of the District

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and Prince George's County that have large residential populations that depend on public transportation.

Environmental Policies

The Environment Element of NCPC's Comprehensive Plan includes the following guidance to encourage federal, state, and local governments:

- Support improvements to and utilization of public transportation systems;
- Further use of clean fuels (e.g., hybrid, fuel cell, compressed natural gas, and clean diesel fuels);
- Encourage the use of innovative and environmentally friendly Best Management Practices in site and building design and construction practice; and
- Employ Best Management Practices to reduce the potential for soil erosion and the transport of sediment, consistent with state and local requirements.

Consistency: The proposed relocation of the Southeast Bus Garage presents WMATA with an opportunity to dramatically improve the public transportation system because the proposed bus facility will allow for the consolidation of the Southeastern bus division at a single facility, making it possible to improve Metrobus service, reliability and reach to Southeast DC.

As described in Section 3.2.2, construction storm water BMP will be employed to in accordance with NPDES permitting to prevent or minimize sediment runoff from the project site. As described in Section 2.1.6, permanent storm water BMP will be part of the Proposed Action to ensure that the operation of the bus facility will not affect the water quality of Oxon Run and the Potomac River.

3.4.2 Comprehensive Plan for the National Capital: District Elements

The District Elements of the DC Comprehensive Plan are a local corollary to the Federal Elements prepared by NCPC. Unlike the Federal Elements, the District Elements focus on District-level priorities and policies. The District Elements are prepared by the District Office of Planning.

Land Use Elements

The following policies under the Land Use Elements are relevant to the Proposed Action:

- Reuse of Large Publicly-Owned Sites: Recognize the potential for large, government-owned properties to supply needed community services, create local housing and employment opportunities, remove barriers between neighborhoods, provide large and significant new parks, enhance waterfront access, and improve and stabilize the city's neighborhoods.
- Siting of Industrial-Type Public Works Facilities: Use performance standards (such as noise, odor, and other environmental controls), minimum distance requirements, and other regulatory and design measures to ensure the compatibility of industrial-type public works facilities...with surrounding land uses. Improve the physical appearance and screening of such uses and

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strictly regulate operations to reduce the incidence of land-use conflicts, especially with residential uses.

- Co-Location of Municipal Public Works Functions: Improve the performance of existing industrial areas through zoning regulations and city policies which encourage the more efficient use of land, including the co-location of municipal functions (such as fleet maintenance, record storage, and warehousing) on consolidated sites rather than independently managed scattered sites.

Consistency: DC Village is identified as one of the ten large, publicly-owned sites that are the focus of the land use policies. Relocating the Southeastern Bus Garage to DC Village will accomplish parts of this goal, namely the desire to “supply needed community services” and to “create . . . employment opportunities.” Due to the physical characteristics of DC Village, such as the limited number roads to the area and being surrounded by various land uses that do not include residences (see Section 3.3.1), development of the bus facility will not create barriers between neighborhoods, nor will it be in conflict with existing and planned land uses in the general vicinity of the project site.

The inclusion of the transit police training facility in the Proposed Action will be consistent with the land use policy of “co-location of municipal public works functions”.

Transportation Elements

Under the Transportation Elements, a policy relevant to the Proposed Action includes enhancing “bus transit service by improving scheduling and reliability, reducing travel time, providing relief for overcrowding, increasing frequency and service hours, and improving both local access and cross-town connections.”

Consistency: As noted in the consistency statement to the Federal Elements’ transportation policy, Investment Priority 2, the proposed bus facility at DC Village area will allow for WMATA to base all the Metrobuses needed for the service area at one location, and provide the flexibility to increase or improve Metrobus service in the future.

Area Elements – Far Southeast/Southwest

The following policies under the Area Elements – Far Southeast/Southwest that are relevant to the Proposed Action:

- Designing with Nature: Protect and enhance the wooded ridges and slopes of the Far Southeast/Southwest, particularly views of the monumental core of the city from the major north-south ridge that crosses the area. Development should be particularly sensitive to environmental features along the Oxon Run Parkway, Shepherd Parkway (along I-295), and on the St. Elizabeth and DC Village sites.
- Blue Plains: Work with WASA to reduce foul odors at the Blue Plains Wastewater Treatment Plant. Land uses on DC Village and elsewhere in the

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vicinity of the plant should be regulated in a way that limits the exposure of future residents to odors and other hazards associated with the plant.

- Retention of DC Village for Municipal Uses: Retain DC Village as a municipal facility that accommodates activities and functions that are vital to the operation of District government. The organization of uses on the site should be improved so that it is used more efficiently and can function more effectively.
- Retention of Job Training Activities: Retain job training programs and facilities on the DC Village site, including the Potomac Job Corps Center, and promote participation in these programs by far southeast/southwest residents.

In addition to the policies described above, the District Elements of the Comprehensive Plan advocate strengthening the retail cluster located around South Capitol Street and Atlantic Avenue in Bellevue.

Consistency: As described in Section 3.2.6, the proposed bus facility will not be visible from the I-295 “gateway” due to the embankment and vegetation along highway and visual mitigation of the future asphalt mixing facility.

As described in Section 3.2.4, WASA is scheduled within the next five years to make plant improvements that will substantially reduce hydrogen sulfide emissions. Following these improvements, WMATA employees based at the proposed bus facility will be exposed to detectable levels of hydrogen sulfide about three percent of the time over an entire year. Planned improvements beyond five years could reduce this further to about one percent.

While WMATA is not part of the District government, good public transportation service is extremely important to the interests of the District. In addition, the District provides substantial funding to WMATA to provide public transportation to District residents. Therefore, use of DC Village land for a bus facility is consistent with the policy of keeping DC Village for municipal uses.

The proposed bus facility at DC Village will not affect the Potomac Job Corps Center. In fact, proximity to the center may encourage some students to seek career opportunities with WMATA.

3.4.3 Zoning

District zoning is administered by the District Department of Consumer and Regulatory Affairs. As shown in Figure 3-11, DC Village is zoned CM-1, Commercial-Light Manufacturing, which allows development of low bulk commercial and light manufacturing uses to a maximum floor area ratio of 3.0, and a maximum height of three stories or 40 feet. Section 801.7(h) of the District Zoning Regulations stipulates that repair garages are permitted under this zoning as a matter of right. A bus facility would be considered a “repair garage” in accordance with Section 199.1 of the Zoning Regulations, which defines the use as “a building or other structure, or part of a building or structure, with facilities for the repair of motor vehicles, including body and fender repair, painting, rebuilding,

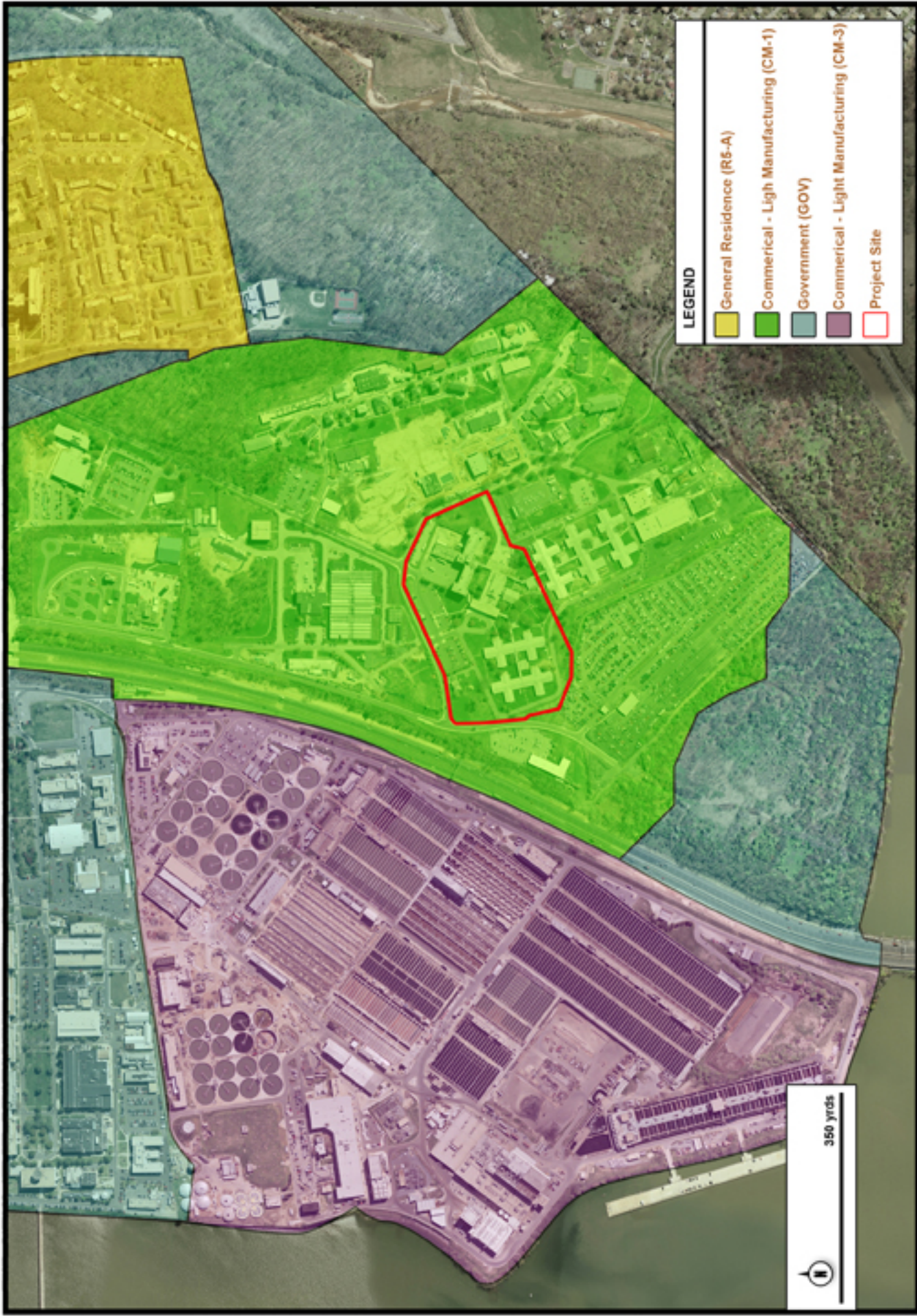


Figure 3 - 11 District Zoning in the Vicinity of the Project Site

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Environmental Assessment

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reconditioning, upholstering, equipping, or other motor vehicle maintenance or repair.”

3.5 Cumulative Impacts

According to 40 Code of Federal Register 1508.7, a cumulative impact is defined as:

. . . . an impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

Section 3.3.1 describes planned and potential future land uses in the general vicinity of the project site, which include an asphalt mixing facility and salt dome. Other future land uses are uncertain, but depending on the results of OPM’s master plan for DC Village, would likely consist of District government activities. The Architect’s botanical garden production facility, the Potomac Job Corps Center, and the Blue Plains AWTP would remain in use for the foreseeable future.

The level of cumulative impacts of the Proposed Action and planned and potential future land uses at DC Village and adjacent properties is not expected to cause impacts to the community or environmental degradation. Under the No Build alternative, there would be a smaller level of cumulative impacts because the Proposed Action will not be included in the mix. However, as noted in Section 3.3.1, the District would likely seek to use the project site in a manner consistent with its commercial-light industrial zoning. Discussion of the expected cumulative impacts as they relate to major environmental resources is provided below.

Land Use

Planned land use development projects, such as the asphalt mixing facility and Proposed Action, as well as other future developments the District would propose, will irrevocably and substantially change the urban characteristics of DC Village from its mostly single story structures with relatively ample landscaping to landscape and buildings that appear to be an industrial district. The proposed bus facility will occupy a large share of DC Village. As described in Section 2.1, the facility will include a main building, a single story parking deck big enough to accommodate approximately 360 cars, and other structures for bus fueling and washing. The asphalt mixing facility would contain large industrial-looking equipment, such as storage silos, aggregate feeder bins, dryers, and batch plants. Although it is uncertain how the District would use the remaining property within DC Village, it is likely their plan would not be a far departure from the urban forms of the proposed bus facility and asphalt mixing facility.

Replacement of the Southeastern Bus Garage

Socio-Economic Conditions

The Proposed Action, as well other planned and likely developments, will provide long-term employment within DC Village. These jobs will support the local economy by providing employment opportunities for Ward 8 residents. Other economic support will involve spending by DC Village area workers at local businesses. Because the District is not planning to expand residential areas into DC Village, the existing characteristics of the Ward 8 residential communities will be unaffected by development in DC Village.

Transportation

As described in Section 3.3.6, the roadways at or in the vicinity of DC Village, which include DC Village Lane SW, Blue Plains Drive SW and Shepherd Parkway SW, will operate very well during the peak periods with the proposed bus facility, the asphalt mixing facility and other existing and future land uses. However, due to the expected worsening traffic conditions on I-295, Interchange 1 and its nearby intersections, such as the Laboratory Road's intersections with Shepherd Parkway SW and Overlook Avenue SW, would not operate nearly as well as the roadways at DC Village.

Water Resources

Surface waters in the project area include the Potomac River and Oxon Run (see Section 3.2.2). DC Village does not contain potable groundwater resources and wetlands, and is not within a floodplain. As industrial facilities, the proposed bus facility and the future asphalt mixing plant will likely be subject to NPDES industrial storm water permitting. As described in Sections 2.1.4 and 2.1.5, the Proposed Action will include storm water management measures that will treat (i.e., filter pollutants) storm water passing through the project site before discharge to outside of the property. The asphalt mixing facility would also require storm water management measures, as will any other industrial or certain types of commercial facilities that may be located at DC Village in accordance with the upcoming OMP master plan.

Biological Resources

Because DC Village is an urban environment, the only notable biological resource in the study area is the Architect's botanical garden production facility (see Sections 3.2.3 and 3.3.1). As described in Section 3.2.3, the Proposed Action is not expected to adversely affect growing activities at the Architect facility, partially because the project site is at a lower elevation than the Architect property. Although lighting may be a concern, WMATA will work with the Architect during final design to mitigate potential lighting impacts. Other planned land uses would also not likely to affect Architect growing activities because they too would be at lower elevations or would be further from Architect property than the project site.

Replacement of the Southeastern Bus Garage

Air Quality and Noise

The potential air quality and noise impacts of the Proposed Action are described in Section 3.2.3 and 3.2.4, respectively. The Proposed Action alternative is not predicted to cause or exacerbate a violation of applicable NAAQS. Noise impacts are not expected to affect noise sensitive land uses because the main building will be placed on the far end of the project site away from Job Corps dormitories, and buses circulating within facility will move at slow speeds, which will keep noise levels down. Asphalt facilities mix two basic ingredients: aggregates (crushed stone, gravel, and sand), which make up the majority of the finished asphalt, and asphalt cement a petroleum-based product generally obtained from oil refineries. Due to strict EPA requirements, the asphalt mixing process includes air quality (dust and odors) and noise controls so that their emissions do not pose health risks or nuisance.

Visual and Aesthetic

Without mitigation, the asphalt mixing plant would be visible from the "gateway" view traveling north on I-295 because its site is adjacent to the freeway and the facility requires relatively tall structures, such as storage silos. As a condition of developing the facility, tall trees would be planted between facility and I-295. These trees would help block views of other structures in DC Village, including the proposed bus facility. However, as described in Section 3.2.6, the proposed bus facility will be difficult to notice from I-295 regardless of the asphalt mixing facility mitigation.

4

Comments and Coordination

Replacement of the Southeastern Bus Garage

This chapter summarizes the public and agency consultation and coordination activities for the Proposed Action conducted to date. Project scoping and coordination activities included correspondence and meetings with government agencies, and contact with the Ward 8 community and other interested stakeholders, through public meetings, presentations before community groups and other activities.

4.1 Agency Consultation and Coordination

An agency scoping meeting was held on March 13, 2007 in the Board Meeting Room at WMATA Headquarters at 600 Fifth Street NW, Washington, DC. The purpose of the meeting was to introduce the Proposed Action to agencies, and to invite comments relating to the scope of the EA. The following elected officials; federal, District and Prince George's County agencies; and regional organizations were contacted by letter and asked to attend the meeting.

Elected Officials

- The Honorable Eleanor Holmes Norton, U.S. Congress
- The Honorable Marion Barry, Councilman, Government of the District of Columbia

District of Columbia Agencies

- Commission on the Arts and Humanities
- Department of Consumer and Regulatory Affairs
- Department of Health
- Department of Housing and Community Development
- Department of Human Services
- Department of Parks and Recreation
- Department of Transportation (DDOT)
 - Infrastructure Project Management Administration
 - Transportation and Policy and Planning Administration
 - Mass Transit Administration
- Metropolitan Police Department
- Office of the Deputy Mayor for Planning and Economic Development
- Office of Planning
- Office of Property Management (OPM)

Prince George's County

- Department of Public Works and Transportation
- Planning Department

Federal Agencies

- Architect of the Capitol
- Commission of Fine Arts
- Department of Labor, ETA/Office of Job Corps
- Department of the Air Force, Bolling Air Force Base
- Department of the Army, Engineer District, Baltimore

Replacement of the Southeastern Bus Garage

- Department of the Interior
 - Fish and Wildlife Service
 - National Park Service
 - » National Capital Parks— East
 - » National Capital Support Office
- Department of the Navy, Headquarters, Naval District Washington
- Department of Transportation
 - Federal Highway Administration, District of Columbia Division
 - Federal Transit Administration, DC Metropolitan Office
- Environmental Protection Agency, Region III
- General Services Administration
- National Capital Planning Commission (NCPC)

Regional Organizations

- Metropolitan Washington Council of Governments
- Anacostia Waterfront Corporation
- DC Water and Sewer Authority

The following is a brief summary of the environmental issues concerning the Proposed Action raised by the agencies that attended the agency scoping meeting:

- Potential traffic impacts on I-295 and other major roadways, such as Overlook Avenue SW;
- Potential impacts to growing activities within the Architects of the Capitol's botanical garden production facility;
- Relocation assistance for the homeless and hypothermia shelters;
- Alternatives to the Proposed Action;
- Coordination with the District's historic preservation office;
- Visual impacts of the proposed bus facility, including from the perspective of the I-295 "gateway" into the Capital; and
- Consideration of Environmental Justice.

An agency coordination meeting was held on April 13, 2007 at the same location where the agency scoping meeting was held. The purpose of this meeting was to present preliminary conceptual designs of the Proposed Action and to solicit comments regarding this design and other issues. All the agencies listed above were invited to the coordination meeting. The agencies that attended included:

- Commission of Fine Arts;
- DDOT Mass Transit Administration;
- National Park Service;
- National Capital Planning Commission;
- U.S. Capitol Police; and
- Department of the Navy.

The following is a brief summary of the environmental issues concerning the Proposed Action that were raised at the agency coordination meeting, but not at the earlier agency scoping meeting:

- Suitability of Shepherd Parkway SW and DC Village Lane SW in accommodating the proposed bus facility;
- Contingencies if Phase 1 cannot be implemented by April 2008; and

Replacement of the Southeastern Bus Garage

- Visual impacts of any roadway improvements needed by the Proposed Action.

In addition to attending the above meetings, some of the agencies submitted written scoping comments by letter or e-mail. Copies of this correspondence are provided in Appendix A. Also, WMATA conducted interviews with certain key agencies, including NCPD, WASA, the Metropolitan Police Department and the District Deputy State Historic Preservation Officer.

4.2 Community and Stakeholder Outreach

A meeting for Ward 8 community leaders (e.g., chairs of Advisory Neighborhood Commissions (ANC)) was held on March 26, 2007 at Hadley Memorial Hospital. Over 100 invitations were mailed, and 17 community leaders attended the meeting. WMATA staff provided a presentation about the Proposed Action, and attendees were given the opportunity to ask questions and provide comments. The following is a brief summary of the general comments received during the community leaders meeting:

- Requested that WMATA provide employment opportunities for Ward 8 residents when the proposed bus facility is constructed;
- Requested that WMATA work with the Community Empowerment Training Academy to recruit, screen and train applicants for WMATA jobs;
- Metrobuses leaving and entering the proposed bus facility should not travel through residential neighborhoods;
- Consider accommodating school buses within the proposed bus facility;
- Provide information about the relocation of the homeless and hypothermia shelters; and
- Requested a tour of the project site and typical bus facility; and
- Requested information about project schedule.

A community meeting was held on April 2, 2007 at Covenant Baptist Church. Over 2,000 invitations were passed out in the community including every residence on the west side of Martin Luther King Jr. Avenue SW near DC Village. In addition, distribution packets were mailed to the chairs of the Ward 8 ANCs and 26 Ward 8 churches, and e-mails were sent to all Ward 8 ANC members. Twenty-six residents attended the meeting. Similar to the Ward 8 community leaders meeting, WMATA staff provided a presentation about the Proposed Action and attendees were given the opportunity to ask questions and provide comments. The following is a brief summary of the general comments and questions of the meeting that were raised during the community leaders meeting:

- Asked how WMATA plans to finance the project;
- Asked if the proposed bus facility would base CNG buses;
- Asked about the route construction vehicles would use to access the project site;
- Asked if Metrobus service to DC Village would be maintained during construction;
- Asked how the Proposed Action would address the odors and associated health affects from Blue Plains AWTP;
- Consider potential impacts to Oxon Cove;

Replacement of the Southeastern Bus Garage

- Asked whether the proposed bus facility would include “green buildings”;
- DC Village should not be used for industrial purposes;
- Consider the cumulative impacts to the community;
- Consider traffic impacts, especially on I-295 where traffic congestion starts as early as 5:30 am;
- Noted that the Interchange 1’s northbound on-ramp is short and on a slight uphill grade, which may make it difficult for buses to merge onto the freeway; and
- Asked if the proposed bus facility would include underground fuel tanks.

In addition to the two WMATA-organized meetings, WMATA personnel and/or representatives attended a number of Ward 8 ANC, Police Service Area and other community association meetings in order to provide brief project updates.

Other public outreach activities included establishing an e-mail address hotline, telephone information line, web site and a newsletter released in May 2007.

4.3 Public Hearing and Staff Report

The project’s Draft EA was publicly released on June 12, 2007. In addition, the Proposed Action’s general plans, financial plan and public hearing notice were publicly released on the same day as the Draft EA. All of these documents were available in WMATA’s website. The WMATA Compact public hearing was held on July 10, 2007 at St. Elizabeths Hospital Chapel. The following persons testified at the public hearing, and a transcript of their comments is provided in Appendix B:

- Emeka Moneme, Director, District Department of Transportation
- Scott Kubly, Program Manager, District City Administrator
- Judy Greenburg, Special Assistant and Program Manager, District Office of the Deputy Mayor for Planning
- Sandy Allen
- Jessica Bryant
- Mary Cutbert, Chair, Advisory Neighborhood Commission 8C
- Martina Gillis
- Marvin Jay Lee, ANC Commissioner, 8D05
- Matthew Levy, HOYA Clinic
- Ophelia Prince
- Toni Thomas, President, Community Empowerment Training Academy
- Shenita Williams

In addition to the public hearing comments, the following entities submitted written comments by letter or e-mail before the comment deadline, which was July 24, 2007:

- U.S. Architects of the Capitol
- U.S. General Services Administration
- U.S. Department of the Interior. National Park Service
- District Public Schools, Division of Transportation
- Marvin Jay Lee, ANC Commissioner, 8D05

Replacement of the Southeastern Bus Garage

Copies of the written comments are provided in Appendix B:

Responses to all substantive comments received orally at the public hearing and by letter or e-mail were addressed and documented in the *Public Hearing Staff Report*. WMATA provided the staff report to project stakeholders on October 3, 2007 and these stakeholders were asked to provide comments by October 18, 2007.

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5

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Replacement of the Southeastern Bus Garage

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A

**Agency Letters and
Correspondence**



DEPARTMENT OF THE AIR FORCE
11th WING



APR 16 2007

MEMORANDUM FOR JOHN DITTMEIER
WMATA Room 4A-09A
600 Fifth Street, NW
Washington, DC 20001-2693

FROM: 11 WG/CC
20 MacDill Blvd, Suite 200
Bolling AFB DC 20032

SUBJECT: Replacement of SE Bus Garage

1. The purpose of this memorandum is to provide our comments and concerns on the south eastern bus garage as we were unable to attend the meeting.
2. The intersections of I-295/Sheppard Drive/Overlook Ave need to be looked at and possibly upgraded to maintain an acceptable level of service and safety with the potential additional bus load of 250 buses. This exit/entrance from and to I-295 is the main commercial vehicle route to the Bolling AFB South Gate Commercial Vehicle Inspection Stations. This gate also serves all commercial vehicles traveling to the Anacostia Naval Annex and all traffic to the Navy Research Laboratory.
3. With the already heavy vehicle count at these intersections, it is advisable to do a traffic study. The study should address vehicle access to the surrounding bases/facilities during peak hours, as well as access to these locations during construction.
4. If you have any questions please contact Colonel Jasinski at (202) 767-5565.

KURT F. NEUBAUER, Colonel, USAF
Commander

John M. Dittmeier
Assistant Project Manager
WMATA Office of Construction
600 Fifth Street, NW, Room 4A-09A
Washington, DC 20001

202.962.2676 Line

202.302.4127 Cell

202.962.6120 FAX
jdittmeier@wmata.com

>>> <David_Murphy@nps.gov> 3/16/2007 3:12 PM >>>
Dear Mr. Dittmeier:

This is in response to your letter of February 23, 2007 to Mr. John G. Parsons, requesting National Park Service comments pertaining to the scope of an Environmental Assessment considering a Proposed Metrobus Maintenance Facility in the D.C. Village area of the southwest District of Columbia.

The following is provided as points that we believe should be considered in such an Environmental Assessment. to ensure adequate consideration of impacts that may result to National Park Service lands and to park and recreation interests in the vicinity. It is assumed that the basic scoping of the analysis would include air quality, water quality, and ground water considerations as well.

1. Existing and planned bicycle trails, recreational trails, and connections thereto should be identified, and protection of the corridors as both travel ways and user safety should be addressed. This should include user safety in the context of areas that would place any user in close proximity to, or as coincident users of, bus travel routes or areas.
2. The specific area identified on the illustrations are on areas of former lowlands and marshes that have been filled. The area should be studied to ensure that no unknown archeological or burial areas are potentially impacted. The area had been largely undisturbed prior to the commencement of filling and surface development and thus could present areas of potential archeological content.
3. The vicinity of the site is in the Gateway to the Nation's Capital and development could present a major visual presence in bulk and extent. Design of the buildings, lots, and lot lighting should be screened from views to the roadway corridor and parkland in this gateway. Screening of the complex should be considered in the feasibility study. The study area in the near vicinity, outside of the site location, should be evaluated to determine if long range views of the facility could be screened by landscaping nearby in DC Village or

other areas of District of Columbia land.

4. The view of the building as viewed from the area know as Bald Eagle Hill (Bald Eagle Recreation Center vicinity) should be evaluated and architectural and landscaping actions should be given consideration in light of this promontory having use during the Civil War and being identified since the McMillan Commission studies as an important part of the natural topographic landscape of the Nation's Capital

Thank you for the opportunity to comment on this study at this time.

If you have any questions or need any assistance, please contact:

David Murphy
Office of Lands, Resources, and Planning
National Park Service
National Capital Region
1100 Ohio Drive, S.W. Washington, DC 20242
202-619-

GOVERNMENT OF THE DISTRICT OF COLUMBIA
HISTORIC PRESERVATION OFFICE
OFFICE OF PLANNING



May 10, 2007

Mr. John Dittmeier
WMATA
600 5th ST NW
Washington DC 20001

RE: Proposed Metrobus Facility at DC Village

Dear Mr. Dittmeier:

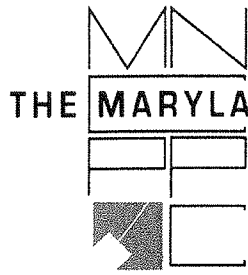
Thank you for your letter dated March 21, 2007 regarding the Metrobus facility and Metro Police training facility proposed at the current DC Village site. We look forward to reviewing the Environmental Assessment, which will provide information on the significance of the frame house on the property as well as the potential for any archaeological resources that may be affected by the construction activity.

We look forward to continuing consultation on this project. If you have any questions, please call me at 202.442.8842.

Sincerely,

A handwritten signature in cursive script, appearing to read "Anne Brockett", with a long horizontal line extending to the right.

Anne Brockett
Architectural Historian



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

TTY: (301) 952-3796

Prince George's County Planning Department
Office of the Director

(301) 952-3595
D7-030502

March 23, 2007

Mr. John Dittmeier, Project Manager
Washington Metropolitan Area Transit Authority
600 Fifth Street, N.W., Room 4A-09A
Washington, DC 20001-2693

**RE: Scoping for Proposed Metrobus Maintenance
Facility**

Dear Mr. Dittmeier:

Thank you for providing us with an opportunity to comment on the proposed relocation of the Southeastern Division Metrobus facility. I note that your letter indicates that you are coordinating this project with Haitham Hijazi, Director of the Prince George's County Department of Public Works and Transportation. Our Transportation Planning Section will work with DPW&T staff as this project proceeds. At this time, we have no comments on the initial phase of this project.

We would request that you maintain the Planning Department staff contact for this project on all of your mailing and contact lists:

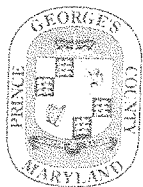
Harold Foster
Transportation Planning Section
Countywide Planning Division
Prince George's County Planning Department
Maryland-National Capital Park and Planning Commission
14741 Oden Bowie Drive
Upper Marlboro, MD 20772-3043
(301) 952-4947
Harold.Foster@ppd.mncppc.org

We look forward to working with the Authority on this project.

Sincerely,

Fern Piret
Planning Director

cc: John Funk, Chief, Countywide Planning
Eric Foster, Supervisor, Transportation Planning Section
Harold Foster, Planner Coordinator, Transportation Planning Section
Haitham Hijazi, Director, DPW&T



Jack B. Johnson
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT



Department of Public Works and Transportation
Office of the Director



April 4, 2007

Mr. John Dittmeier
WMATA Room 4A-09A
600 5th Street NW
Washington, DC 20001

RE: WMATA - General

Dear Mr. Dittmeier:

Thank you for your February 23, 2007 letter requesting comments on scoping for the replacement of the Southeastern Bus Garage. The Department of Public Works and Transportation (DPW&T) is pleased to offer the following comments at this early stage of the environmental assessment process.

DPW&T notes that this facility is intended to fully replace the existing Southeastern Bus Garage, due to the existing facility's proximity to the Nationals baseball park under construction. We also note that the proposed service area for the 114 buses currently assigned to the Southeastern Bus Garage is limited to the District of Columbia.

While we recognize the District's immediate need for a replacement to maintain existing service, DPW&T fully supports the construction of Phase 2 which will allow a capacity of up to 250 buses. As the project proceeds to the second phase, DPW&T asks that the scope of the project be expanded to consider service needs in southern Prince George's County. The replacement facility is located approximately two (2) miles from the new Woodrow Wilson Bridge and the National Harbor development, which will require a significant level of new bus services. The easy and convenient Woodrow Wilson Bridge access to the relocated facility may also have impacts on bus service in Northern Virginia. Furthermore, WMATA may be able to recognize some operational cost savings by operating some Prince George's County routes from the replacement facility.

Inglewood Centre 3
(301) 883-5600

9400 Peppercorn Place, Suite 300
FAX (301) 883-5709

Largo, Maryland 20774
TDD (301) 985-3894

Mr. John Dittmeier
April 4, 2007
Page Two

Again, thank you for your interest in and support for transportation improvements in Prince George's County and throughout the region. Should you have any questions or require further information, please contact Mr. Franklin A. Bell, Chief, Transit Planning Section at (301) 883-5656.

Sincerely,



Haitham A. Hijazi
Director

HAH/AWO/lac

cc: Marcell Solomon, WMATA Board Member
Elizabeth Hewlett, WMATA Board Member
Fern Piret, Planning Director, M-NCPPC
J. Rick Gordon, Associate Director, Office of Transportation
James E. Raszewski, Chief, Division of Transit
Franklin A. Bell, Chief, Transit Planning Section
Aaron W. Overman, Transit Planning Section

John M. Dittmeier
Assistant Project Manager
WMATA Office of Construction
600 Fifth Street, NW, Room 4A-09A
Washington, DC 20001

202.962.2676 Line

202.302.4127 Cell

202.962.6120 FAX
jdittmeier@wmata.com

>>> <Jodye.Russell@dcwasa.com> 3/15/2007 6:51 AM >>>

Attn: John Dittmeier

Since my last email and round of comments to you, I have received this very valuable information from Ralph Jordan below. Please include these comments in your thinking as you move forward on this project.

Jodye Russell

Jodye Levy Russell
Planning Supervisor
DC Water & Sewer Authority
202-787-2248 voice
202-787-2453 fax
jodye.russell@dcwasa.com

----- Forwarded by Jodye Russell/ENGINEER/DC/WASA on 03/15/2007 06:47 AM

Ralph Jordan

Wujek/Contractor/ENGINEER/DC/WASA

To: John

03/14/2007 11:59

cc: Jodye

Russell/ENGINEER/DC/WASA@WASA, Roger Gans/ENGINEER/DC/WASA@WASA

AM

Subject: Re: Fw:

Feedback Needed by COB Monday, Please - Metro Bus Maintenance Facility
(Document link: Jodye

Russell)

My review of the area disclosed the following:

- 1) D-DOT construction contract for Shepherd Parkway installed 16" main under job # RA-535. These mains have been posted on the E-map from Water Services maps. An adjacent 8" portion of the new mains installed on this contract, on Blue Plains Drive is labeled job # RD-535 in error on the E-map. (should be RA-535)

Per Ted Dyson the final measurements & elevations have been taken but the As-Built has not been finished due to the retirement of the senior inspector assigned to the project.

- 2) The As-built for the Botanical Gardens (RB-101) does not have all the drawings pages available in the E-map "hot pick". There may be additional data for this area on these drawings.

- 3) The recent replacement of an 8" main under I-295 with 16" pipe not posted on E-map yet.

4) NOTE:

In the past there have been serious problems with a "dry" fire protection system at the Metro Bus Garage at 14th & Decatur Street NW. This type of system is purged with compressed air to prevent freezing during cold weather. Several times the compressed air from the fire system found it's way into the WASA water distribution system. When this occurred the WASA water system in the area for several blocks became filled with air and the adjacent properties lost their water supply. WASA found it necessary to shut off the water service to the bus garage until Metro corrected

the situation to stop the reoccurring problem. I am not sure but believe a similar problem

may have occurred at the Southeast Metro Bus garage at Half & M Street SE. Based on this it will be critical to be sure when a new facility is constructed the potential for similar problems is eliminated.

John Wujek

Russell/ENGINEER/DC/WASA@WASA, Ralph

To: Jodye

03

/13/2007 06:08

Jordan/Contractor/ENGINEER/DC/WASA@WASA

PM

Gans/ENGINEER/DC/WASA@WASA

cc: Roger

Subject: Fw: Feedback
Needed by COB Monday, Please - Metrobus Maintenance Facility

Jodye-

I agree with Rizwan's email and offer the following additional comments for the water infrastructure in this area:

There is no planned water or sewer CIP work (map dated August 2006).

No recorded water main breaks (map dated October 2004). A majority of the water mains were installed in the 1960's and 1990's, which should be lined. However, some water mains were installed in 1949 and are unlined cast iron pipe. These older unlined water mains may have tuberculation, which is caused by chemical and microbial action on the internal surface of unlined pipes. Tuberculation reduces hydraulic efficiency and impairs water quality. Water main replacements and rehabilitation work may be required to provide improved flows and pressures to various portions of this area.

Due to the age of the existing facilities, proper backflow on cross-connections should be confirmed.

An existing water main crossing under 295 near this area was significantly corroded (see 08/10/06 email attached below). Therefore, the conditions of the existing mains should be evaluated and new water mains should have proper corrosion protection. It is recommended that DCWASA and WMATA continue to meet in the future to discuss the development of the area. As more information becomes available (location of buildings / domestic and fire flow demands), DC WASA should review to verify that the existing water infrastructure can satisfy required pressures and flows and to determine if water main replacement / rehabilitation is required. This will need to be accomplished by hydraulic modeling analyses of the water distribution system, fire hydrant flow tests to record flows and static/residual pressures, pipe condition assessments, etc.

If you have any questions, please call.

John J. Wujek, PE
EPMC 2C - Program Manager
Hatch Mott MacDonald
202-787-2782

Ralph- Any further comments?

----- Forwarded by John Wujek/Contractor/ENGINEER/DC/WASA on 03/13/2007 05:39 PM -----

Rizwan Elahi

To: Jodye

Russell/ENGINEER/DC/WASA@WASA

03/12/2007 08:45

cc: Brian

McDermott/ENGINEER/DC/WASA@WASA, Bruce Beall@Exchange, Frank

AM

Soloducha@Exchange,

Lawrence A Williamson/Contractor/ENGINEER/DC/WASA@WASA, William

Darrow/ENGINEER/DC/WASA@WASA, John
Wujek/Contractor/ENGINEER/DC/WASA@WASA

Subject: Re: Feedback

Needed by COB Monday, Please - Metrobus Maintenance Facility

(Document link: John

Wujek)

Jodye,

This area is part of Low Pressure Zone. I have marked the existing

water mains in this area in blue. Any a bandonment/relocation will depend on the location of proposed buildings and service to the existing facilities. As Bill Darrow pointed out, we will not allow any building on top of a water main if it is needed for service to any existing facility or it would be used for the proposed buildings. If WMATA has any question, please refer to me. Thanks

(Embedded image moved to file: pic22798.jpg)

(Embedded image moved to file: pic30303.jpg)

Rizwan Elahi
Engineer III
Engineering & Technical Services
DC Water & Sewer Authority
202-787-2106 Voice
202-787-2453 FAX
Rizwan.Elahi@DCWASA.com

Jodye Russell

To: Rizwan
Elahi/ENGINEER/DC/WASA@WASA, Wujek John, Frank Soloducha@Exchange,
03/09/2007 01:48 Lawrence A
Williamson/Contractor/ENGINEER/DC/WASA@WASA, Bruce Beall@Exchange, William
PM
Darrow/ENGINEER/DC/WASA@WASA, Brian McDermott/ENGINEER/DC/WASA@WASA

cc:

Subject: Feedback
Needed by COB Monday, Please - Metrobus Maintenance Facility

WMATA is proposing the construction of a maintenance and storage facility with a capacity of 250 Metrobuses. The location of the proposed facility is shown on the attached. The first step of this project is a NEPA Environmental Assessment to identify key issues that will need to be considered in the planning of this project. I have been asked to attend a scoping meeting for the environmental assessment on Tuesday, March 13th of next week. Note that the location of this site is directly across 295 from Blue Plains.

Can you please take a look at the site location and identify any significant infrasturcture issues that I need to bring to the attention of the planners at Tuesday's meeting?

(See attached file: DC Village Environs.doc)

Jodye Levy Russell

Planning Supervisor
DC Water & Sewer Authority
202-787-2248 voice
202-787-2453 fax
jodye.russell@dcwasa.com

----- Forwarded by John Wujek/Contractor/ENGINEER/DC/WASA on 03/13/2007 05:59 PM -----

"John Marshall"

<John_Wujek@dcwasa.com>
<jwmarshall_eng@c

To:

omcast.net>

cc:

Subject: I 295 tunnel -

8 inch pipe

08/10/2006 10:10

PM

John,

We looked at the 8 "diameter pipe sample removed from the tunnel under I 295. As you noted, the "T" head bolts are very corroded as shown below.

(Embedded image moved to file: pic06224.jpg)

The pipe at first glance appeared to be in a good condition. After cleaning the pipe and sand blasting portions, the pipe section was found to be very corroded. As seen in the photos below, the pipe contains many deep pits and the gland shows signs of advanced corrosion. (Embedded image moved to file: pic11008.jpg) (Embedded image moved to file:

pic05844.jpg)

The wall thickness was measured to be approximately 0.42 inches.

Assuming

the pipe is DI, this corresponds to a class 55. We found numerous pits measuring up to slightly more than 1/4". If a class 50 pipe were used, which has a wall thickness of 0.27 inches, undoubtedly numerous leaks would have occurred.

From observations made on the small pipe sample, it can be concluded that the pipe section is located in an environment that is very corrosive. Since the pipe was located in a tunnel, the ground water is probably corrosive. We have found often that the ground water near a major roadway has a high level of chlorides due to road salts. This could be the case in this situation.

The best method to protect the new pipe is by applying a bonded coating. Since this is not possible, other methods should be considered to protect the new DI pipe.

Assuming that the ground water is located in the pipe zone, a level of protection can be achieved by installing ribbon zinc anodes. These would extend along each side of the pipe and be electrically connected at one point on each pipe. Since the anodes would be at the bottom of the pipe, if water comes in contact with the pipe the anodes would provide a protection

current. Because of the moist environment that exists inside the

tunnel, a good quality coating would help prevent pipe corrosion above the water level. Since the pipeline is under construction, the best that could probably be done at this time

is to repair any scratches or gouges in the factory applied asphaltic coating.

Depending on the location of the carrier pipe inside the tunnel and the configuration of the hold down assembly, possibly the anodes could be installed after the pipe is installed.

Another method of protecting the iron pipe is to fill the annular space between the carrier pipe and casing pipe. A wax type material often used by the gas industry could be used or a high pH fill could be placed.

Since

the pipe may have to be removed in the future, a low strength, lightweight concrete or concrete -fly ash could be used.

John

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John M. Dittmeier
Assistant Project Manager
WMATA Office of Construction
600 Fifth Street, NW, Room 4A-09A
Washington, DC 20001

202.962.2676 Line

202.302.4127 Cell

202.962.6120 FAX
jdittmeier@wmata.com

>>> <Jodye.Russell@dcwasa.com> 3/14/2007 8:17 AM >>>

Attention: John Dittmeier,

As a follow up to yesterday's scoping meeting on the proposed Metrobus Maintenance Facility, this email is to provide you DC WASA's comments on the proposed project. The emails that are copied below represent input from engineering staff which I fully endorse for your consideration. Please review them carefully.

In addition to the engineering concerns addresses below, there are a few additional considerations due to the very close promixity of the garage to Blue Plains. They are:

- Security considerations - these would have to be coordinated with James McQueen, Director of Facilities Security: 202-787- 2266, james.mcqueen@dcwasa.com
- Increased traffic - for information on volume of vehicles entering and departing from Blue Plains on a daily basis contact Bernetta Vaughan, Secutiry Specialist: 202-787-2304, bernetta.vaughan@dcwasa.com
- Access to this site by public transportation is very limited. Given that you are ultimately planning for 600 employees at this site, it is recommended that you look into improved public transporation to the area.
- Along the same line of thought, there is an oppportunity to coordinate on employee benefits, such as carpooling arrangements. Or, perhaps, if you are considering employee amenities on-site, such as a fitness center, this could be shared by WASA employees. To pursue these issues further, contact Otho Milbourne, Benefits Manager: 202-787-2231, otho.milbourne@dcwasa.com
- regarding your concerns about odor, I would direct this to Walt Bailey, Director of Wastewater Treatment: 202-787-4172, walter.bailey@dcwasa.com

(See attached file: MetroBusFacility sewer map.pdf)

Thank you for the opportunity to provide comments.

Jodye Russell

Jodye Levy Russell
Planning Supervisor
DC Water & Sewer Authority
202-787-2248 voice
202-787-2453 fax
jodye.russell@dcwasa.com

----- Forwarded by Jodye Russell/ENGINEER/DC/WASA on 03/14/2007 07:56 AM

John Wujek

To: Jodye
Russell/ENGINEER/DC/WASA@WASA, Ralph

03/13/2007 06:08
Jordan/Contractor/ENGINEER/DC/WASA@WASA

PM cc: Roger
Gans/ENGINEER/DC/WASA@WASA

Subject: Fw: Feedback
Needed by COB Monday, Please - Metrobus Maintenance Facility

Jodye-

I agree with Rizwan's email and offer the following additional comments for the water infrastructure in this area:

There is no planned water or sewer CIP work (map dated August 2006).
No recorded water main breaks (map dated October 2004).

A majority of the water mains were installed in the 1960's and 1990's, which should be lined. However, some water mains were installed in 1949 and are unlined cast iron pipe. These older unlined water mains may have tuberculation, which is caused by chemical and microbial action on the internal surface of unlined pipes.

Tuberculation reduces hydraulic efficiency and impairs water quality.

Water main replacements and rehabilitation work may be required to provide improved flows and pressures to various portions of this area.

Due to the age of the existing facilities, proper backflow on cross-connections should be confirmed.

An existing water main crossing under 295 near this area was significantly corroded (see 08/10/06 email attached below).

Therefore, the conditions of the existing mains should be evaluated and new water mains should have proper corrosion protection.

It is recommended that DCWASA and WMATA continue to meet in the future to discuss the development of the area. As more information becomes available (location of buildings / domestic and fire flow demands), DC WASA should review to verify that the existing water infrastructure can satisfy required pressures and flows and to determine if water main replacement / rehabilitation is required. This will need to be accomplished by hydraulic modeling analyses of the water distribution system, fire hydrant flow tests to record flows and static/residual pressures, pipe condition assessments, etc.

If you have any questions, please call.

John J. Wujek, PE
EPMC 2C - Program Manager
Hatch Mott MacDonald
202-787-2782

Ralph- Any further comments?

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Rizwan Elahi

To: Jodye

Russell/ENGINEER/DC/WASA@WASA

03/12/2007 08:45

cc: Brian

McDermott/ENGINEER/DC/WASA@WASA, Bruce Beall@Exchange, Frank

AM

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Lawrence A Williamson/Contractor/ENGINEER/DC/WASA@WASA, William

Darrow/ENGINEER/DC/WASA@WASA, John
Wujek/Contractor/ENGINEER/DC/WASA@WASA

Subject: Re: Feedback

Needed by COB Monday, Please - Metrobus Maintenance Facility

(Document link: John

Wujek)

Jodye,

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has

any question, please refer to me. Thanks

(Embedded image moved to file: pic19668.jpg)

(Embedded image moved to file: pic24484.jpg)

Rizwan Elahi
Engineer III
Engineering & Technical Services
DC Water & Sewer Authority
202-787-2106 Voice
202-787-2453 FAX

Rizwan.Elahi@DCWASA.com

Jodye Russell

To: Rizwan
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Williamson/Contractor/ENGINEER/DC/WASA@WASA, Bruce Beall@Exchange,
William

PM

Darrow/ENGINEER/DC/WASA@WASA, Brian McDermott/ENGINEER/DC/WASA@WASA

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(See attached file: DC Village Environs.doc)

Jodye Levy Russell
Planning Supervisor
DC Water & Sewer Authority
202-787-2248 voice
202-787-2453 fax
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"John Marshall"

<jwmarshall_eng@c
<John_Wujek@dcwasa.com>

To:

omcast.net>

cc:

Subject: I 295 tunnel -

8 inch pipe

08/10/2006 10:10

PM

John,

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(Embedded image moved to file: pic08281.jpg)

The pipe at first glance appeared to be in a good condition. After cleaning the pipe and sand blasting portions, the pipe section was found to be very corroded. As seen in the photos below, the pipe contains many deep pits and the gland shows signs of advanced corrosion. (Embedded image moved to file: pic04734.jpg) (Embedded image moved to file:

pic00053.jpg)

The wall thickness was measured to be approximately 0.42 inches.

Assuming

the pipe is DI, this corresponds to a class 55. We found numerous pits measuring up to slightly more than ¼". If a class 50 pipe were used, which has a wall thickness of 0.27 inches, undoubtedly numerous leaks would have occurred.

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**Advisory Neighborhood Commission 8D
Resolution number 2007-06
In support of the Washington
Metropolitan Area Transit Authority
Southeastern Bus Garage Replacement
At DC Village**

WHEREAS, The Washington Metropolitan Area Transit Authority (WMATA), in cooperation with the Federal Transit Authority and the District of Columbia Office of Property Management, will be preparing an Environmental Assessment on a proposal to replace WMATA's 70-year-old Southeastern Bus Garage, presently at 17 M Street, SE, Washington, dc.

WHEREAS, The District of Columbia Office of Property Management has proposed a 16- acre tract on DC Village as the replacement site.

WHEREAS, The proposed project will include a modern bus maintenance and storage facility with ultimate capacity of 250 Metrobuses and a Metro police training facility.

WHEREAS, The replacement is considered necessary in order to provide a modern bus facility with adequate capacity for the near and long term to support enhanced Metrobus service in the District.

WHEREAS, WMATA has engaged a local community outreach consultant to facilitate a series of information sessions to educate the community about the project, explain any effects on the surrounding community, and to respond to questions or concerns about the project.

WHEREAS, Ward 8 residents and will have the opportunity to learn about and to apply for the new job opportunities created by the construction and operations of the new bus facility.

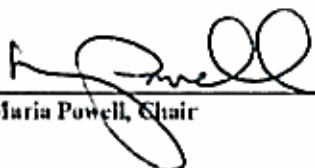
WHEREAS, Ward 8 businesses will have the opportunity to learn about and compete for contracting opportunities created by the construction and operations of the new bus facility.

WHEREAS, WMATA has agreed to co-sponsor with Ward 8 ANC's a job fair for Ward 8 residents and a forum for Ward 8 businesses to ~~ensure that the residents are~~ aware of current and newly created job opportunities with WMATA, that training providers and potential trainees are aware how to prepare adequately with requisite skills for newly created job opportunities created by the new bus facility and by WMATA system-wide, and that businesses are aware how to become qualified and certified for contracting opportunities created by the construction and operations of the new bus facility and by WMATA system-wide.

NOW, THEREFORE, IT IS RESOLVED, that the ANC 8(d) finds the proposed project citing beneficial to the community and supports its development.

RESOLVED, That a copy of this resolution be sent by the Commission to the WMATA team for inclusion into marketing package, presentations to agency stakeholders, and to District agencies.

Adopted this day May 24, 2007.



Maria Powell, Chair



Patricia Carmon, Secretary



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401
410/573-4575

June 6, 2007

Mr. Dittmeier
Washington Metropolitan Transit Authority
600 Fifth Street NW
Washington D.C. 20001

RE: Proposed Metro bus Maintenance Facility and Indoor Police training facility.

Dear Mr. Dittmeier:

This responds to your letter, received May 10, 2006, requesting information on the presence of species which are federally listed or proposed for listing as endangered or threatened in the above referenced project area. We have reviewed the information you enclosed and are providing comments in accordance with section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

Except for occasional transient individuals, no proposed or federally listed endangered or threatened species are known to exist within the project impact area. Therefore, no Biological Assessment or further section 7 consultation with the U.S. Fish and Wildlife Service is required. Should project plans change, or should additional information on the distribution of listed or proposed species become available, this determination may be reconsidered.

This response relates only to federally protected threatened or endangered species under our jurisdiction. Limited information is currently available regarding the distribution of other rare species in the District of Columbia. However, the Nature Conservancy and National Park Service (NPS) have initiated an inventory of rare species within the District. For further information on such rare species, you should contact Mary Pfaffko of the National Park Service at (202)-535-1739.

An additional concern of the Service is wetlands protection. Federal and state partners of the Chesapeake Bay Program have adopted an interim goal of no overall net loss of the Basin's remaining wetlands, and the long term goal of increasing the quality and quantity of the Basin's wetlands resource base. Because of this policy and the functions and values wetlands perform, the Service recommends avoiding wetland impacts. All wetlands within the project area should be identified, and if alterations of wetlands is proposed, the U.S. Army Corps of Engineers, Baltimore District, should be contacted for permit requirements. They can be reached at (410) 962-3670.

We appreciate the opportunity to provide information relative to fish and wildlife issues, and thank you for your interests in these resources. If you have any questions or need further assistance, please contact Devin Ray at (410) 573-4531.

Sincerely,

Mary Ratnaswamy

Mary J. Ratnaswamy, Ph.D.
Program Supervisor, Threatened and Endangered Species

August 13, 2007

Mr. David Maloney
Deputy State Historic Preservation Officer
Government of the District of Columbia
Office of Planning
801 North Capitol Street, NE, Suite 3000
Washington, DC 20002



Subject: New Metrobus Facility at DC Village, Washington, DC
Initiation of the Section 106 Process

Dear Mr. Maloney:

WMATA wishes to initiate the Section 106 process for the proposed location of a new Metrobus facility at the DC Village property in southwest Washington, DC, in accordance with the National Historic Preservation Act of 1966. The full capacity of the new bus facility will be 250 standard and articulated buses.

The project is a federal undertaking because federal grants administered by the Federal Transit Administration (FTA) may be used to help finance construction. For purposes of Section 106 compliance, FTA will be the federal lead agency. The 16-acre project site, which was identified by the District's Office of Property Management, contains a vacant infirmary building; a central building; a vacant chapel, which is attached to the central building; the two cottages on the west side of the central building; and the vacant superintendent's house (see enclosed photo).

On August 8, 2007, WMATA's Environmental Compliance Manager Jim Ashe met with Ms. Anne Brockett and Ms. Ruth Trocolli of your staff along with Mr. Jason Yazawa, our project consultant with P2D. During this meeting, an historic evaluation report of the project site prepared by Mr. William Lebovich was submitted to Ms. Brockett, along with Mr. Lebovich's résumé. Ms. Trocolli stated that a pre-historic site (#51SW11) has been documented at or near the project site, and that the project site may contain other archaeological resources. She recommended that Phase 1A and 1B archaeological studies be completed for the project.

For Section 106 purposes, we propose that the Area of Potential Effect (APE) include only the property that the Government of the District of Columbia will transfer to the Washington Area Metropolitan Transit Authority for the new bus facility. Please provide written concurrence if you agree with this APE.

If you have any questions, please contact me at (202) 962-2676 or WMATA's Environmental Compliance Manager, Jim Ashe, at (202) 962-1745.

Sincerely,

A handwritten signature in black ink that reads "John M. Dittmeier".

John M. Dittmeier
Project Manager

Enclosure: Aerial photograph of project site

cc. Federal Transit Administration

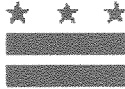
Washington
Metropolitan Area
Transit Authority

600 Fifth Street, NW
Washington, DC 20001
202/962-1234

By Metrorail:
Judiciary Square—Red Line
Gallery Place-Chinatown—
Red, Green and
Yellow Lines
By Metrobus:
Routes D1, D3, D6, P6,
70, 71, 80, X2

A District of Columbia,
Maryland and Virginia
Transit Partnership

GOVERNMENT OF THE DISTRICT OF COLUMBIA
HISTORIC PRESERVATION OFFICE
OFFICE OF PLANNING



August 23, 2007

Mr. John Dittmeier
Washington Metropolitan Area Transit Authority
600 5th Street NW
Washington DC 20001

RE: Proposed Bus Facility at DC Village, No. 07-083

Dear Mr. Dittmeier:

Thank you for your recent submission to our office regarding the Metrobus facility being planned at the DC Village site in southeast Washington DC. As a Federal undertaking, the project is subject to Section 106 of the National Historic Preservation Act of 1966, as amended.

This office concurs with the designation of the Area of Potential Effect (APE) as the 16 acres of property that the District of Columbia will transfer to WMATA, as shown in the submitted map.

Thank you for letter and we look forward to working with you on this important project.

Sincerely,

A handwritten signature in cursive script that reads "Ruth Troccoli".

Ruth Troccoli, Ph.D.
Archaeologist
202.442.8836

A handwritten signature in cursive script that reads "Arne Brockett".

Arne Brockett
Architectural Historian
202.442.8842

October 10, 2007



Mr. David Maloney
Deputy State Historic Preservation Officer
Government of the District of Columbia
Office of Planning
801 North Capitol Street, NE, Suite 3000
Washington, DC 20002

Subject: New Metrobus Facility at DC Village, SW, Washington, DC

Dear Mr. Maloney:

In the letter dated August 13, 2007, WMATA requested initiation of the Section 106 process for the proposed location of a new Metrobus facility at the DC Village property in southwest Washington, DC, in accordance with the National Historic Preservation Act of 1966. Since that time, the project management team has determined that federal funds will not be used to construct the facility, and consequently that the National Historic Preservation Act of 1966 is not applicable. I understand from your staff that, in the absence of the applicability of the National Historic Preservation Act, that the District of Columbia's Historic Landmark and Historic District Protection Act of 1978 (D.C. Law 2-144, as amended) is applicable. As explained below, I request your concurrence with WMATA's conclusions and approach to the project.

On August 8, 2007, I met with Ms. Anne Brockett and Dr. Ruth Trocolli of your staff along with Mr. Jason Yazawa, the project consultant with P2D. During this meeting, an historic evaluation report of the project site prepared by Mr. William Lebovich was submitted to Ms. Brockett, along with Mr. Lebovich's résumé. That report concluded that none of the buildings on site qualified for protection as a potential historic resource, and that demolition of these building would not result in an adverse effect.

At the August 8th meeting, Dr. Trocolli indicated that the project site may contain archaeological resources. She recommended that Phase 1A and 1B archaeological studies be completed for the project. WMATA has completed a Phase 1A study and, on the basis of that study and a subsequent September 20th meeting with Dr. Trocolli, has initiated a Phase 1B effort for a portion of the site near the Superintendent's House. The Phase 1B field work is expected to was started on October 9, 2007. WMATA will continue this work as required by District of Columbia laws.

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, DC 20001
202/962-1234

By Metrorail:
Judiciary Square—Red Line
Cherry Place-Chinatown—
Red, Green and
Yellow Lines
By Metrobus:
Routes D1, D3, D6, P6,
70, 71, 80, X2

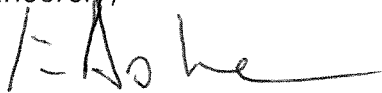
A District of Columbia,
Maryland and Virginia
Transit Partnership

In the previous letter to you, WMATA proposed that the Area of Potential Effect (APE) include only the property that the Government of the District of Columbia will transfer to the Washington Area Metropolitan Transit Authority for the new bus facility. This understanding was confirmed in a letter jointly signed by Ms. Troccoli and Dr. Brockett, dated August 23, 2007.

WMATA requests your concurrence with the conclusions and approach outlined above. Specifically, that the demolition of all buildings would not have an adverse impact on any historic resource, and that the project's approach to addressing archaeological resources is consistent with District of Columbia law. If you concur, please sign below and return to WMATA.

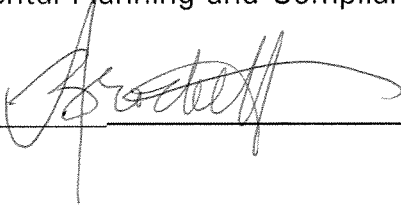
Thank you for your attention to the project. If you have any questions, please contact me at (202) 962-1745.

Sincerely,




James A. Ashe
Manager, Environmental Planning and Compliance

CONCURRENCE: _____



10/24/07
(date)

Thanks - we're looking forward to reviewing the results of the archaeological fieldwork & determination of effects. 

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B

**Public Hearing Transcript and
Written Comments**

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

PUBLIC HEARING NO. 177

DOCKET NO. R07-2

Washington, D.C.

Tuesday, July 10, 2007

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P R O C E E D I N G S

(6:33 p.m.)

MR. REQUA: If you want to take
your seats, we'll go ahead and get started.

Good evening, ladies and gentlemen.
Thank you for coming to attend this public
hearing on the relocation of our Southeast
bus facility.

I am Jack Requa, the Assistant
General Manager for Operations Services with
the Washington Metropolitan Area Transit
Authority. This hearing is being conducted
by the WMATA Board of Directors to elicit the
comments of the public on the proposed
replacement of the Southeast Bus Garage, and
a new Metro Police training facility.

Notice of this hearing was made by
publication in the Washington Post newspaper,
and a public information package was made
available at the Anacostia Neighborhood
Library, the Francis A. Gregory Neighborhood
Library, the Parklands-Turner Community

1 Library, the Washington Highlands
2 Neighborhood Library, the Bald Eagle
3 Recreation Center, the Leckie Elementary
4 School, Patterson Elementary School, the
5 Patricia R. Harris Education Center, Capitol
6 Services Management, Incorporated, and
7 WMATA's main office. The public information
8 package was also posted online at
9 www.wmata.com/about/community.

10 In addition, notices were mailed to
11 property owners in the immediate vicinity of
12 the proposed site.

13 Briefly, I will cover the
14 procedures that we will follow during the
15 hearing. First, we will hear a staff
16 presentation on the proposed project.

17 Second, we will hear from those
18 persons who registered in advance to speak at
19 this public hearing. Public officials will
20 be heard first and will be allowed five
21 minutes. Then those who registered in
22 advance will be heard in order of

1 registration and allowed three minutes each.

2 Third, we will hear from anyone
3 present who indicates a desire to be heard,
4 and these individuals will be allowed three
5 minutes each.

6 Please see Ms. Pena, whose hand is
7 raised over here to my left, if you wish to
8 speak tonight.

9 Further testimony may be submitted
10 in writing until 5:00 p.m. Tuesday, July 24,
11 2007, to the Office of the Secretary, WMATA,
12 600 Fifth Street, NW, Washington, D.C.
13 20001.

14 Alternatively, statements may be
15 faxed to (202) 962-1133 or e-mailed to
16 public-hearing-testimony@wmata.com.

17 That's public dash hearing dash
18 testimony at WMATA dot com.

19 Following a review of all testimony
20 received for the public hearing record, WMATA
21 staff will prepare a report on the public
22 hearing for the WMATA Board of Directors.

1 Changes to the plan presented here
2 tonight may be proposed in response to
3 testimony received and subsequent staff
4 analysis. The staff report will then be
5 circulated for public review for a period of
6 two weeks. If you wish to receive a copy of
7 the staff report, please leave your name and
8 address with Ms. Pena.

9 At the completion of the public
10 review period, the WMATA Board of Directors
11 will consider the public hearing record, the
12 staff report and public comments, and act on
13 the proposed relocation of bus facilities and
14 the new Metro police training center.

15 Please note that the use of
16 profanity will not be tolerated during this
17 public meeting. In addition, smoking is only
18 permitted outside on the sidewalk. And if
19 you haven't already done so, please silence
20 all cell phones. Thank you.

21 A verbatim transcript will be made
22 of this hearing, and a copy of the

1 transcript, when available, will be on the
2 WMATA website at metroopensdoors.com. It may
3 also be reviewed at the Metro headquarters or
4 purchased from Beta Court Reporting, whose
5 telephone number is (202) 464-2400.

6 Now I'd like to call Mr. John
7 Dittmeier from WMATA to give the staff
8 presentation on the project. John?

9 MR. DITTMEIER: Thank you,
10 Mr. Requa. Good evening, ladies and
11 gentlemen. My name is John Dittmeier. I am
12 WMATA's project manager. In addition, we
13 also have with us here tonight from WMATA
14 Mr. Art Lawson, the Government Relations
15 Officer for the District of Columbia, and
16 Cpt. Pavlick of the Transit Police
17 Department.

18 As Mr. Requa stated, the purpose of
19 this hearing is to receive and consider
20 comments, suggestions, and alternatives to
21 the replacement of the Southeastern Bus
22 Garage, and to the new Metro police training

1 facility. Copies of the Environmental
2 Assessment, Proposed General Plans, and
3 Preliminary Financial Plan for the project
4 are on display for your inspection at the
5 rear of the room, and will be there at the
6 end of the hearing.

7 There has been a long-standing need
8 to replace the 70-year-old Southeastern
9 Garage with a modern facility with adequate
10 capacity for near- and long-term Metrobus
11 service.

12 Over 40 sites have been considered
13 over the past 25 years for the replacement of
14 the garage. A technical memorandum that
15 describes these sites is available for review
16 at the rear of the room.

17 WMATA is expediting the replacement
18 in order to support the redevelopment of the
19 Anacostia waterfront and to avoid the impact
20 of ballpark events upon bus access at the
21 existing garage.

22 The project will include a Metro

1 police training facility. The Metro Police
2 officers currently use the training
3 facilities of other nearby police agencies to
4 practice and maintain firearms certification.
5 However, the availability of these facilities
6 drastically decreased in 2006, and continues
7 to do so in 2007.

8 The only immediate alternative is
9 to use a federal police training facility in
10 Cheltenham, Maryland. WMATA would be
11 fiscally prudent to have its own police
12 training facility.

13 Since the project does not include
14 full funding for the indoor training facility
15 in the second level of the bus maintenance
16 building, WMATA is proposing a ground-level,
17 indoor modular training facility of lesser
18 cost.

19 Since the Proposed General Plans
20 did not include the modular facility, I now
21 enter into the record of this public hearing
22 this full-size drawing of the project's

1 Phase 1 site plan, which depicts the location
2 and style of the modular facility. It
3 appears in the far lower right corner, with a
4 photograph.

5 The District of Columbia owns D.C.
6 Village and has proposed 16-1/2 acres of D.C.
7 Village as the site to replace the
8 Southeastern Bus Garage. There are two
9 District users within the 16.5 acres: a
10 Commodity Supplemental Food Program of the
11 District's Department of Health, and the
12 hypothermia shelter and the overflow family
13 shelters of the District Department of Human
14 Services.

15 The District has established plans
16 to relocate both uses to other quarters by
17 late fall of this year, at which time, the
18 District would be conveying the property to
19 WMATA.

20 There is a third user of D.C.
21 Village: the District Metropolitan Police
22 Department. The proposed bus facility will

1 be to the north of the buildings and lots
2 used by the District Police. The project
3 will progress through three phases within the
4 16-1/2 acres:

5 Phase 1, with a capacity for the
6 114 existing buses, will open in March 2010
7 or earlier. Phase 1 would include the
8 modular police training facility.

9 Then Phase 2, with a capacity of
10 187 buses, and Phase 3, with a capacity of
11 250 buses, will be in the future and are
12 subject to the availability of funding.

13 WMATA has prepared its
14 Environmental Assessment in accordance with
15 the National Environmental Policy Act as
16 amended, and in support of this WMATA
17 hearing, and WMATA anticipates that no
18 significant effects will result from the
19 Proposed Action.

20 The Federal Transit Administration
21 has commenced its review of the WMATA
22 Environmental Assessment. Towards the end of

1 this public hearing process, WMATA foresees
2 the circulation of the final Environmental
3 Assessment as reviewed and approved by the
4 Federal Transit Administration.

5 This completes the staff
6 presentation.

7 MR. REQUA: Thank you, John.
8 Currently, we have nine people signed up to
9 speak. Three are public officials. And
10 we'll start with the public officials.

11 The first one on the list is Emeke
12 Moneme, representing the District's
13 Department of Transportation.

14 MS. MONEME: Good evening, District
15 residents, Mr. Requa, WMATA staff, and to my
16 fellow WMATA Board members in abstentia.

17 My name is Emeke Moneme, and I
18 serve as the Director of Director of the
19 District of Columbia Department of
20 Transportation, or DDOT.

21 I also have the great pleasure of
22 representing the residents of the District as

1 a principal director on the WMATA Board. I
2 thank you for the opportunity to participate
3 in today's public hearing.

4 Some of my fellow District
5 colleagues will speak on several critical
6 elements surrounding the proposed relocation
7 of the Southeast Bus Garage, most notably the
8 strategic relocation of the homeless families
9 now living in D.C. Village, and the projected
10 surge in vehicular and pedestrian traffic
11 around the current garage site as a result of
12 the new ballpark and adjacent commercial and
13 residential development.

14 I will focus my brief remarks on
15 what we believe at DDOT to be some of the key
16 benefits of this proposed relocation.

17 Without a doubt, the greatest and
18 most obvious benefit of the construction of a
19 new, modern garage facility will be the means
20 to accommodate the future bus storage needs
21 as a result of the growth in demand for WMATA
22 bus services.

1 Increased demand for bus services
2 in jurisdictions adjacent to the District as
3 well as in the District, will -- and the new
4 bus -- excuse me. Increased demand for bus
5 services in the jurisdictions adjacent to the
6 District is also projected, and a new garage
7 facility could present an opportunity for
8 additional storage capacity not only for
9 District buses, but also for those serving
10 Maryland and Virginia.

11 Capacity of the new bus garage will
12 allow D.C. buses currently stored on sites at
13 garages in Virginia to deploy from the
14 District and create room in Virginia for
15 additional buses to deploy from Virginia.

16 I think it's important to note for
17 all that there is clearly a system-wide
18 benefit associated with this new garage. It
19 benefits the District, but also accruing to
20 the rest of the surrounding jurisdictions.

21 Secondly, as others have and will
22 state, the consolidation of garage operations

1 to a single site is a major benefit for many
2 reasons. Potential maintenance, security,
3 deployment and other administrative
4 efficiencies can be realized by having
5 vehicles stored at one location.

6 Additionally, the safety of WMATA
7 employees will be enhanced if employee
8 parking is also on-site and the current costs
9 of operating the off-site parking shuttle at
10 the existing Southeast bus garage is
11 eliminated.

12 Third, as compared to the current
13 garage site, the proposed D.C. Village
14 location sits in a less residentially
15 populated area; thus, the existence of a
16 garage facility will have much less of an
17 impact on District residents, as buses will
18 not have to traverse a host of residential
19 streets to enter or exit the new facility.

20 The proposed D.C. Village location
21 is also in proximity to I-295 and will allow
22 for easier access for a number of bus routes

1 in various parts of the District.

2 Lastly, there will be undoubtedly a
3 long-term cost savings in operational
4 enhancements associated with operating from a
5 newly constructed, modern facility located in
6 a more-logistically convenient site.

7 We obviously must develop an
8 alternative to the status quo and plan for
9 the future growth associated with the
10 ballpark there at the Southeast waterfront.
11 And after much consideration of this proposed
12 relocation to the D.C. Village site, I offer
13 my full support based upon the anticipated
14 benefits that I've spoken to.

15 Others that will testify will speak
16 to some of the other benefits associated with
17 relocating off of the D.C. Village site.

18 I just want to thank you for your
19 time, and I'll be happy to answer questions.

20 MR. REQUA: Thank you, Mr. Moneme.
21 As an officer of the Transit Authority, it's
22 my pleasure to be the hearing officer for

1 this meeting this evening.

2 But generally, we ask a Board
3 member to be the hearing officer, and now
4 that Mr. Moneme has represented the District
5 of Columbia on his comments, he also, as he
6 had mentioned, represents the District of
7 Columbia as a Board member, and at this time,
8 I'll retire and turn the proceedings over to
9 Mr. Moneme.

10 MS. MONEME: Thank you, Mr. Requa.
11 I'm going to go ahead and administrate the
12 rest of this public hearing, and so I'm going
13 to call the next speaker, or witness,
14 Mr. Scott Kubly from the Office of D.C.
15 Administrator.

16 MR. KUBLY: Good evening, Director
17 Moneme and WMATA staff.

18 SPEAKER: (inaudible)

19 MR. MONEME: No, I appreciate your
20 comments. I am going to adhere to the
21 WMATA-developed process. We do have a number
22 of representatives who are listed here, and

1 we'll go right through the order.

2 If you have not had the opportunity
3 to sign up, I encourage you to do so.

4 Sir, if we can. I think we've
5 already -- sir?

6 SPEAKER: (inaudible)

7 MR. MONEME: Sir.

8 SPEAKER: (inaudible)

9 MR. MONEME: Sir, what --

10 SPEAKER: (inaudible)

11 MR. KUBLY: Thank you.

12 Good evening, Director Moneme,
13 WMATA staff, District residents. My name is
14 Scott Kubly. I'm a program manager for the
15 Government Services and Economic Development
16 Cluster in the Office of the City
17 Administrator of the District of Columbia.

18 I am pleased to appear before you
19 tonight to provide testimony on behalf of the
20 Fenty Administration in favor of the proposed
21 new bus facility at D.C. Village.

22 The District and WMATA have been

1 trying to relocate the Southeastern Bus
2 Garage for over 30 years, and have been
3 trying to find a replacement facility for the
4 D.C. Village Emergency Family Shelter for as
5 long as it has been open. This project
6 offers the opportunity to accomplish both
7 goals.

8 While living in D.C. Village is
9 better than homelessness, it is not an ideal
10 environment in which to raise children or
11 work toward family stability and
12 self-sufficiency. The reasons for this are
13 myriad. First, D.C. Village is isolated,
14 being located in the extreme southwestern
15 part of the District. Travel times for those
16 adults with jobs can be long, and public
17 transportation is not always convenient.
18 Schools and recreational opportunities for
19 children are not easily accessible.

20 Families living at the Village are
21 surrounded by an automobile impound lot, a
22 waste treatment plant, and other heavy or

1 industrial-type operations.

2 Next, D.C. Village has an outdated
3 and insufficient infrastructure, including
4 the plumbing, electrical service, heating and
5 air conditioning. Any stress on the
6 infrastructure -- from extreme weather, for
7 example, can cause the systems to fail. We
8 have heating problems in cold weather, and
9 the air conditioning typically fails in the
10 extreme heat that we sometimes experience
11 here in July in August.

12 This can cause health challenges
13 for those with asthma, heart problems, or
14 other heat-sensitive conditions.

15 Broadly stated, the solution here
16 is to move families out of D.C. Village and
17 into apartment-type accommodations in various
18 parts of the city. This would make it more
19 convenient for families and their children to
20 access necessary services and amenities, and
21 it would eliminate the isolation and
22 concentration that tends to hinder the return

1 of these families to the mainstream.

2 In addition to the reasons for
3 relocating D.C. Village, there are also
4 important reasons to relocate the
5 Southeastern Bus Garage.

6 Transit plays a vital role in the
7 day-to-day life of District residents. In
8 fact, more District residents use Metrobus on
9 a daily basis than Metrorail.

10 The District has launched several
11 successful services in the past several
12 years, like the Circulator and Metro Extra on
13 Georgia Avenue, and we would like to continue
14 improving and expanding bus service in the
15 District.

16 WMATA's current District garages
17 have no additional storage capacity.
18 Furthermore, the current garages cannot be
19 expanded without great cost. The proposed
20 garage represents an opportunity for WMATA to
21 expand its storage capacity in District of
22 Columbia and meet these important service

1 needs.

2 WMATA faces a number of operational
3 challenges operating out of the current
4 garage as well. Bus parking is scattered on
5 several sites, and employee parking is so far
6 from the garage that shuttle bus service is
7 needed to get bus drivers to their buses.
8 These and other factors relating to the age
9 of the facility increase the cost of
10 operating out of the facility.

11 The proposed garage will
12 consolidate operations at one site. It will
13 also improve WMATA's cleaning and maintenance
14 capacity, leading to more reliable and
15 cleaner buses.

16 WMATA staff has been diligent in
17 designing a facility that is both cost
18 effective and meets WMATA's exacting
19 standards. The District encourages WMATA to
20 continue to look for potential cost savings
21 in the facility design. Every dollar that is
22 saved in building the facility is another

1 dollar the District can use to build
2 additional capacity at the proposed garage.

3 Finally, WMATA services offer a
4 significant environmental benefit to the
5 region by getting drivers off the road. The
6 District strongly encourages WMATA to build
7 the new garage to lead silver standards.
8 This is the standard that all new District
9 funded buildings are built to, and would be a
10 step towards matching the environmental
11 quality of WMATA's infrastructure with the
12 quality of its service.

13 However, I have to emphasize that
14 before any construction begins or the land is
15 transferred at all, all the families
16 currently in the overflow and hypothermia
17 units must be relocated and provided with the
18 supportive services that they currently have
19 at their new locations.

20 Thank you very much for the
21 opportunity to testify this evening.

22 MR. MONEME: Thank you, Mr. Kubly.

1 I think it's very useful for the record to
2 reflect the District government supported
3 this initiative and its collaboration with
4 WMATA staff in developing the proposal. I
5 also wanted to re-emphasize the point of the
6 relocation of the families currently on the
7 D.C. Village site. I know that's one of the
8 most critical elements of the -- one of the
9 most critical elements of the proposal is
10 making sure that every family that currently
11 exists there has a home or has a location to
12 go to before any dirt is turned or any
13 shovels are moved there.

14 And then lastly, I just want to
15 speak to the lead silver issue, the
16 environmental issue. I think that's one of
17 the hallmarks of the work that's being done
18 in the Administration to make sure that
19 anything being done in the city is being done
20 with an eye towards environmentalism.

21 So with that, I'm going to call up
22 the next witness, Ms. Judy Greenburg, from

1 the Office of the Deputy Mayor for Planning
2 and Economic Development.

3 MS. GREENBURG: Good evening, WMATA
4 Board Members and staff. I am Judi
5 Greenberg, Special Assistant and Project
6 Manager on baseball in the Office of the
7 Deputy Mayor for Planning and Economic
8 Development, and I am pleased to appear
9 before you today to present testimony on
10 behalf of the Fenty Administration on the
11 proposed new bus facility at D.C. Village.

12 I am going to edit some of my
13 remarks just for brevity's sake and to avoid
14 duplication of comments already made. But we
15 are in support of the move, and we are
16 hopeful that this relocation will go forward
17 as quickly as possible to ensure that the
18 Southeast Bus facility can continue to
19 operate from an appropriate location with
20 adequate space to meet future expansion
21 needs.

22 I would like to speak more

1 specifically to the issues surrounding the
2 location of the bus garage and the conditions
3 that will arise at the current bus garage
4 location in about nine months, or in 234 days
5 to be more exact.

6 At that time, the new ballpark will
7 be open, bringing large amounts of vehicular
8 and pedestrian traffic to the streets
9 immediately and generally surrounding the bus
10 garage on 81 days of the year. This
11 situation will create significant conflicts
12 with buses traveling to and entering the
13 garage in both daylight and night-time
14 conditions. Such a situation will cause
15 delays for the buses and add to operating
16 costs.

17 More importantly, it will create a
18 safety hazard, particularly to the
19 pedestrians coming to and from the games as
20 they use the ballpark's main entrance at Half
21 and N Streets.

22 The main mode of transportation for

1 most ballpark patrons is expected to be via
2 Metrorail, the vast majority of riders
3 exiting from the Navy Yard Metro Station.
4 The renovations underway at the Navy Yard
5 Metro Station will accommodate the increased
6 ridership expected at that station, and
7 particularly to its Half Street entrance.

8 Patrons will exit the station and
9 proceed down Half Street to the ballpark gate
10 less than one block to the south. During
11 peak arrival times, the pedestrian flow will
12 be quite high and will require use of the
13 Half Street right of way.

14 Moreover, the other side of the bus
15 garage, Van Street, is an entry route for one
16 of the ballpark's two on-site parking
17 garages.

18 Finally, there will be limited use
19 of N Street before, during and after games,
20 as it will carry both pedestrians and
21 vehicles from the ballpark's two parking
22 garages. M Street will remain open but will

1 be heavily trafficked with pedestrians
2 filling the sidewalks and crosswalks.

3 The bus garage's operations and
4 access routes will require major changes
5 should it remain in place at the current
6 location at that time.

7 We continue to work with WMATA
8 staff closely as plans develop and evolve for
9 the future of the bus garage facility, but
10 the impact would be significant.

11 Other changes are swiftly happening
12 in the area surrounding the bus garage. The
13 new neighborhood will bring workers, new
14 residents and visitors to the Ballpark
15 District 360 days of the year. The
16 redevelopment of the area is underway, with
17 seven projects under construction, and
18 several more planned to start in the near
19 future.

20 In addition to these projects are
21 the newly opened DOT Headquarters, the Capper
22 Hope VI, the Yards, or Southeast Federal

1 Center, and Florida Rock. Those changes are
2 likely already impacting access to the
3 garage, and those effects will be felt for
4 the next several years as the area continues
5 to develop and in the long-term after it is
6 fully built out.

7 Long-planned road reconstruction
8 has commenced along South Capitol Street and
9 several adjacent streets. As you know, the
10 lot directly to the west will soon include an
11 office building, residences, a hotel, retail
12 and underground parking. The bus garage will
13 be surrounded by new activity night and day
14 from this project to the west, and numerous
15 similar projects to the north in the
16 not-too-distant future.

17 The evolution of this neighborhood
18 away from what was a predominantly industrial
19 area is moving swiftly along, and we would
20 suggest that the plans to relocate the bus
21 garage to a new location that will offer ease
22 of access and room for future expansion in

1 the long-term should also proceed without any
2 delay.

3 We will continue to work closely
4 with WMATA on transportation planning and
5 coordination issues arising from construction
6 and new development activity in the area.

7 This concludes my testimony, and I
8 would be happy to answer any questions you
9 may have.

10 MR. MONEME: Thank you,
11 Ms. Greenburg. I think that the real
12 practical issue of Metrobuses operating near
13 a very high pedestrian activity area is one
14 of the chief concerns and the chief impetus
15 for moving the bus garage. The need is
16 great. This facility needs to be replaced,
17 but also the specter of having -- 82 times a
18 year having 50,000 people walking near by
19 buses was not one that's attractive to WMATA
20 as it relates to their operations. So I
21 think your points are well-taken.

22 I'm going to go ahead and make

1 some -- actually, I'm going to ask
2 Ms. Cuthbert from ANC 8C to testify as the
3 next witness, and you do have five minutes.

4 MS. CUTHBERT: I think you need to
5 turn this around. The community could not
6 hear what anyone was saying previous before
7 me. So I think you need to turn or rearrange
8 some stuff so the community can hear the
9 comments that people are making.

10 MR. REQUA: How's that?

11 MS. CUTHBERT: Okay. But that's
12 okay. As long as you can hear me. Good
13 evening. Can everyone hear better now?
14 Okay.

15 Good evening. I'm sorry to have my
16 back to you. Good evening. I'm sorry to
17 have -- okay. Good evening. I'm Mary
18 Cuthbert. I'm the Chair for Advisory
19 Neighborhood Commission 8C, which is in this
20 area of St. Elizabeth's-Congress Heights
21 area.

22 I'm here to support my colleagues

1 in 8D in their resolution for the new bus
2 garage and police training facility at D.C.
3 Village.

4 I've been involved with Metro for
5 many years. I can go back to how long
6 are -- I believe -- when Leroy Bailey was the
7 General Manager, he took a group of citizens
8 on a tour because the M Street bus garage was
9 too small and they had no cleaning
10 facilities. They couldn't do repairs there.

11 They've been looking for a garage
12 for numerous years, and we've had several
13 locations, but it was not conducive.

14 Now we have a location that I think
15 it would be beneficial to Metro and to the
16 citizens, especially us east of the river.
17 And then many people say, well, the buses
18 will be running up and down Martin Luther
19 King Avenue.

20 Well, the buses that's going to the
21 garage will ride down 295 -- will not come
22 down Martin Luther King Avenue.

1 But I want to say the buses that we
2 ride every day to the Anacostia station
3 within this community will go down its normal
4 route, and I want to let the community know
5 so they can understand.

6 There will be some jobs. They
7 might be some positions.

8 We will have the buses that's
9 available to us, and I hope that we do get
10 new buses. I just want to let the Operation
11 Manager know today it took me two buses to
12 get here from the Anacostia Station this
13 evening. Two buses. One broke down, and the
14 other one almost broke down. It did not make
15 any sense from here to Anacostia Station, and
16 I am public transit-dependent. I can ride to
17 Virginia, Maryland, everywhere.

18 The second thing I've
19 noticed -- this is not about what I'm going
20 to discuss now -- is the scheduling. You
21 have cut the bus schedules too far back.

22 In the mornings, I have to wait 20

1 minutes on a bus, and I'm here in the city.
2 I'm not in the suburbs. I mean, you get on
3 the bus. You go to the bus stop. There's 20
4 people standing there.

5 That has to change. I don't know
6 who cut back the service, but we need to
7 bring it up, but I know you cut it back
8 during the summer. But someone cut it back
9 too far.

10 In the evenings, we have to wait
11 too long to get on the bus coming home. And
12 you have a lot of young parents who have to
13 be at that babysitter at 6:00 to pick up
14 their kids; otherwise, I don't know what the
15 fee is nowadays, they have to pay additional
16 funds if they're late. One minute late. I
17 don't know if it's \$30 or \$40. I don't know.

18 But these are concerns that I want
19 to address since we have Metro here today.

20 But I do support the garage. I've
21 had the experience of going to Montgomery
22 County, Bladensburg, Landover, that we went

1 to -- that you can see the difference in the
2 size of the garage and the repairs that they
3 can do at the garage. They can clean the
4 buses at the garages.

5 So the need is there, and not only
6 because they're bringing the baseball
7 stadium. That's one part of it, where they
8 really put a real push to allow the District
9 government -- finally allowed them to get
10 some land. But they've been doing this for
11 at least I know 25 years, about 25 years.

12 So I just want to let my neighbors
13 and my constituents know this is not
14 something new that just came on the mat
15 looking for a bus garage. The training
16 facility for the police department and the
17 Metro police, I'm not familiar with that, but
18 I support it. Thank you.

19 MR. MONEME: Thank you,
20 Ms. Cuthbert. I think your points are very
21 well-taken. I think that this is a real
22 opportunity for us to deliver a first-class

1 facility. I've seen photos, and I've
2 actually been in the Southeast bus garage. I
3 know we've talked about making some of the
4 improvements and replacing the facility, but
5 I think that's going to allow us to provide a
6 better service to the District and to the
7 area.

8 I do want to take a moment before
9 we go to our next witness and acknowledge
10 former Councilmember Sandy Allen, who's
11 joined us.

12 Thank you for coming by.

13 (Applause)

14 MR. MONEME: Anything you'd like to
15 share with the group?

16 MS. ALLEN: Good evening, and thank
17 you everyone for coming out. He's already
18 told you I'm Sandy Allen, and I'm here to
19 testify in support of the Southeast new
20 Metrobus and Metro Police training facility.

21 As a former Councilmember, I am
22 aware of the many efforts that have been made

1 by WMATA to acquire land for the replacement
2 facility, and I support the replacement
3 facility on the campus of D.C. Village.

4 I also support the fact that
5 they're going to bring the training facility
6 for the police to this land, and that the
7 city has promised that the families that are
8 there -- because I know that that's a great
9 concern of our community -- where the
10 families are going to be placed. But the
11 city has already made arrangements to place
12 those families in much more suitable housing,
13 and that was with the support of WMATA and
14 all of the citizens.

15 I want to thank WMATA that -- to
16 say that I've known about every meeting.
17 I've been able to attend meetings because
18 I've gotten telephone calls. I've had
19 flyers. I've gotten e-mails. And so the
20 community was well-informed about the
21 meetings that WMATA was having for this
22 proposed change.

1 And if you have been in the bus
2 garage on M Street, you would probably say
3 hurry up, get these humans out of here,
4 because there's not enough space not only for
5 the humans, but there definitely is not space
6 for all the buses that come through there.

7 So let's think about the health
8 side of it. We're now getting ready to have
9 a healthier facility in our community, and
10 that is very important to all of us.

11 Before I sit down, I just want to
12 say hurrah for coming to Ward 8.

13 MR. MONEME: Thank you.

14 (Applause)

15 MR. MONEME: I'd like to call our
16 next witness. Jay Lee from ANC 8D.

17 MR. LEE: Good evening, community,
18 WMATA Board members, staff and other public
19 officials, and a special hello to former
20 Councilmember Sandy Allen.

21 My name is Mr. Marvin J. Lee, ANC
22 Commissioner in 8D-05, which is located in 8D

1 over near Wingate and D.C. Village. I would
2 like to also thank Ms. Cuthbert for
3 supporting the resolutions that came from my
4 8D ANC Commission.

5 There are great opportunities
6 that's going to take place with this move.
7 My main concern originally was the job
8 opportunities that our community should have
9 first access to in terms of having an
10 opportunity to work in Metro, or the
11 construction company that's going to be
12 building the facility.

13 Ms. Laruby May (?), who works with
14 Mr. Finnas Jones and I, are working on having
15 a job fair within the community for those in
16 the community to come by and apply for the
17 jobs that's going to be available once the
18 good bus garage comes.

19 A good idea is to have some place
20 for people who works there to go out for
21 lunch and have some places to eat, somewhere
22 in the community, a nice restaurant to go to.

1 I've mentioned a couple of names -- Ruby
2 Tuesday's or something. We need to uplift.
3 We call this the new Ward 8. It's time to
4 put it in motion. We want to build and build
5 and make sure that everyone here has a good
6 quality of life, and not be able to be forced
7 out of their homes and things of that nature,
8 and be able to stay here and enjoy the things
9 that's going to be coming here to Ward 8.

10 So a good restaurant, a few places
11 they can dine out for lunch. It's going to
12 be hot during some days. They're going to be
13 working in a hot garage. They want to be
14 able to go out to a place where they can cool
15 off for lunch, or maybe after work instead of
16 going to all the liquor stores around in the
17 community.

18 So it's a good idea for me. I'm in
19 great support of the bus move, and that's
20 where I'll leave it at this point.

21 MR. MONEME: Thank you very much.
22 And now I'd like to transition to introduce

1 Mr. Matthew Levy with the HOYA Clinic at D.C.
2 Village.

3 MR. LEVY: Good evening, WMATA
4 representatives and community
5 representatives. Thank you for allowing me
6 to testify here today.

7 I am Matthew Levy. I'm the Medical
8 Director of Community Pediatrics at
9 Georgetown University Hospital, and the
10 Medical Director of the new HOYA Clinic that
11 is going to be going into D.C. Village to
12 provide services to the families that live
13 there currently.

14 We have been there for the last
15 2-1/2 years providing care to the children at
16 that facility, and we have seen quite a lot
17 of very complex medical issues. As you may
18 know, asthma and allergies are -- there's a
19 very high rate of asthma and allergies at
20 that facility, and though asthma and
21 allergies can be worsened, exacerbated, by
22 particulate matter, ozone, hydrogen sulfide,

1 carbon monoxide in the air, I support the
2 proposal to put the facility over there.

3 But my concern is that there's not
4 been adequately addressed in the report the
5 monitoring of air quality and noise and water
6 quality in particular, and then a clear plan
7 to address those issues if it is found that
8 there is a high level of poor air quality.

9 And I would recommend that the
10 proposal be reviewed and a more concrete plan
11 of action be put in place that meets federal
12 and District standards for the area for the
13 health of the people that live there
14 currently, and for those who will work there
15 and the families that surround that
16 neighborhood -- and surround that facility as
17 well.

18 I was told recently that the
19 families -- and I support 100 percent that
20 the families should be moved out of that
21 facility prior to any construction and any
22 development of the site. But additionally,

1 after those families leave, there should be a
2 monitoring -- an ability to monitor the air
3 quality for the employees and the people in
4 the surrounding community.

5 As Ms. Allen said, we need to move
6 people from a poor environment, air quality
7 environment, or poorer air quality
8 environment to a better one, but it still
9 needs to be at a very high level.

10 Thank you very much for allowing me
11 to testify.

12 MR. MONEME: Thank you for sharing
13 those concerns, and those are ones I believe
14 that we're going to be incorporating as part
15 of the project. I know that one of the
16 elements that we've been pushing for on the
17 other half of the District is making sure
18 that we have lead standards and incorporate
19 it into the building design. And those are
20 not just one-time improvements in the
21 building, but it's ongoing environmental
22 quality issues into the design of the

1 facility.

2 I thank you for your comments.

3 Next, I'd like to call Jessica Bryant.

4 Ms. Bryant, you have three minutes.

5 MS. BRYANT: Good evening. I'm
6 Jessica Bryant, homeowner of 3625 Martin
7 Luther King Avenue. I grew up in this
8 community, went to Ballou High School, and
9 after college, came back here and decided to
10 buy a home here.

11 And I'm excited about the bus
12 facility coming to our side of town, and the
13 training facility. I do appreciate that
14 everyone who was involved -- who were
15 informing us in the community on what's going
16 on. So I'm really, really excited because I
17 think that it's going to bring
18 something -- just wake up the community.
19 When you start doing construction, businesses
20 decide to move into the area -- and I think
21 that we are in dire need of that. So I just
22 want to say I'm very supportive and excited.

1 Thank you.

2 MR. MONEME: Thank you very much.

3 Next, I'd like to call Ophelia Prince.

4 MS. PRINCE: My name is Ophelia
5 Prince. I'm a resident of Ward 8, and I'm
6 here to support the new bus garage.

7 Thank you very much.

8 MR. MONEME: Thank you very much.

9 Next, I'd like to call Toni Thomas.

10 MS. THOMAS: Good evening. I am
11 I. Toni Thomas.

12 MR. MONEME: You're correct.
13 I. Toni Thomas.

14 MS. THOMAS: Thank you. And I also
15 want to have the record to reflect that in
16 addition to the organizations that are
17 currently at D.C. Village, our organization
18 is there -- the Community Empowerment
19 Training Academy. And we train residents of
20 the District of Columbia to be commercial
21 vehicle operators, Class A commercial vehicle
22 operators.

1 Over the past 12 months, based on
2 our efforts, our outreach to the community,
3 those persons who are underserved,
4 underemployed, or desiring retraining, we
5 have been able to generate over a million
6 dollars of earned income by those persons
7 completing training and earning better than a
8 living wage -- coming from incarceration,
9 coming from public assistance, and coming
10 from transitional employment -- they make
11 more than up to \$20 an hour starting wages.

12 So we're here to ask the community
13 and to petition WMATA -- and some of our
14 employees are with WMATA -- and the Board to
15 help us to stay in this community. And so
16 our goal would be to stay east of the river.
17 I spoke with the Mayor last night at another
18 community meeting, and indicated my interest
19 in staying east of the Anacostia River, and
20 he said he didn't see a reason we couldn't.

21 So I think it's a great thing to go
22 back and let him know that I'm still asking

1 the question. I know that our Councilmember,
2 the Honorable Marion Barry, is interested in
3 us remaining here. And so I would ask that
4 the consideration be given to us continuing
5 to making the difference that we're making
6 east of the Anacostia River.

7 And I thank you.

8 (Applause)

9 MR. MONEME: Thank you, Ms. Thomas.
10 And I guess as an employer here in the
11 District, we definitely want to have as many
12 people employed in the city, especially with
13 commercial vehicle licenses.

14 We need that skill in the city, and
15 I believe that Metro definitely is looking
16 for that skill. So I think that you'll have
17 the full support of this Administration in
18 making sure we can keep you here east of the
19 river.

20 So --

21 MS. THOMAS: And I will also
22 (inaudible) for Metro.

1 MR. MONEME: Well, there you go.
2 Okay. Now we don't have any other scheduled
3 witnesses on the list, but I believe we do
4 take an open. We'll take questions as they
5 come? Please come forward.

6 And your name?

7 MS. GILLIS: Martina Gillis.

8 Hi. My name is Martina Gillis.

9 And I just want to thank you for this
10 opportunity to testify today.

11 I guess I am here because I work
12 with the families out at D.C. Village, and
13 that's who I'm here speaking about. I think
14 it's fine that the bus yard is going up out
15 at D.C. Village site. I think it's a good
16 thing, because it's forced the city to really
17 look at the placement of the families that
18 are out there in that facility that is
19 falling down around them and on them.

20 The families out at D.C. Village,
21 however, have been getting mixed messages.
22 At one meeting about a month ago, they were

1 told they weren't moving. At another meeting
2 the very next day, they were told they were
3 moving.

4 About six weeks ago, I was at a
5 Council hearing. Marion Barry said that the
6 families weren't moving because WMATA was
7 only using the opposite side of D.C. Village.

8 So I came to this meeting for
9 information, to find out what's really going
10 on. I want to say that we are talking a lot
11 about the families that's there, finding a
12 place for them. I think that's great.

13 In the last two years, the District
14 government -- the DHS has actually gotten
15 additional dollars for apartment-style
16 settings for families.

17 However, to date, not one
18 additional apartment-style unit has come
19 online. So I'm kind of amazed at the great
20 speed they're thinking about moving to place
21 those families now that there's a need for
22 the Village space.

1 I guess I also want to say that
2 this planning was great by you guys. And I
3 would just ask that you guys lend a hand to
4 the Department of Human Services and to the
5 folks who are responsible for finding places
6 for the families out there, because there has
7 not been adequate planning. And yet we've
8 heard that this location is coming online;
9 this location is coming online.

10 We don't have a definite answer.
11 The families out there are anxious. They
12 don't know what's going on with their lives.
13 And then, what about the families who are
14 going to need an emergency after the Village
15 is gone? What responsibility are you guys
16 and the Department playing to make sure that
17 there is still an emergency family shelter in
18 the District?

19 Not that I advocate the shelter. I
20 don't. But people have emergencies every
21 day. You can call M Street, 25 M Street, and
22 they'll tell you there's 300 families on the

1 wait list for emergency shelter. So there is
2 a need and we also have to plan for that.

3 And again, this is some great
4 planning. I hope you guys help out the
5 Department of Human Services.

6 MR. MONEME: All right. Thank you,
7 Ms. Gillis.

8 (Applause)

9 MR. MONEME: I'm going to
10 shamelessly speak for the Fenty
11 Administration. I think the reason why it's
12 taken less time now is because you do have a
13 mayor that gets down to business and makes
14 decisions. I think that's why we're kind of
15 cutting through the red tape here.

16 I mean, again, I think the 32-plus
17 years that we've been planning this Southeast
18 bus garage relocation -- it's because it is a
19 complex situation. If it was easy, we would
20 have done it long ago. And I think that's
21 the reason why it is taking a bit of time as
22 associated with relocating and finding places

1 for people, because you're dealing with
2 people. You're dealing with people's lives.
3 You're dealing with where they're going to
4 live, and so it is complex and that may be
5 the reason for the mixed messages because
6 it's kind of been on again off again.

7 I do believe -- is there a public
8 plan for people to look at quite yet? I know
9 that that's something that we've been working
10 on with Department of Human Services as well
11 as our economic development cluster on where
12 the specific locations are going to be. And
13 it's still kind of crystallizing, because
14 again, it's a complex, challenging issue.

15 That's correct. That's correct. I
16 mean, that's true. It would make us -- we
17 wouldn't be able to negotiate quite well if
18 we made it public where we're going to go
19 until we have everything finalized.

20 So --

21 SPEAKER: (Inaudible) families are
22 aware. And, yes, there is a plan in place.

1 Families out there do not know what's going
2 on.

3 MR. MONEME: That's a good point.
4 The point is well-taken. And so that will be
5 coming. I'll ask, are there any other
6 comments or questions? Sir?

7 MR. LEE: Yes, I mentioned -- I
8 forgot to mention before three things that I
9 would like to bring up. One is, is there a
10 possibility that we can schedule another
11 hearing so more of the community can be here
12 and witness this hearing? A lot of people
13 don't know about it. I do have a constituent
14 here tonight that knows about it because I
15 shot her an e-mail. But the community have
16 not been getting notice of the hearing.

17 MS. ALLEN: Getting telephone calls
18 and (inaudible) thank you. I just beg to
19 differ. They have been notified, but in many
20 manners, like when I testified, I said I got
21 an e-mail. But that wasn't what caught my
22 attention. What caught my attention was a

1 letter that came in the mail to my residence
2 and my next door neighbor's residence. It
3 went to registered voters.

4 Now, whether they responded to the
5 mail that was sent to them is a different
6 story. But it wasn't because they hadn't
7 been reached out to. And I know you told the
8 people at your ANC meeting. All right. So
9 that's a perfect example of they knew, but it
10 was not something that they came out to
11 attend.

12 (Applause)

13 MR. LEE: Thank you. Well, I'll
14 still check on it when I get home.

15 My other two requests is the buses,
16 as Ms. Cuthbert has mentioned earlier, what
17 are the possibilities of the hybrid buses,
18 because you're moving into an area where
19 fumes can rise, and we already have the Blue
20 Plains that carries an odor across into the
21 community. And that mixing up with diesel
22 fuel and things like that is very detrimental

1 to a person's health.

2 And my third request is, is there a
3 way that you can schedule a meeting with the
4 families at D.C. Village so that they can
5 know for sure where they stand?

6 MR. MONEME: I'll take those in
7 order. I think the issue of the hearing, you
8 heard from the community and I know that one
9 of the reasons why we do not necessarily want
10 to have another meeting is we do have a
11 schedule that we need to keep.

12 We want to make sure we're not in
13 the way of the development over there. We
14 want to get those buses in a place where they
15 can be safe, and we want to make sure that
16 Metro continues to be a safe system. I will
17 let Mr. Requa speak to the bus issue and the
18 plans for the buses that we're going to be
19 having on-site at Southeast bus garage.

20 MR. REQUA: Jack Requa from WMATA.
21 Currently, the buses that are located at the
22 Southeast bus garage are diesel buses. The

1 Authority, though, is in process that
2 hopefully in September we'll award a contract
3 for all buses that are replaced over the next
4 five years would be hybrid electric buses.

5 There certainly is an interest in
6 compressed natural gas buses also
7 for -- especially in the District, and those
8 considerations are being discussed as we go
9 through this planning process.

10 So we believe that the buses that
11 will be coming -- the new buses that will be
12 arriving into the Metro system will be much
13 cleaner than the current buses that are in
14 service.

15 MR. MONEME: Then the last issue
16 about the relocated families from D.C.
17 Village. I'm not certain -- and maybe Scott
18 or Judy can speak to this -- what is the
19 current plan for the communications of the
20 plans?

21 Scott, do you want to come to the
22 microphone?

1 MR. KUBLY: All right. It's really
2 a DHS issue, communicating directly with the
3 families on where they're going to be
4 located, what housing they're going to be
5 moving into. So I can't speak to their
6 specific schedule. I'm sure at some point in
7 the near future there will be a meeting with
8 the families there. There would have to be.

9 I think it's really dependent
10 before we go -- I think the desire of DHS
11 would be to actually secure units and secure
12 buildings that they could tell people exactly
13 where they're going rather than saying you
14 may be going here. You may be going here.

15 I think it's more important to have
16 a concrete -- this is where you're
17 going -- or these are your three options of
18 where you can move to before you talk to the
19 residents.

20 MR. MONEME: The point's well-taken
21 from here in terms of well, if there's going
22 to be a point, and there will be a time we'll

1 say this is specifically where you're going
2 to be located, but can we communicate. Are
3 we able to communicate this time some sort of
4 a schedule, say, by --

5 SPEAKER: (Inaudible)

6 MR. MONEME: Okay. Next question?

7 MS. WILLIAMS: Shenita Williams.

8 Good evening. I'm Shenita Williams, the
9 program director of the shelter on the
10 campus, and just for clarification purposes
11 all the families have been well-informed of
12 what's taking place.

13 I have personally slid the notice
14 of hearings under each family's door. Now
15 whether they respond? Yes, they can read.
16 Yes, they can read, and we've held meetings.

17 The Department of Human Services
18 has sent representatives in May. We had a
19 community meeting with all of the families
20 because it's run by two different providers.
21 One is the Coalition for the Homeless. The
22 other side is Families Forward.

1 And we met with all the families,
2 and we were very clear to present to them
3 this -- from our perspective, couldn't say
4 officially -- appears to be a done deal. And
5 we gave them the October deadline, which was
6 what was presented at the May meeting at the
7 Covenant Baptist Church.

8 So our families on the campus are
9 informed. Personally, I take that personally
10 because I go to make sure they are
11 well-aware. But they have been assured it is
12 a District responsibility to place the
13 families. They're not going to tear down the
14 shelter. I don't care how many buses, how
15 many jobs it's going to bring. The families
16 will definitely be taken care of before all
17 this takes place. So I just wanted to make
18 that clear.

19 MR. MONEME: Thank you.

20 (Applause)

21 MR. MONEME: Any other questions or
22 comments for the record? Okay.

1 Well, again, if you have any
2 further interest, there are boards in the
3 back of the room so you can see the plans for
4 the site. You can speak with WMATA staff
5 about the schedule and specifics related to
6 the implementation of the shelter, the
7 relocation of the facility.

8 And if that is it, I believe we can
9 close this public hearing.

10 Thank you for coming out tonight.

11 (Whereupon, at approximately 7:30
12 p.m., the HEARING was adjourned.)

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Washington, DC 20515

July 24, 2007

Office of the General Manager
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, DC 20001

RE: Comments on the Draft Environmental Assessment, Proposed General Plans and Preliminary Financial Plan for the New Metrobus Facility and Metro Police Training Facility

TO WHOM IT MAY CONCERN:

After review of the subject document by the Office of the Architect of the Capitol, the following comments are submitted with regard to the findings in the Draft Environmental Assessment:

POTENTIAL ENVIRONMENTAL IMPACTS:

- The U.S. Botanic Garden (USBG) Production Facility adjacent to the proposed bus facility site is an environmentally sensitive receptor. Artificial light, as a result of the proposed Southeastern Bus Garage, poses a serious threat to the plant production by the USBG. Stray artificial light from a street light, or even a lot of night time traffic, could delay or halt the re-flowering of many of our crops, poinsettias, chrysanthemums, and other day-length sensitive plants. It is known that security lights impact the growth of poinsettia crops. Implications for air quality, water quality (surface and subsurface), and soil conditions from the bus facilities have not been adequately addressed. Light (both access to daylight, shade and shadows cast by new structures and the impact of directional street and building lighting) is a critical issue for the outdoor growing areas on the USBG property and should be addressed in the environmental document after direct discussions with the Executive Director of the U.S. Botanic Garden and her staff before final approvals are given to the project as designed.

- The District of Columbia has recently moved an asphalt batch plant across the street and now proposes a large bus operations center and a road maintenance (salt dome) for the adjacent parcels as well. The individual and cumulative effects of these proposals on the viability of outdoor growing areas at the USBG Production Facility should be addressed after consultation with USBG representatives.
- The increased traffic on what DDOT identified as substandard roads (on Shepherd Parkway and other local streets) needs to be addressed. Also, at an earlier agency meeting, several agencies expressed concerns about the cumulative effect of increased traffic on I-295, especially north of the proposed highway access points. The point was also raised that, if the single circulation route identified by WMATA for access and egress to the proposed location is closed or modified for security reasons (especially the segment adjacent to Bolling AFB), buses would need to be routed through local residential neighborhoods as the only alternative. These impacts should be taken into account when identifying and quantifying the traffic impacts of the proposed project and addressed in the EA.
- The cumulative impacts of the proposal, both short term and long term, need to be addressed including land use compatibilities, construction impacts, displacements and relocations (both primary and secondary), air and water quality, storm water runoff, and traffic (including impacts resulting from the anticipated 600 commuters to the site).
- The EA should address all of the alternatives considered, including the use of the District's impound lot, to determine if any other solutions are feasible given the potential negative impacts of developing the proposed site.

Based on the extent and seriousness of the above noted impacts, it is the recommendation of the Office of the Architect of the Capitol that a full Environmental Impact Statement be prepared for the proposed project. Such an EIS should consider the following potential mitigation measures:

- It may be necessary to increase planted buffers, install taller/mature trees and consider constructing acoustic barriers (sound absorbing walls) to mitigate the effects of air and light pollution and noise impacts of the operation on the USBG operation. Some of these mitigation measures may need to be on USBG property, as well as DC property, to reduce the potential impacts.

Office of the General Manager
Page Three
July 24, 2007

- Further traffic studies, including consultations with the U.S. Botanic Garden and the U.S. Capitol Police, may be necessary in order to address peak hour traffic issues, cumulative traffic issues and security concerns. Re-routing of traffic under emergency conditions should be specifically addressed by the traffic study.

Thank you for the opportunity to comment on the Draft Environmental Assessment. The contact for follow-up discussions, and questions related to the USBG facilities at DC Village, is Ms. Holly Shimizu, Executive Director of the U.S. Botanic Garden. Her phone number is 202-225-6670.

Sincerely,



Stephen T. Ayers, AIA
Acting Architect of the Capitol

cc: Mssr. Gerald Francis, Deputy General Manager, Chief Operating Officer, Jack Requa, Assistant General Manager, Operations Services and Mr. Milo Victoria, Assistant General Manager, Bus Operations



GSA National Capital Region

July 3, 2007

Mr. John Dittmeier
Washington Area Metropolitan Transit Authority
600 Fifth Street, NW
Washington, DC 20001-2693

Dear Mr. Dittmeier:

The General Services Administration (GSA) has reviewed the proposed plans for the Washington Area Metropolitan Transit Authority (WMATA) to replace the 70-year old Southeastern Bus Garage, presently located at 17th & M Street, SE, Washington, DC. GSA applauds WMATA for considering the replacement of the Southeastern Bus Garage in order to provide a modern facility to support future transit capacity for the redevelopment of the Anacostia Waterfront. GSA was a stakeholder in the early planning for development of Washington's Waterfront and encourages WMATA to continue its transit planning and development in the area.

GSA has no objection to this proposal. The Southeastern Bus Garage replacement will not impact GSA's facilities according to the plan that was provided to GSA. GSA appreciates that you notified our office about this project, and continues to support coordination of WMATA projects with GSA in the National Capital Region.

If you have any questions or need additional information, please feel free to contact me at (202) 708-9100 or Bart Bush, Assistant Regional Administrator, PBS, at (202) 708-5891.

Sincerely


Tony Reed
Regional Administrator

U.S. General Services Administration
301 7th Street, SW
Washington, DC 20407-0001
www.gsa.gov

From: <David_Murphy@nps.gov>
To: "John Dittmeier" <jdittmeier@wmata.com>, <public-hearing-testimony@wmata.com>
Date: 7/24/2007 4:35:59 PM
Subject: Re: Draft Environmental Assessment, Proposed General Plans and Preliminary Financial Planned for the New Metrobus facility...

Dear Mr. Dittmeier:

The following comments are provided concerning the Draft Environmental Assessment, Proposed General Plans....for the New Metrobus Facility proposed to be situated in the D.C. Village area of the southwest District of Columbia.

Earlier correspondence pertaining to the scope of this document pointed out that the area, although subject to planned industrial type uses, represented an area of concern relative to its presence in the gateway setting of the Nations Capital along the Rt 295 corridor, as well as the concern for the Metro facility being within the view of the park lands known as Bald Eagle Hill.

Bald Eagle hill represents a singular promontory that affords sweeping views of the Potomac River, the City of Alexandria, and Oxon Cove Area. Since there are very few publically accessible view points remaining in the City of Washington, the careful and sensitive design of any development in the foreground of Bald Eagle Hill should be give careful analysis.

S-11 indicates that "close to 100 medium and large trees" are to be removed from the site and the proposed replacement by perimeter fencing and "landscaping" would be provided. It does not appear that any tree planting is proposed as illustrated by the figure 3-6. Thus the 16.5 acre site would essentially be a paved and impervious area devoid of any planting that could be seriously considered as either reducing or softening the visual impact of the site when viewed from the heights of Bald Eagle Hill. Likewise, the current proposal would apparently do nothing to mitigate what is likely to be a major heat island in an area that is already subject to less than optimum weather conditions due to its current landscape and development. It would seem that endeavoring to establish tall tree (street trees) wherever possible on this site and along the servicing roadways would go a long way to making this area more hospitable to workers and to any viewers from adjacent park land.

At best, the current landscape treatment of the proposed development must be viewed as inadequate. As far as can be determined, the rendering in Figure 3-6 -Simulated View of DC Village from Bald Eagle Hill under the Proposed Action , indicates a line of shrub like whips illustrated along the perimeter fence. Given the scale of the rendering, it would appear that the plant symbols are placed approximately on 5-foot centers. This would prevent the reviewer from assuming this is any sort of landscape planting that would eventually mature to street trees. It is suggested

that this plan be carefully reviewed by the District of Columbia Arborist for guidance on how to better plan the perimeter plantings with specific attention to developing tree-lined streets in this zone. Likewise, the consideration of planting street tree type species within the complex should be given more thorough consideration.

Any level of shade that could be provided within the compound would be beneficial to both workers within the compound and soften the visual impact of the site to viewers from parklands as well as the lands and roads surrounding the site.

The development will likely adversely impact the existing bicycle trail that threads through the DC Village area. It is not clear as to the likely scheduling of any trail relocation by the District of Columbia or the National Park Service. None are known of at this time. Thus a strong potential of adversely effecting the use of this areas bicycle route is apparent. The actions of the proposed phased development will likely disrupt the safe and current level of recreational and commuter use of the trail. The final Environmental Assessment should address this potential impact and provide indication of how such impacts would be mitigated by this development both in the short or long term.

The above comments would seem to be of significance to the immediate and long term quality of life in this vicinity and certainly would have bearing on the immediate and long term impacts on park and recreation users, as well as the quality of the historic setting of the park area identified as Bald Eagle Hill. We look forward to a more thorough consideration of these impacts in the final Environmental Assessment.

Thank you for the opportunity to comment during this public hearing phase of the development of an Environmental Assessment for the subject facilities.

David Murphy
Office of Lands, Resources, and Planning
National Park Service
National Capital Region
1100 Ohio Drive, S.W. Washington, DC 20242
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DIVISION OF TRANSPORTATION
OFFICE OF THE TRANSPORTATION ADMINISTRATOR

July 30, 2007

Mr. John B. Catoe
General Manager
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, D.C. 20001

Dear Mr. Catoe,

The District of Columbia Public Schools Department of Transportation, like METRO, is faced with the need to relocate terminal facilities as market forces and operational realities make current sites unworkable. Currently operating from four scattered sites, we are attempting to consolidate operations into one terminal location. The lack of suitable sites with the appropriate zoning, infrastructure, size and road access has made this a difficult proposition.

As Council reviews the proposed lease transaction, the possibility of co-location with METRO has been suggested including the possibility of sharing space at DC Village. Our requirement includes the ability to park 660-700 school buses, a bus wash and fueling station and approximately 60,000 square feet of office, dispatch and lounge space to accommodate the drivers, attendants and administrative employees. We are transporting children from the District of Columbia to special education programs in D.C., Maryland and Virginia. I would welcome the opportunity to meet with you to discuss the requirements of our respective agencies and determine if there are co-locational solutions to explore.

Sincerely

David Gilmore
Transportation Administrator

From: "Lee, Marvin (ANC 8D05)" <8D05@anc.dc.gov>
To: <public-hearing-testimony@wmata.com>
Date: 7/11/2007 10:04:50 AM
Subject: Testimony Clarification

Good Morning,

I'm Commissioner Lee and would like to take this opportunity to clarify for the record as I have made a comment on behalf of the some residence in Ward 8 that they were not aware of the hearing that took place yesterday and they felt that they were left in the blind. I do know for sure that Ms. LaRuby May have been working extremely hard throughout Ward 8 along with Mr. Phinis Jones in getting information to the people of Ward 8 about the bus move and the up coming hearing as I have stated in my earlier testimony. I've only asked the questions that was asked to me from individuals who could not attend the hearing and did not want to hear from me that the Ward has been put on notice. I have given those residence my word that I would ask for them, please do not take those statements as my own words. I am very happy with the work of Mr. Jones and Ms. LaRuby May in notifying us of each event that involves the bus move. As I have stated earlier, Ms. May and I are currently working on a job fair with metro which will invite the people in surrounding communities of DC Village.

Thank you for your time and the opportunity for this clarification

ANC Commissioner M. Jay Lee of 8D05
136 Ivanhoe Street SW #101
Washington, DC 20032
Phone: 202.905.6801

CC: <phinisjones@comcast.net>

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C

**Phase I Environmental Site
Assessment**

Phase I Environmental Site Assessment

**Proposed WMATA Southeastern Bus Garage at DC Village
DC Village Lane SW
Washington, DC 20032**

Prepared for:
Washington Metropolitan Area Transit Authority
WMATA Office of Construction
600 Fifth Street, NW
Washington, DC 20001

Prepared By:
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April 2007



EEE Consulting, Inc.

Environmental, Engineering and Educational Solutions

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1.0 SUMMARY

This report presents the process and findings of a Phase I Environmental Site Assessment (ESA) for a ±20 acre site located within a 167-acre parcel known as the DC Village in Washington, DC. The ±20 acre site (The Subject Site) is known as the Long Term Nursing complex within the DC Village. This ESA addresses only the ±20 acre Subject Site, and not the entire DC Village property. This ESA was performed by EEE Consulting, Inc. (EEE) as a sub-consultant of the prospective owner, the Washington Metropolitan Area Transit Authority (WMATA).

The objective of this Phase I ESA is to conduct all-appropriate inquiry into the previous ownership and uses of the Subject Site consistent with good commercial or customary practice as defined in CERCLA, 42 USC Section 9601(35)(B) and identified in the ASTM Standard: Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, E 1527-05. The Phase I ESA is intended to permit the user to satisfy the requirements to qualify for one of the landowner liability protections (LLPs).

Available public information, including historical topographic maps, interviews with persons familiar with the Site and documents on file with federal, state, and local regulatory agencies was compiled and reviewed to meet the project objective.

The 167-acre District of Columbia Village (DC Village) tract lies between Martin Luther King, Jr. Avenue and I-295, east of the Blue Plains Wastewater Plant, just south of Bellevue. The DC Village currently is owned and operated by the District of Columbia Government. The 167-acre DC Village houses an eclectic mix of city operations, including training facilities for the Police and Fire Departments, an impound lot for towed cars, an evidence warehouse, and a District operated homeless shelter. Other public uses, including the greenhouses of the Architect of the Capitol (Botanical Gardens) and the Potomac Job Corps Center are located on the DC Village property.

The Subject Site lies between the Botanical Gardens to the north, the Potomac Job Corps Center to the east, the car impound lot to the south, and Shepherd Parkway to the west. The Subject Site is owned and operated by the District of Columbia Government. Currently, the Department of Human Services, the Police Department, and the Department of Health occupy and utilize various buildings within the Subject Site. A few buildings within the Subject Site such as the infirmary building are vacant.

From the available public information review and the site reconnaissance, which was performed on March 21st, 2007, the following possible recognized environmental conditions (RECs) were identified for the Subject Site.

- ❖ Three separate locations where piping was protruding from the ground. Presumably these pipes are vent pipes for underground storage tanks (UST).
- ❖ In the general vicinity of the three vent pipes, transformers are contained within below-ground concrete vaults. The vaults are equipped with open metal grating, which is susceptible to stormwater entering the vaults.
- ❖ A set of three transformers sitting on a concrete pad is located south of the Central Office building.
- ❖ Sporadic locations where trash and litter debris has accumulated throughout the years. EEE observed an empty 55-gallon drum is located on the loading dock of the Infirmary. The contents of the drum are unknown, however, there is a black tar substance around the ring of the drum. A rusty propane cylinder was also observed near the loading dock.
- ❖ EEE observed metal piping from several of the cottages foundations. The origination and destination of these pipes are unknown.
- ❖ EEE observed standpipes and vent pipes of unknown origination or purpose. An apparent vent pipe is located on the south side of the two-story house, while a standpipe is located on the south side of Subject Site between Cottages #4 & #5.
- ❖ Due to the age of the Subject Site and observations made during the site reconnaissance, EEE believes that the Site may be serviced by a combined storm sewer system.
- ❖ Stressed Vegetation as a result of roof drainage coming from the Infirmary building.
- ❖ Various Leaking UST (LUST) sites within the one-mile search distance of the subject site were identified. One LUST is located on the DC Village property by the Boiler Plant building.
- ❖ The Oxon Cove landfill, which has been maintained by the National Park Service (NPS), is south of the Subject Site.

EEE recommends that a Phase II investigation should be completed for the site, and recommends the following for each of the possible RECs previously mentioned.

- ❖ The three locations with the vent pipes should be investigated further to determine if a tank is present and any associate environmental conditions that may exist.
- ❖ The transformers located within below-ground concrete vaults should be investigated further to determine if any associated environmental conditions may exist. The investigation should determine if the transformers contain PCBs.
- ❖ The transformers located south of the Central Office building should be investigated to determine if they contain PCBs.
- ❖ The owner should remove the trash and litter debris before WMATA obtains the Subject Site.
- ❖ The origination and destination of the pipes coming from the cottages should be investigated further.

- ❖ The vent pipe near the two-story house and the standpipe between Cottages #4 & #5 should be investigated to determine the purpose of the pipes.
- ❖ The destination of stormwater and sanitary water should be investigated to determine if the Subject Site is serviced by a combined storm sewer system.
- ❖ The stressed vegetation as a result of roof drainage was not identified as a significant threat to the Subject Site and further investigation is not recommended
- ❖ None of the LUST sites within the one-mile search distance of the subject site were identified as a significant threat and further investigation is not recommended.
- ❖ The Oxon Cove landfill was not identified as a significant threat to the Subject Site, and further investigation is not recommended.

In addition, due to the age and condition of the buildings, EEE recommends that a comprehensive building survey should be completed.

EEE has performed this Phase I ESA of the Subject Site, in conformance with the scope and limitations of American Society for Testing and Materials (ASTM) Standard E-1527-05 and the EPA All Appropriate Inquiry (AAI) Rule.

2.0 INTRODUCTION

This report presents the process and findings of a Phase I Environmental Site Assessment (ESA) for a ±20 acre section (the Subject Site) of the 167-acre DC Village property in Washington, DC. The Subject Site is currently owned by the District of Columbia.

2.1 Purpose

The objective of this Phase I ESA is to conduct all appropriate inquiry into the previous ownership and uses of the Subject Site consistent with good commercial or customary practice and ASTM Standard 3 1527-05. The Phase I ESA is intended to permit the user to satisfy the requirements to qualify for one of the landowner liability protections (LLPs) under CERCLA 42 U.S.C. Section 9601.

As part of the all-appropriate inquiry, one of the objectives of this evaluation was to determine recognized environmental conditions (RECs) at the site and surrounding properties with regard to potential impacts to human health and the environment. According to the ASTM Standard, a REC is defined as:

Recognized Environmental Conditions (REC) means the presence or likely presence of any hazardous substance or petroleum products on the property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property. The term includes hazardous substances or petroleum products even under condition in compliance with laws. The term is not intended to include de minimis conditions that generally do not present a threat to human health or the environment.

Specific objectives of this evaluation include the following:

1. Identification and documentation of past and present site activities that may have resulted in potential impacts to the environment.
2. Identification and documentation of past or present activities at adjacent properties that may pose an environmental risk to the Subject Site.

2.2 Detailed Scope-of-Services

The following general work tasks were performed to meet the project objectives:

1. Compilation and review of public information on the history of the Subject Site and nearby properties.
2. Compilation and review of information on file with appropriate federal, state, and local environmental regulatory agencies.
3. Field survey of the Subject Site and surrounding areas.
4. Interviews with present owners and occupants

2.3 Significant Assumptions

It is assumed that the information provided to EEE by the current owner, the District of Columbia, and the prospective owner, WMATA, is accurate and up-to-date.

2.4 Limitations and Exceptions

In addition to the limitations set forth in various section of the ASTM Standard E1527-05 protocol, the accuracy and completeness of this report is necessarily limited by the following:

Limitations and Exceptions	Yes	No
Access Limitations	X	
Physical Limitation to observations (i.e. snow, rain, asphalt, buildings, etc)	X	
Information requested but not available at time of report preparation.	X	
Unique limitation not specified in ASTM Standard.		X

Various locations throughout the Subject Site had access limitations due to security fencing. Observations were limited to that which could be seen through the fence. In addition, all buildings and the air courtyard inside the Central Office were inaccessible during the site reconnaissance. Entry into buildings and areas behind security fencing should be addressed in Phase II investigations.

In many cases, vines and various other growth has engulfed many of the cages for the emergency generators creating physical limitations. EEE attempted to observe everything in the undergrowth.

EEE requested the user questionnaire be completed by WMATA. At the time of this report, EEE had not received a copy of the questionnaire. The missing user questionnaire has been identified as a data gap for this report, in Section 11.0.

2.5 Special Terms and Conditions

This Phase I Environmental Assessment (ESA) was performed in accordance with the American Society for Testing and Materials (ASTM) E 1527-05 Standard Practice for Environmental Site Assessments.

2.6 User Reliance

This ESA was performed by EEE Consulting, Inc. (EEE) for WMATA. This report is provided for the sole use of WMATA and their designated representatives. Use of this report by another party is not authorized and will be at such party's own risk. EEE disclaims liability for use or reliance on this report by other parties.

3.0 SITE DESCRIPTION

3.1 Location and Legal Description

The Subject Site is a ±20 acre site located within a 167-acre parcel known as the DC Village in Washington, DC. According to the DC Taxpayer Service Center, the United States of America General Counsel currently owns the 167-acre DC Village property. The entire DC Village is comprised of one parcel ID, PAR02530026.

The ±20 acre Subject Site is known as the Long Term Nursing complex within the DC Village. The Subject Site lies between the Botanical Gardens to the north, the Potomac Job Corps Center to the east, the car impound lot to the south, and Shepherd Parkway to the west. The Subject Site is owned and operated by the District of Columbia Government.

3.2 Site and Vicinity General Characteristics

The surrounding vicinity consists of four major areas: the D.C. Village, the National Park Service (NPS) site, the Blue Plains Wastewater Treatment Plant (WWTP), and the Naval Research Laboratory (NRL).

The 167-acre District of Columbia Village (DC Village) tract lies between Martin Luther King, Jr. Avenue and I-295, east of the Blue Plains Wastewater Plant, just south of Bellevue. The site houses an eclectic mix of city operations, including training facilities for the Police and Fire Departments, an impound lots for towed cars, an evidence warehouse, and a District operated homeless shelter. Other public uses, including the greenhouses of the Architect of the Capitol

and the Potomac Job Corps Center are located on the site. The National Park Service controls the forested land on the perimeter of the site, including Oxon Cove to the south.

This area of Washington D.C. is characterized by rolling topography and steep slopes, with elevations ranging from approximately 200 feet above mean sea level (msl) to near msl along the Potomac River and Oxon Run. General topographic conditions on the Subject Site are of higher elevations to the north and lower elevations being to the south. Groundwater flow is assumed to be in the same general pattern toward the Potomac River and Oxon Cove. The majority of the Subject Site is relatively flat, with an approximate elevation range from about 50 feet above msl at the northern boundary of the site to about 25 feet above msl on southern portion site.

According to the US Department of Agriculture's (USDA) STATSGO data, soils on the Subject Site consist primarily of Othello, silt loam, Class C/D. This type of soil has a poor soils drainage class, and may have a saturated zone with a layer of low hydraulic conductivity or seepage. Depth to the water table is less than 1 foot.

3.3 Current Use of the Subject Site

The Subject Site contains buildings that are abandoned or serve as temporary office spaces. Currently, the Department of Human Services, the Police Department, and the Department of Health occupy and utilize various buildings within the Subject Site. The largest building within the Subject Site is the five-story infirmary building, which is abandoned. The Central Building is attached to the infirmary structure, and appears partially occupied. There are five one-story brick cottages, some of which appear occupied by the DC Human Services Department and Metropolitan Police Department. The Subject Site is serviced by public water and sewer.

3.4 Description of Site Improvements

The improvements within the Subject Site are the five-story and two-story sections of the Infirmary building, the one-story and two-story sections of the Senior Care Center (Central Office), five one-story cottages, a chapel, a small aesthetic water fountain, four distinct parking lots, and supporting roadways throughout the area. The Subject Site is also equipped with an intricate stormwater conveyance system utilizing both open trenches and buried piping. From the site reconnaissance, it appears that both sanitary flow and stormwater is directed to a combined storm sewer system.

3.5 Current Uses of Adjoining Properties

Current uses of the adjoining properties include The Oxon Cove landfill (the landfill is no longer in use) and a DC car impoundment lot to the south, the Blue Plains WWTP and the NRL to the west, and a variety of operations owned and operated by the District of Columbia Government in the remainder of the DC Village to the north and east.

The NPS site consists of a former solid waste landfill area (Oxon Cove landfill) that has been re-vegetated with grasses and other herbaceous cover and shrubs and trees. A dirt road provides access to the NPS site. In a previous study, a comprehensive geotechnical and environmental study was conducted on the NPS Oxon Cove landfill. A series of seven soil borings and six test pits were completed on the NPS portion of the site to determine the extent of fill within this previously disturbed area. The uppermost strata, ranging from 10 to 30 feet below ground surface, consist of fill material (varying sands, silts and clays) mixed with landfill debris. This layer is thickest in the central part of the NPS site. Underlying the cover/fill material is landfill waste. This unit contains waste and lenses of clay and sand that may have been daily cover. Paper, glass, cinders, sludge, and wood fragments were common in samples recovered from this layer. The thickness of the landfill is variable throughout the site, but the total thickness of the landfill material is greatest (40+ ft.) in the central part of the site with an apparent thinning from east to west. The landfill is presumably downgradient from the Subject Site; however, the extent of the leachate pollution is undetermined.

The D.C. Impoundment Lot is a partially paved and partially graveled lot containing damaged and impounded vehicles from the Washington D.C. area. The fenced lot has a controlled entry point and a small one-story office building.

The Blue Plains Wastewater Treatment Plant and Naval Research Laboratory are located on the western side of I-295.

The remainder of the DC Village includes training facilities for the Police and Fire Departments, the greenhouses of the Architect of the Capitol, the Potomac Job Corps Center, and support buildings. The support buildings located in the southeastern portion of the DC Village are one-story brick structures that house a laundry, warehousing, a plumbing shop, and transportation equipment and vehicle maintenance. There is a multi-story boiler plant, with a large brick smokestack, that provides heat to the complex. Next to the boiler plant is a fenced electrical transformer area.

4.0 USER PROVIDED INFORMATION

4.1 Title Records

According to the DC Taxpayer Service Center, the 167-acre DC Village property is currently owned by United States of America General Counsel. The entire DC Village is comprised of one parcel ID, PAR02530026. WMATA's Office of Property Management has indicated they are going to be receiving a title search. At the time of this report, EEE had not obtained a copy of the title search.

4.2 Environmental Liens/Activity and Use Limitations

Once WMATA receives a copy of the title search, the results should be reviewed for any possible environmental liens on the Subject Site. EEE has identified the missing title search as a data gap for this report, in Section 11.0.

4.3 Specialized Knowledge

WMATA was not aware of any specialized knowledge, which was not already readily available in government databases that would suggest any recognized environmental conditions in connection with the Subject Site.

4.4 Commonly Known or Reasonably Ascertainable Information

WMATA was aware of several existing conditions, which were commonly known for the DC Village area. At the beginning of this investigation, WMATA was aware of the neighboring Blue Plains WWTP and NRL to the west and the Oxon Cove landfill to the south.

4.5 Valuation Reduction for Environmental Issues

While a valuation reduction was not performed by EEE for purposes of this Phase I, WMATA should evaluate the total assessment value of the parcel for any possible value reduction in the Subject Site due to recognized environmental concerns. EEE has identified the missing valuation reduction as a data gap for this report, in Section 11.0.

4.6 Owner, Subject Site Manager & Occupant Information

The owner and property manager, the District of Columbia, provided information regarding the Subject Site's historical uses and the current occupants. Mr. Greg Teasley of DC Human Services was identified as a representative for information related to current occupants. Mr. Teasley was interviewed on March 21st 2007, regarding current and past locations of underground storage tanks.

4.7 Reason for Performing Phase I

The Phase I ESA was performed for WMATA to satisfy the requirements to qualify for bona fide prospective purchaser limitations on CERCLA liability (landowner liability protections).

5.0 RECORDS REVIEW

5.1 Standard Environmental Record Sources

The current and past regulatory status of the subject parcel and nearby properties was determined by a review of information on file with the U.S. Environmental Protection Agency (EPA), the DC Office of Property Management (OPM), and the DC Department of Environment (DDOE).

5.2 Additional Environmental Record Sources

A records search performed by Environmental Data Resources, Inc. (EDR) of Southport, Connecticut was also reviewed. The search distance satisfies the "approximate minimum search distance" requirement of the ASTM standard. The following is a summary of the information gathered during the records search.

There were eleven mappable sites within the ASTM search distance. The sites the EDR reported are listed in the following table.

Table 1. Mappable Sites Identified from the EDR Search.

Facility Name	Address	Database(s)	EDR Map ID	Location
DC Village	2 DC Village SW	RCRA-SQG	1	Subject Site
DC Department of Human Services	4 DC Village Lane SW	DC UST	2	Subject Site
DC Office of Property Management	4901 MLK Jr. Avenue SW	DC Brownfield	87	Entire DC Village
Washington Metropolitan Police	4665 Blue Plains Drive SW	RCRA-SQG	A5	Upgradient/ Cross-Gradient
US Botanic Garden Production Facility	4700 Shepherd Parkway SW	RCRA-SQG	7	Upgradient/ Cross-Gradient
MPD Training Academy	4665 Blue Plains Drive SW	DC UST	A6	Upgradient/ Cross-Gradient
DPW	4665 Blue Plains SW	DC LUST	A4	Upgradient/ Cross-Gradient
DCFP Training Academy	4600 Shepherd Parkway SW	DC LUST	14	Upgradient/ Cross-Gradient
Naval Research Laboratory	4555 Overlook Avenue SW	CERCLIS-NFRAP CORRACTS RCRA-TSDF DOD DC LUST	9 B11 B12 B13	Downgradient
DC WASA – Grit Chamber 2	5000 Overlook Avenue SW	DC LUST	B10	Downgradient
Bolling Air Force Base		DOD	N/A	Downgradient

CERCLIS-NFRAP: Archived Comprehensive Environmental Response, Compensation, and Liability Information

CORRACTS: RCRA Corrective Action Activity

DC Brownfield: Potential District of Columbia Brownfield Site Location

DC LUST: District of Columbia Leaking Underground Storage Tank

DC UST: District of Columbia Registered Underground Storage Tank

DOD: Department of Defense Facility

RCRA-SQG: Resource Conservation and Recovery Act – Small Quantity Generator

RCRA TSDF: Resource Conservation and Recovery Act – Treatment, Storage, and Disposal Facility

The RCRA-SQG reported for the Subject Site has violations on record; however, the violations documented are for general oversight, and are not expected to pose significant threat to the Subject Site.

The UST reported in the database has been identified as the UST with associated vent pipes observed in the courtyard between Cottages 1 and 2. Due to the limited available data regarding the tank (i.e. tank integrity, tank overflow protection) it is recommended that a sub-surface soil investigation be performed around the vicinity of the UST.

The DC Brownfield identified for 4901 Martin Luther King Jr. Avenue, SW is the address for the 167-acre DC Village (PAR 02530026) according to the DC Taxpayer Service Center. The DC Department of the Environment (DDOE) identifies and maintains District potential Brownfield sites from windshield survey and receives list of sites from citizens, private and government agencies. Brownfield sites are abandoned, underused or idled properties, including residential, industrial, or commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination. EEE contacted the DDOE, to determine the possible criteria for which the DC Village was placed on the Brownfield list. According to the DDOE, the DC village is listed as a Brownfield site because of its potential for development. As part of the development initiations, EPA has already funded site assessment at the site. EEE attempted to locate any previous site assessments that may be associated with the site, but no such reports were identified.

EEE believes that the two RCRA-SQG records for Metro Police and the Botanical Gardens are not expected to pose a significant threat to the Subject Site.

The DC UST records for the Metro Police Training Academy are not expected to pose a significant threat to the Subject Site.

On April 3rd 2007, EEE reviewed the two LUST case files, the DPW Police Academy (#2000-012) and the DC Fire Department Training Academy (#2000-032). The files revealed that a contractor removed tanks from both facilities in November 1999. The contents of the tanks were gasoline, diesel, and heating oil. Subsurface soil and groundwater samples were taken from the temporary monitoring wells that were installed. Some of the water and soil samples reported were above DC action levels. A follow-up report in 2004 recommended that additional investigation and sampling should be performed. However, there was no evidence in the case files that the additional investigation had been performed. While groundwater flow was not addressed in either of the case files, it is believed that the general groundwater direction of flow is in a southwesterly direction, and not towards the Subject Site.

The NRL, the Blue Plains WWTP, and the Bolling Air Force Base were identified by several different databases through the EDR search. Due to the relative distance and presumed groundwater flow, these facilities are not expected to pose a significant threat to the Subject Site.

The NRL, the Blue Plains WWTP, and the Bolling Air Force Base were identified by several different databases through the EDR search. Due to the relative distance and presumed groundwater flow, these facilities are not expected to pose a significant threat to the Subject Site.

In addition to the eleven mappable sites, the records search identified thirteen “unmappable” sites with regulated environmental activities. Unmappable sites are sites that were not mapped due to insufficient address information. The properties appear on the regulatory listings for CERCLIS, DC LUST, and ERNS. EEE could not locate all of these sites because of inadequate address information.

Table 2. Unmappable Sites Identified from the EDR Search.

Facility Name	Database(s)
Oxon Cove Landfill	CERCLIS
DC Public Schools*	DC LUST
DC Public Library	DC LUST
DC – HCD	DC LUST
DC Village	DC LUST
R Blvd Area NW, DC	ERNS
On DC side of National Airport/Blue Plains on Potomac River	ERNS
NW DC	ERNS
First and Potomac SE, DC	ERNS

*The DC Public School has five individual listings in the unmappable section.

CERCLIS-NFRAP: Comprehensive Environmental Response, Compensation, and Liability Information

DC LUST: District of Columbia Leaking Underground Storage Tank

ERNS: Emergency Response Notification System

While the EDR search did not map the location of the Oxon Cove Landfill, the location is known to be south of the Subject Site.

EEE also identified the DC Village LUST record as being located on the southern portion of the DC Village property. The record is located near the Boiler Plant, which is outside the area of the Subject Site. EEE believes that this DC LUST listing corresponds to the LUST Case No. #94-025. On April 3rd 2007, EEE reviewed this case file for a UST that was removed from the Boiler maintenance yard in January 1994. The report revealed three of the six monitoring wells had signs of contamination with MW-3 having particularly high levels of benzene, toluene, ethylene, and xylenes (BTEX). However, there was no evidence in the case files that the additional investigation had been performed. It is believed that this LUST is downgradient from the Subject Site, and should not pose a significant threat.

EEE conducted an address search and an area reconnaissance to attempt to locate the remainder of the orphan sites. It is believed that the remainder of the orphan sites are not located in close proximity to the subject site. Based on the distance from the Subject Site, the orphan sites are not expected to pose a significant environmental risk to the Subject Site.

There were no Federal public water systems identified within a one-mile radius of the Subject Site. Public water systems (PWS) data is listed with the Federal Reporting Data System. A PWS is any water system that provides water to at least 25 people for at least 60 days annually. PWS provide water from wells, rivers and other sources.

There are no private wells listed within one-mile of the Subject Site, according to the Virginia Department of Health, Office of Water Programs database.

There are two Federal USGS Water Wells (USGS Wells 2211713 and 2211714) identified within one-mile of the Subject Site. This database contains descriptive information on sites where the USGS collects or has collected data on surface and/or groundwater. The groundwater data includes information on wells, springs and other sources of groundwater.

5.3 Physical Setting Sources

The following sources were used to characterize the physical setting of the site:

- Terraserver, USGS 7.5 Minute topographic quadrangle, "Alexandria", Virginia, 1994.
- GIS data developed and provided by District of Columbia
- Topographic Maps provided by EDR, Inc.

5.4 Historical Use Information on the Subject Site

A limited history of the site ownership and usage and surrounding properties was developed through information provided by WMATA, the District of Columbia, historical aerial photographs, historical topographic maps, and historical Sanborn maps. Historical aerial photographs were reviewed from 1944 to 1988. Historical topographic maps were reviewed from 1943 to 1994. Historical Sanborn maps were reviewed from 1927 to 1995.

A review of the historical photos and maps revealed the Subject Site had been developed prior to 1927. The original development on the Subject Site was the US Government Home for the Aged and Infirm. The structures present were the Administration building and supporting facilities. The original Administration building has since been demolished, and replaced with the five cottages still present. The current Infirmary on the Subject Site was added sometime between 1927 and 1943.

5.5 Historical Use Information on Adjoining Properties

The surrounding area around the subject site is the remainder of the DC Village. Over the years, the DC Village has housed an eclectic mix of city operations, including training facilities for the Police and Fire Departments, an impound lots for towed cars, an evidence warehouse, and a District operated homeless shelter. Other public uses, including the greenhouses of the Architect of the Capitol and the Potomac Job Corps Center are located on the site. The National Park

Service controls the forested land on the perimeter of the site, including Oxon Cove, which is a former landfill, to the south.

6.0 SITE RECONNAISSANCE

6.1 Methodology and Limiting Conditions

The site reconnaissance was completed on March 21, 2007 by personnel from EEE. EEE personnel met with the Mr. Greg Teasley, DC Human Services representative. Photographs taken during the site reconnaissance are presented in Appendix B.

EEE made a visual inspection of the subject site. A “drive-by” reconnaissance of the area immediately around the facility and adjoining properties was also conducted along the public roads.

6.2 General Site Setting

Site reconnaissance confirmed the site use consists of several buildings, parking lots, and supporting roadway. Section 2.0 of this report provides a detailed discussion of the site.

6.3 Exterior Observations

The following exterior observations were made during the site reconnaissance:

- ❖ Three separate locations where piping was protruding from the ground. Presumably these pipes are vent pipes for underground storage tanks (UST).
- ❖ In the general vicinity of the three vent pipes, transformers are contained within below-ground concrete vaults. The vaults are equipped with open metal grating, which is susceptible to stormwater entering the vaults.
- ❖ A set of three transformers sitting on a concrete pad is located south of the Central Office building.
- ❖ Sporadic locations where trash and litter debris has accumulated throughout the years. EEE observed an empty 55-gallon drum is located on the loading dock of the Infirmary. The contents of the drum are unknown, however, there is a black tar substance around the ring of the drum. A rusty propane cylinder was also observed near the loading dock.
- ❖ Metal piping from several of the cottages foundations. The origination and destination of these pipes are unknown.
- ❖ Standpipes and vent pipes of unknown origination or purpose. An apparent vent pipe is located on the south side of the two-story house, while a standpipe is located on the south side of Subject Site between Cottages #4 & #5.
- ❖ Due to the age of the Subject Site and observations made during the site reconnaissance, EEE believes that the Site may be serviced by a combined storm sewer system.
- ❖ Stressed Vegetation as a result of roof drainage coming from the Infirmary building.

6.4 Interior Observations

Due to the age and past uses of the existing buildings, a Phase II investigation is recommended for the Subject Site. Interior observations, which were out of the scope of this report, should be reported in subsequent Phase II investigations.

7.0 INTERVIEWS

Information used and provided in, this report was acquired from interviews with several different groups.

7.1 Interview with Owner

The current subject site owner, the District of Columbia, was interviewed through several different DC departments acting as representatives. Interviews with the owner revealed information such as parcel ID, current occupants, and historical use.

7.2 Interview with Site Manager

Mr. Greg Teasley, representative for DC Human Services, was interviewed as the current site manager. The interview with Mr. Teasley provided information regarding USTs, transformers, and historical use.

7.3 Interview with Occupants

Mr. Greg Teasley was also interviewed as the current occupants.

7.4 Interviews with Local Government Officials

EEE met with the DC DDOE to review applicable LUST and Brownfield case files.

7.5 Interviews with Others

EEE gathered information about the site from the following individuals for information:

Mr. Greg Teasley
DC Human Services
D.C. Village Lane, SW, Building 633
Washington DC, 20032

Mr. Kokeb Tarekegn
DC Voluntary Cleanup Program
51 N Street, NE - 3rd Floor
Washington DC, 20006

Mr. Sunday Okoro
DC Lust Program
51 N Street, NE - 3rd Floor
Washington DC, 20006

Mr. John Dittmeier
Assistant Project Manager
WMATA Office of Construction
600 Fifth Street, NW, Room 4A-09A
Washington, DC 20001

8.0 FINDINGS

The following known or suspected RECs were identified for the site.

From the available public information review and the site reconnaissance, which was performed on March 21st, 2007, the following possible recognized environmental conditions (RECs) were identified for the Subject Site.

- ❖ Three separate locations where piping was protruding from the ground. Presumably these pipes are vent pipes for underground storage tanks (UST).
- ❖ In the general vicinity of the three vent pipes, transformers are contained within below-ground concrete vaults. The vaults are equipped with open metal grating, which is susceptible to stormwater entering the vaults.
- ❖ A set of three transformers sitting on a concrete pad is located south of the Central Office building.
- ❖ Sporadic locations where trash and litter debris has accumulated throughout the years. EEE observed an empty 55-gallon drum is located on the loading dock of the Infirmary. The contents of the drum are unknown, however, there is a black tar substance around the ring of the drum. A rusty propane cylinder was also observed near the loading dock.
- ❖ EEE observed metal piping from several of the cottages foundations. The origination and destination of these pipes are unknown.
- ❖ EEE observed standpipes and vent pipes of unknown origination or purpose. An apparent vent pipe is located on the south side of the two-story house, while a standpipe is located on the south side of Subject Site between Cottages #4 & #5.
- ❖ Due to the age of the Subject Site and observations made during the site reconnaissance, EEE believes that the Site may be serviced by a combined storm sewer system.
- ❖ Stressed Vegetation as a result of roof drainage coming from the Infirmary building.
- ❖ Various Leaking UST (LUST) sites within the one-mile search distance of the subject site were identified. One LUST is located on the DC Village property by the Boiler Plant building.
- ❖ The Oxon Cove landfill, which has been maintained by the National Park Service (NPS), is south of the Subject Site.

9.0 OPINION

Based on the findings from this Phase I investigation, EEE recommends that WMATA should conduct a Phase II investigation. EEE recommends the following items be included in the Phase II investigations.

- ❖ The three locations with the vent pipes should be investigated further to determine if a tank is present and any associated environmental conditions that may exist.
- ❖ The transformers located within below-ground concrete vaults should be investigated further to determine if any associated environmental conditions may exist. The investigation should determine if the transformers contain PCBs.
- ❖ The transformers located south of the Central Office building should be investigated to determine if they contain PCBs.
- ❖ The owner should remove the trash and litter debris before WMATA obtains the Subject Site.
- ❖ The origination and destination of the pipes coming from the cottages should be investigated further.
- ❖ The vent pipe near the two-story house and the standpipe between Cottages #4 & #5 should be investigated to determine the purpose of the pipes.
- ❖ The destination of stormwater and sanitary water should be investigated to determine if the Subject Site is serviced by a combined storm sewer system.

In addition, due to the age and condition of the buildings, EEE recommends that a comprehensive building survey should be completed.

10.0 CONCLUSIONS

EEE performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E 1527-05. Any exceptions to, or deletions from, this practice are described in Section 2.4 of this report. The assessment has revealed evidence of recognized environmental conditions in connection with the Subject Site, and recommends the investigations identified in Section 9.0 of this report.

11.0 DEVIATIONS

Below is a list of the data gaps or deviations from the Phase I ESA standard:

- Past Subject Site occupants were not interviewed.
- A completed user questionnaire was not provided.
- Results of a title search were not provided.
- Valuation of the Subject Site was not provided.

12.0 ADDITIONAL SERVICES

As part of the Phase II investigations, we recommend asbestos and lead inspections, and a comprehensive building survey as additional services to be provided.

13.0 REFERENCES

The following is a list of references used for the Phase I ESA:

- Historical aerial photographs of the area, dated 1944, 1957, 1963, 1970, 1980, and 1988 supplied by Environmental Data Resources, Inc.
- Historic topographic maps of the area, dated 1943, 1951, 1956, 1965, 1971, 1972, 1983, and 1994 supplied by Environmental Data Resources, Inc.
- Historical Sanborn maps of the area, dated 1927, 1960, 1977, 1985, 1989, 1990, 1992, and 1995 supplied by Environmental Data Resources, Inc.
- FEMA Flood Insurance Rate Map, Community Panel Number 110001 0025 B, November 15, 1985.

14.0 SIGNATURES OF ENVIRONMENTAL PROFESSIONALS

“We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental professional as defined in §312.10 of 40 CFR 312. and we have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed the all appropriate inquires in conformance with the standards and practices set forth in 40 CFR Part 312.”



Christopher J. Swanson, CHMM
Environmental Scientist



Ian Frost, AICP, CEP
President

15.0 QUALIFICATIONS OF ENVIRONMENTAL PROFESSIONALS

The following individuals from EEE Consulting, Inc. were involved in the preparation of this Phase I ESA:

Chris Swanson

M.S., 2005, Environmental Science and Engineering, Virginia Polytechnic Institute
B.S., 2003, Environmental Resource Management, Pennsylvania State University
Certified Hazardous Materials Manager

Mr. Swanson has over 4 years experience in environmental consulting, hazardous materials management, water quality management, and asbestos and lead surveys. Responsibilities include technical assistance and project management. Mr. Swanson focuses on activities related to regulatory compliance, environmental impact studies, water quality, GIS, and petroleum storage and release investigations.

Areas of Expertise

- Aboveground storage tank evaluation
- Environmental Impact Studies
- Environmental Site Assessments
- Hazardous Waste Compliance

Ian Frost

Doctoral Studies, 1985-1986, Zoology, Duke University,
MS, 1984, Zoology, Ohio State University
BA, 1979, Zoology, University of Toronto
Certified Environmental Professional
American Institute of Certified Planners

Mr. Frost has over 20 years experience in environmental consulting. Mr. Frost focuses on activities related to wetlands and stream permitting, environmental impact studies, pollution prevention, facility siting and permitting, wetlands, water quality, environmental site assessments, and NEPA documents

Areas of Expertise

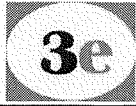
- Environmental Compliance
- Project Management
- Federal Facilities
- NEPA Studies
- Site Characterization reports
- Wetlands, Stream and Water Quality Permitting

The appendices of this report are not included. They can be reviewed at WMATA Headquarters, 600 Fifth Street NW, Washington, DC.

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**DC WASA Blue Plains AWTP
Industrial Hygiene and Odor
Assessment**



EEE Consulting, Inc.

Environmental, Engineering and Educational Solutions

April 20, 2007

Mr. J. Michael Powers
Senior Project Manager
P²D
465 Spring Park Place
Herndon, VA 20170

Re: DC WASA Blue Plains AWTP Industrial Hygiene/Odor Assessment
Proposed WMATA Southeastern Bus Garage
EEE Project Number 07-034

Dear Mr. Powers:

EEE Consulting, Inc. (EEE) is pleased to submit this Industrial Hygiene/Odor Assessment of the District of Columbia Water and Sewer Authority (DC WASA) Blue Plains Advanced Wastewater Treatment Plant (Blue Plains AWTP) as it pertains to the Washington Metropolitan Area Transit Authority (WMATA) Southeastern Bus Garage, which is a proposed 20-acre enclosed facility that may be constructed on the 167-acre DC Village property located approximated ¼ mile to the east of the Blue Plains AWTP across Interstate 295 in Washington DC.

The Industrial Hygiene/Odor Assessment was prepared for P²D on behalf of WMATA to determine the potential impact of odors and possible biological pathogens emitted by the Blue Plains AWTP on WMATA staff for the proposed Southeastern Bus Garage facility. In preparing this report, EEE reviewed past DC WASA reports related to odor and odor control, as well as conducted interviews with available DC WASA staff. EEE also reviewed the DC WASA Capital Improvement Plan to evaluate future odor control improvements at the Blue Plains AWTP. On March 30, 2007, EEE visited the Blue Plains AWTP and discussed the odor issues with the Director of the Department of Wastewater Treatment for the facility, Mr. Walt Bailey, PE. This report does not include monitoring for odor levels or any sampling and analysis.

Blue Plains AWTP

In 1996, DC WASA assumed management of the Blue Plains AWTP, which is now the world's largest advance wastewater treatment facility. The Blue Plains AWTP serves approximately 2 million residents of the Washington metro area, including portions of Montgomery and Prince George's Counties in Maryland, and portions of Fairfax and Loudoun Counties in Virginia. The facility has the capacity to treat an average of 370 million gallons per day (mgd) of wastewater with a complete treatment peak flow of 740 mgd and an excess flow of 336 mgd.

Potential Hazards from Wastewater Treatment Plants

Typical wastewater treatment plants use a variety of processes to remove solid, liquid, and gaseous contaminants in their wastewater influent. These processes include sedimentation, aeration nitrification/denitrification, gravity sludge thickening, dewatering, filtration, disinfection. Specific hazards for persons working and/or living in areas surrounding wastewater treatment plants are objectionable odors, such as hydrogen sulfide (H₂S - a common wastewater treatment plant odor), and microbial pathogens.

In *Science of Odor as a Potential Health Issue*, published in Volume 34, Issue 1 of the Journal of Environmental Quality (2005), "malodors emitted from wastewater treatment plants elicit complaints of eye, nose, and throat irritation, headache, nausea, diarrhea, hoarseness, sore throat, cough, chest tightness, nasal congestion, palpitations, shortness of breath, stress, drowsiness, and alterations in mood. First, symptoms can be induced by exposure to odorants (compounds with odor properties) at levels that also cause irritation or other toxicological effects. That is, irritation—rather than the odor—is the cause of the health symptoms, and odor (the sensation) simply serves as an exposure marker. Second, health symptoms from odorants at nonirritant concentrations can be due to innate (genetically coded) or learned aversions. Third, symptoms may be due to a co-pollutant that is part of an odorant mixture. Objective biomarkers of health symptoms must be obtained, however, to determine if health complaints constitute health effects."

Note that people who are exposed to H₂S quickly become accustomed to its rotten egg smell and subsequently often lose their ability to detect its odor. Exposure to high levels of H₂S (greater than 100 ppm) can result in asphyxiation, while lower levels (less than 10 ppm) can be irritating to the respiratory system, be associated with headaches, and result in conjunctivitis.

As it pertains to the microbial pathogens exposed to wastewater treatment plant workers, the *Encyclopaedia of Occupational Health and Safety (3rd Edition)* writes that "the three main categories of microbes relevant to this discussion are fungi, bacteria and viruses. All three of these can cause acute illness as well as chronic disease. Acute symptoms including respiratory distress, abdominal pains and diarrhea have been reported in waste treatment workers. Chronic diseases, such as asthma and allergic alveolitis, have been traditionally associated with exposure to high levels of airborne microbes and, recently, with microbial exposure during the treatment of domestic waste. Reports of significantly elevated concentrations of fungi and bacteria in waste treatment, sludge dewatering and composting facilities are beginning to be published. Another source of airborne microbes is the aeration tanks which are used in many sewage treatment plants."

Regulatory Background and Comprehensive Odor Control Study

Title 20, Section 903 of the District of Columbia Municipal Regulations (Odorous or Other Nuisance Air Pollutants) states that "An emission into the atmosphere of odorous or other air pollutants from any source in any quantity and of any characteristic, and duration which is, or is likely to be injurious to the public health or welfare, or which interferes with the reasonable enjoyment of life and property is prohibited".

The Compliance and Enforcement Branch (CEB) of the District Department of the Environment (DDOE) is responsible for the enforcement of District air quality regulations. The primary goal of the CEB is to bring sources of air pollution into compliance with regulations and thereby improve air quality in Washington, DC. To ensure compliance with air quality regulations Branch personnel inspect air pollution sources and perform field investigations. When air quality violations are observed, enforcement action is initiated. The CEB performs the following services:

- ❖ Inspects major and minor air pollution sources;
- ❖ Investigates air quality complaints; and
- ❖ Prosecutes violators who fail to comply with air quality regulations.

When air quality violations are observed during inspections or investigations, enforcement action is taken. Generally, two enforcement tools are used; civil infraction tickets and administrative orders.

To date, the CEB has not performed an inspection of the facility and therefore, no air quality violations have been received by the Blue Plains AWTP with respect to nuisance odors. However, the DC WASA recognized the need for a plant-wide odor study that could identify and quantify all the potential odor sources at the facility and address how these sources could be mitigated in short-term as well and long-term circumstances. To that end, DC WASA included the development of a long-term odor control strategy as part of their fiscal year 2001-2010 Capital Improvement Plan.

In 2002, DC WASA authorized a plant wide Comprehensive Odor Study, which was subsequently completed by Camp Dresser & McKee (CDM) in 2003. The Comprehensive Odor Control Study focused on developing reliable data that could be objectively used to identify odor sources and develop tools and methods to estimate and mitigate the impacts of those odor sources, both within the facility grounds as well as off-site in the surrounding community. The Comprehensive Odor Control Study included the following objectives:

- ❖ Identification and quantification of odor sources;
- ❖ Development of an atmospheric dispersion model that could be used as a tool to predict the impact of odors off-site;
- ❖ Evaluation and estimation of odor impacts to both facility workers and off-site businesses and residential communities;
- ❖ Confirmation that appropriate odor control technologies had been selected for future facility construction;
- ❖ Development of a methodology to prioritize odor sources and provide a benefit/cost relationship to aid in the selection of which treatment process requires odor control;
- ❖ Development of an Odor Response Plan that incorporated community input to identify objectionable off-site odors;
- ❖ Assist in the development of a public education program to inform the community of the nature and extent of odors that could be expected off-site;
- ❖ Development of Odor Control Design Guidelines and Operating Standards for the Blue Plains AWTP; and
- ❖ Development of an Odor Control Master Plan that outlines implementation of long-term odor control.

To complete the facility's objectives, the Comprehensive Odor Control Study consisted of the following tasks:

- ❖ Background and odor source inventory to identify and rank potential odor sources;
- ❖ Interviews with DC WASA staff and review of existing projects and odor studies;
- ❖ Sampling and analysis program of the potential odor sources in order to update odor emission rate estimates and prioritize odor sources; and
- ❖ Atmospheric dispersion modeling based on meteorological data, geographical data, and odor emission estimates.

Comprehensive Odor Control Study Findings

1. Odor Source Rankings

Upon the completion of the tasks listed above, CDM grouped the major odor sources by similar treatment processes and then ranked each group according to the estimated odor emission rates. The odor emission rates (in odor units (O.U.) per second) were based upon the results of the sampling and analysis program and are shown as percentages of the total odor emission rates for the facility in the following table, which reflects the facility's operational status as of 2003.

Major Source Group	Percentage of Total Odor Emission Rates
Grit and Screening Facilities	36.1%
Secondary Aeration	34.5%
Primary Sedimentation	9.6%
Solids Processing	9.3%
Minor Odor Sources	5.5%
Gravity Thickeners	5.0%
Total	100%

The results show that the grit and screening facilities and secondary aeration were the most significant sources of odors. Minor odor sources included the contact dewatering operation, secondary sedimentation, nitrification, the sludge loading facility, and other small, localized sources.

In April 2007, a recently installed scrubber at the grit and screening facilities became operational. At the time of the sampling and analysis program, CDM was aware of the new scrubber and took into account the reduction of odor emission rates from the grit and screening facilities after the new scrubber became operational. CDM recalculated the total emission rates as shown in the next table.

Major Source Group	Percentage of Total Odor Emission Rates
Secondary Aeration	53.6%
Primary Sedimentation	14.8%
Solids Processing	14.4%
Minor Odor Sources	8.4%
Gravity Thickeners	7.7%
Grit and Screening Facilities	1.1%
Total	100%

After the implementation of the new grit and screenings odor control facilities, secondary aeration became the most significant source of odor.

2. Current Estimated Odor Impacts

Based on previous odor studies, CDM determined that the typical threshold for any odor is at a one-hour odor concentration of 2 dilutions to threshold (D/T). As an example, an odor sample of 100 D/T would have to be diluted with 100 equal volumes of odor-free air in order to be at a threshold of detection for 50 percent of the individuals sniffing the odor sample. However, what is considered a

nuisance odor is strictly subjective based on hedonic scaling, where individuals would be asked to rate an odor on a scale, say from 1 (least objectionable) to 5 (most objectionable). A 100 D/T concentration may be a nuisance to one individual but not to another.

CDM then plotted the number of hours per year at which the 2 D/T threshold would be exceeded for the plant and surrounding area, which includes the proposed location of the WMATA Southeastern Bus Garage. Utilizing the CALPUFF dispersion model, CDM estimated that the 2 D/T threshold would be exceeded in the area of the proposed location of the WMATA Southeastern Bus Garage approximately 1,000 hours of the 8,760 hours per year, or about 11% of the time.

The CALPUFF model is a multi-layer, multi-species non-steady-state puff dispersion model that simulates the effects of time- and space-varying meteorological conditions on pollution transport, transformation and removal. It is developed and distributed by Earth Tech. Inc. The CALPUFF model has been approved by US EPA as the preferred model for assessing long range transport of pollutants involving complex meteorological conditions.

3. Study Recommendations and Implementation Plan

As part of the Comprehensive Odor Control Study, CDM included an Implementation Plan that recommended odor control technologies and prioritized both short-term and long-term projects to address the mitigation of on-site and off-site odors at the Blue Plains AWTP.

A. Odor Control Technology

CDM evaluated the feasibility of several different odor control technologies to treat the odors generated at the Blue Plains AWTP. These included:

- ❖ Scubbers;
- ❖ Biofilters;
- ❖ Activated carbon;
- ❖ Aeration air substitution in activated sludge; and
- ❖ Fine bubble aeration as a means to reduce odor emissions.

For the Blue Plains AWTP, single stage scrubbers were recommended for areas where odors were caused by H₂S in concentrations less than 20 ppm (i.e. primary sedimentation and gravity thickeners), while two stage scrubbers, aeration air substitution in activated sludge, or the conversion to fine bubble aeration were recommended in areas that have a higher percentage of organic sulfur (i.e. secondary aeration and solids processing).

B. Completed Projects and Project Under Construction

The following odor control projects have been recently completed or are currently under construction at the Blue Plains AWTP:

- ❖ The installation of a single stage scrubber into the grit and screenings facilities (completed April 2007) – This project reduced the total odors emanating from the plant from 36% to 1%;
- ❖ The addition of iron salts and polymer at the plant influent to reduce odors by precipitating sulfide while benefiting phosphorous removal (completed 2006) – This project will affect the gravity thickeners and may only change the nature of the odors generated;

- ❖ Replacing the dome covers on four of the existing thickeners while another two thickeners will be taken out of the service (completed 2006) – This project has minimized the amount of air to be collected and treated;
- ❖ Installing fine bubble aeration in the Solid Processing Building (completed 2006) - This area generated approximately 15% of the total plant odors and was also considered a priority odor source;
- ❖ Upgrade the nitrification/denitrification processes (reactors and sedimentation tanks) in the effluent flow stream (currently under construction); and
- ❖ The installation of three new scrubbers at the Dewatered Sludge Loading Facility (construction completed in March 2007; scheduled to be online in May 2007).

C. Future Projects

The DC WASA Capital Improvement Plan includes the following projects to be completed within the next 5 years to further enhance the odor control capabilities of the Blue Plains AWTP:

Secondary Aeration - This area generates approximately 53% of the total plant odors and is a priority odor source. Fine bubble aeration will be incorporated into this process and will reduce the odor emission rate approximately 50% as compared to existing coarse bubble aeration system. Fine bubble aeration reduces the aeration rate which reduces the stripping of odorous compounds from solution, thus reducing the odor emission rates. A pilot study to compare the operation and maintenance of a fine bubble system to the existing system was recently completed and confirmed the operational and odor control benefits of the new system. This procurement of a design engineering firm is currently underway for this project.

Primary Sedimentation – This area generates approximately 15% of the total plant odors and is also considered a priority odor source. The facility is currently evaluating two alternatives, both requiring the addition of flat covers to the existing tanks to collect odors. One alternative includes the installation of chemical scrubbers while the other alternative involves substituting the collected odorous air for the fresh air in the secondary reactors, where biological activity in the activated sludge would quickly oxidize the H₂S in the air stream. Procurement of this project will be re-evaluated at the completion of the other odor control projects.

D. Anticipated Estimated Odor Impacts

CDM also plotted the number of hours per year at which the 2 D/T threshold would be exceeded for the plant and surrounding area after all recommended odor control projects (within the 5-year Capital Improvement Plan) were completed and implemented. Utilizing the same dispersion model, CDM estimated that the 2 D/T threshold would be exceeded in the area of the proposed location of the WMATA Southeastern Bus Garage approximately 250 hours of the 8,760 hours per year, or less than 3% of the time.

E. Prioritization of Odor Control Projects

Upon completion of the Comprehensive Odor Control Study, CDM provided the facility with a list of the odor control projects based upon their cost effectiveness in terms of their anticipated reduction of offsite odor events greater than 2 D/T determined in the air dispersion model. The list prioritized the following odor control projects:

1. Installation of the scrubber at the grit and screenings facilities (completed);
2. Conversion to fine bubble aeration at the secondary aeration facilities (planned and funded);
3. Exhaust treatment from the gravity thickeners and solids processing (planned and funded as fine bubble aeration at the Solids Processing Building); and
4. Covering the primary sedimentation basins and treating the collected odors (still under consideration).

F. Odor Response Procedures

Upon the recommendation of CDM, the Blue Plains AWTP has implemented an odor response program with the goal of providing a procedure for receiving and following up on odor complaints, continuing the collection of data on offsite occurrences, and demonstrating to the surrounding community that the DC WASA is proactive in addressing offsite odors. At the time of our site visit, the Blue Plains AWTP had not received an odor complaint in over three years.

Biosolids and Pathogens

The Blue Plains AWTP generates over 1,200 wet tons per day of biosolids, which are stabilized onsite and beneficially used for agriculture and gravel mine reclamation in over 35 counties in Maryland and Virginia. Although the facility has obtained a substantial amount of data relating to odors and odor control in specific wastewater treatment processes, the majority of the analyzed data focused on improvements to the biosolids processes

The facility's treatment of biosolids complies with EPA Section 503 and is accomplished by reducing organic sulfur compounds and ammonia compounds by the application of lime to lower the pH, which kills the bacteria. Approximately 60 to 70 truckloads of dried biosolids are transported per day out of the facility directly onto Interstate 295. The trucks typically utilize open top containers covered with a tarp.

Potential pathogens are the bacteria in the facility's effluent to the Potomac River and the biosolids leaving the property. The facility currently performs effluent dechlorination which kills the bacteria. The current discharge permit requires the facility to analyze the effluent for bacteria concentration three times per day with limit set at less than 200 bacteria per 100 milliliters of effluent. The Blue Plains AWTP submits a monthly report to EPA stating that the effluent meets the Potomac River water quality standards. To date, those standards have been met with no violations received by the facility.

Conclusions

EEE concludes that DC WASA has shown a willingness to be a good neighbor by completing a Comprehensive Odor Control Study and installing odor controlling improvements to reduce the odors emitted from the Blue Plains AWTP. In addition, the facility's Odor Control Master Plan and funding of substantial capital improvements for future odor control projects show their ongoing concern regarding the control of nuisance odors. Our report denotes the following:

- ❖ The odor dispersion model under current conditions show that "threshold odor" would occur approximately 11% of the time onsite at the proposed site of the WMATA Southeastern Bus Garage. As planned odor control projects are completed within the next 5 years, the threshold odor would be reached less than 3% of the time, according to the odor dispersion

model. However, if an upset occurs at the facility, there is likely to be more significant odor levels experienced at the proposed WMATA Southeastern Bus Garage site.

- ❖ The proposed WMATA facility will be enclosed and therefore lessen the effect of odors noticed inside the facility. WMATA employees working outside or coming to or leaving the facility would probably have the greatest potential to experience objectionable odor levels.
- ❖ Blue Plains AWTP has not received an odor complaint in the last 3 years.
- ❖ Pathogens appear to be controlled within the Blue Plains AWTP on a continuous basis with no regulatory violations.
- ❖ Through a general health and welfare provision, the DDOE has limited regulatory and enforcement authority over odor levels emitted from the Blue Plains AWTP. No inspections or odor-related violations have occurred at the facility.

EEE appreciates the opportunity to provide these environmental consulting services to you. If you have any questions or need additional information please contact us at (804) 883-0016.

Sincerely,

EEE Consulting, Inc.



Ross A. Ward, PE
Senior Engineer



Ian G. Frost, AICP, CEP
President

E

**Traffic Impact Assessment of
Proposed Bus Facility at DC
Village, Washington, DC**

***Traffic Impact Assessment of the Proposed Bus Garage
at DC Village
Washington DC***



Prepared for
Washington Metropolitan Area Transit Authority
Washington, DC

Prepared by
PB Americas, Inc.
Washington, DC

April 30, 2006

Introduction

This technical memorandum includes: A) An outline of the existing bus operation at WMATA's Southeastern Division, and B) a planning and transportation analysis of the proposed subject site at DC Village, including the potential WMATA bus routes leaving and entering the facility. The analysis was prepared in response to a request from the District of Columbia's Office of Property Management (OPM) for an assessment of the proposed relocation of WMATA's Southeastern Bus Garage from M Street SE to a site at DC Village. It includes an analysis of possible bus routes traveling to and from the new garage. Figure 1 (below) shows the location of the current bus facility with respect to the proposed relocation at DC Village.

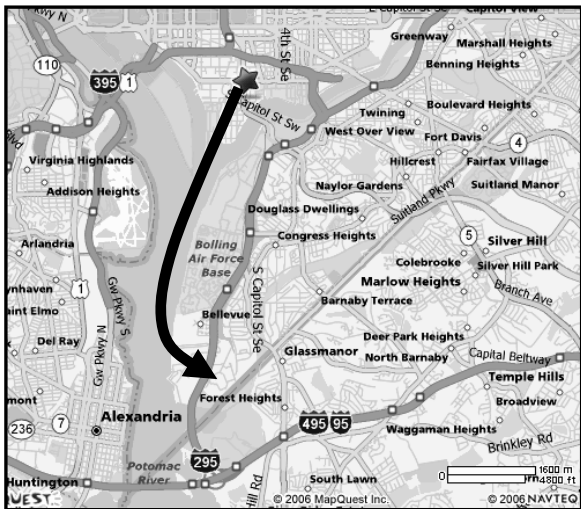


Figure-1: Location of current bus facility with respect to proposed DC Village location (Source: www.mapquest.com)

The analysis includes possible bus routes for the facility for the years 2007, 2011, and 2030. For 2011 and 2030, the analysis examined two scenarios: a no-build option in which the Southeastern Garage continues to operate at its current location, and relocation of the garage facility to DC Village.

The Southeastern Bus Garage is to be relocated in 2008 to make way for redevelopment of the bus facility site. The facility is situated adjacent to the

Navy Yard Metrorail Station, directly between that station and the new Washington Nationals Major League Ballpark, which is scheduled to open in April, 2008. The facility is bounded by M Street SE to the north, N Street SE to the south, Van Street SE to the west, and Half Street SE to the east.

Location

DC Village is located just east of I-295, across the interstate from the Blue Plains Wastewater Treatment Plant and the Naval Research Laboratories. DC Village comprises several DC government buildings on a site bounded by Blue Plains Drive SE and DC Village Lane SE. Drivers can access DC Village by using Martin Luther King Jr. Avenue or I-295.

The portion of DC Village that is currently being considered for relocation of WMATA's Southeastern Garage (the "subject site") is located at the intersection of Shepherd Parkway and Blue Plains Drive, SW (location shown in Figure-2). The subject site is comprised of 16.5 acres and contains six existing buildings. The Central Building and Cottages 4 and 5 house the District's hypothermia shelter and overflow homeless shelter. The Infirmary, Director's house, and Chapel are currently vacant and in a state of disrepair. The Infirmary is slated to be demolished.

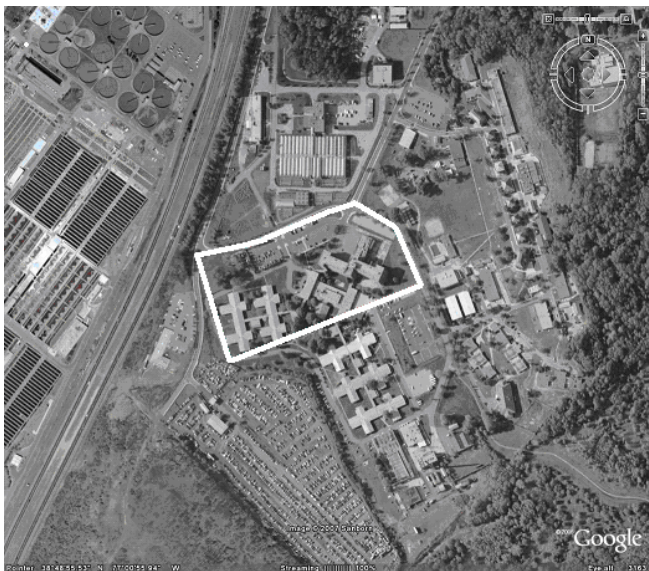


Figure-2: Aerial view showing proposed location of Southeastern Bus Garage (Source: www.GoogleMaps.com)

Located to the south of the subject site is the Metropolitan Police Department (MPD) Impoundment Lot, buildings occupied by MPD, and a Department of Human Services (DHS) homeless shelter. Across Blue Plains Drive to the north of the subject site is property owned by the U.S. Government and controlled by the Architect of the Capitol. Also located in this area are greenhouses for the U.S. Botanical Garden that are used as to screen deliveries for the U.S. Capitol. The nearest residentially-zoned area is the Bellevue neighborhood, approximately 1,800 feet (.34 mile) from the subject site.

Purpose

The purpose of the study was to determine the most appropriate primary and secondary bus routes between predetermined terminals and the bus facility, and to analyze the impact of the relocation of the new bus garage to DC Village for four different time periods in a week day. The following sections illustrate the various options buses would take under various scenarios, time periods and years. Below is a list of the analysis years and scenarios studied in this report:

- 2007 Analysis - Current Conditions
- 2011 Analysis with no change - no relocation of bus facility
- 2011 Analysis Relocation - relocation of bus facility to DC Village
- 2030 Analysis with no change - no relocation of bus facility
- 2030 Analysis Relocation - relocation of bus facility to DC Village

Bus Garage Generation and Possible Routes

Buses are planned to depart the garage at 4:00 AM. The peak facility generation was observed during the period 5:30AM-6:30AM. In the current plan, all the buses are expected to pull out of the garage at 8:00AM and there will be only pull-ins in the next three hours. There will be both pull-ins and pull-outs from 11:00AM until 2:45PM (14:45) and only pull-outs during the period 2:45PM-5:00PM (14:45-17:00). The pull outs and the facility activity will cease at 3:00AM.

As mentioned earlier, four different traffic peak periods were considered in this analysis. Since the AM peak period for the bus garage will be 5:30AM-6:30AM and the traffic on I-295 and local streets will increase at 6:00AM, then the first AM period chosen for analysis was 5:30AM-6:30AM. The second AM period that was analyzed is 7:00AM-8:00AM, which is the typical AM peak hour for roadways in this study area, especially for the South Capitol Street

Bridge and Anacostia neighborhood. However, bus generation during 7:00AM-8:00AM is not as high as it is during 5:30AM-6:30AM.

The first PM period analyzed was 3:00PM-4:00PM (15:00-16:00), which is the period when the highest traffic volumes were observed on I-295. The facility generation is expected to be high during this period. The second PM period for analysis was 5:00PM-6:00PM (17:00-18:00) since the traffic volumes on I-295 are still high at this time and buses are planned to return to the garage after 5:00PM. The impact that the new bus garage will have on Overlook Avenue SW and in the area of Bolling Air Force Base (AFB) was captured by analyzing the operation in this period. It should be noted that Overlook Avenue SW and the Bolling AFB area are affected by only the *inbound* bus trips.

Another PM peak traffic period in the area is 4:00PM-5:00PM (16:00-17:00). However, the relocation of the garage will not have a significant impact on the traffic during this time period. As seen below in Table-1, the bus garage generation is going to be low between 4:00PM and 5:00PM. Additionally, there will be only 12 in and 6 out employee vehicle trips during that hour in 2011, which will increase to 15 in and 8 out in 2030. As such, 4:00PM-5:00PM was not considered as part of this analysis.

Table-1: Bus Garage Generations and Attractions during 4:00PM-5:00PM (16:00-17:00)

Time Period	2011			2030		
	Revenue Buses In Operations	Pull-Outs	Pull-Ins	Revenue Buses In Operations	Pull-Outs	Pull-Ins
16:00	158	8	-	198	10	-
16:15	160	2	-	200	3	-
16:30	160	0	-	200	0	-
16:45	160	0	-	200	0	-

The PM peak hour for the garage in terms of pull-ins will be 6:45PM-7:45PM (18:45-19:45). This period was not included in our study since the peak traffic period ends before 6:30PM (18:30).

Trip Generations and Attractions

The relocated WMATA bus garage will house 250 buses and approximately 450 employees in 2030. Approximately 280 employees are expected to arrive at the bus garage at 7:00AM¹. The numbers of employees arriving or departing the site in 2011 and 2030 for the AM and PM periods are shown in Table-2 (below).

Table-2: Employee Trip Generation

Period	Direction	2011			2030		
		Bus Maintenance Staff	Bus Transportation Staff	Total	Bus Maintenance Staff	Bus Transportation Staff	Total
5:30 - 6:30	In	33	30	63	41	37	78
	Out	0	0	0	0	0	0
7:00 - 8:00	In	0	12	12	0	15	15
	Out	33	0	33	41	0	41
15:00 - 16:00	In	0	30	30	0	38	38
	Out	33	20	53	41	25	66
17:00 - 18:00	In	0	20	20	0	25	25
	Out	0	0	0	0	0	0

**It was assumed that all employees would arrive via single occupancy vehicle.*

The proposed bus garage is planned to house 200 and 250 buses in 2011 and 2030, respectively. The details of the bus activity at the facility are shown in Table-3 (below).

Table-3 Details of the Bus Activity

Time Period	2011			2030		
	Revenue Buses In Operation	Pull-Outs	Pull-Ins	Revenue Buses In Operation	Pull-Outs	Pull-Ins
5:30	70	10	-	88	13	-
5:45	90	20	-	113	25	-
6:00	106	16	-	133	20	-
6:15	120	14	-	150	18	-

¹ HNTB. WMATA Bus Garage Assessment, September 12, 2006.

Time Period	2011			2030		
	Revenue Buses In Operation	Pull-Outs	Pull-Ins	Revenue Buses In Operation	Pull-Outs	Pull-Ins
7:00	150	8	-	188	10	-
7:15	156	6	-	195	8	-
7:30	160	4	-	200	5	-
7:45	160	0	-	200	0	-
15:00	122	12	-	153	15	-
15:15	140	18	-	175	23	-
15:30	146	6	-	183	8	-
15:45	150	4	-	188	5	-
17:00	156	-	5	195	-	5
17:15	154	-	3	193	-	3
17:30	146	-	10	183	-	10
17:45	136	-	13	170	-	13

The total bus and employee vehicle generations and attractions of the bus facility for the scenario years and peak periods are summarized in Table-4 (below).

Table-4: Summary of the Facility's Activity

Period	Direction	2011		2030	
		Buses	Employee Vehicles	Buses	Employee Vehicles
5:30 - 6:30	In	0	63	0	78
	Out	60	0	76	0
7:00 - 8:00	In	0	12	0	15
	Out	18	33	23	41
15:00 - 16:00	In	0	30	0	38
	Out	40	53	51	66
17:00 - 18:00	In	31	20	31	25
	Out	0	0	0	0

Possible Primary and Secondary Routes

The proposed bus garage may be accessed from I-295 via Shepherd Parkway SW or from Martin Luther King, Jr. Avenue SW via Blue Plains Drive SW. As mentioned in the September 2006 HNTB report, the intersection of Martin

Luther King, Jr. Avenue SE and Blue Plains Drive SW is not suitable for bus operations and the skew of the intersection limits the sight distance of the drivers. However, this approach can be used as a route for the employee vehicles. Shepherd Parkway, SW , Laboratory Road, Overlook Avenue, SW, and Chesapeake Street, SW have enough sight distance for buses and the intersections of these roadways are known to be suitable for bus operations since WMATA's A4 and A5 buses already operate on these roadways.

There would be two primary routes for the buses traveling southbound to the DC Village site: One would be I-295 via Overlook Avenue SW and Shepherd Parkway SW. As seen in Figure-3 and Figure-4 below, buses would exit I-295 at Exit-1, travel on Overlook Avenue SW, make a left onto Laboratory Road SW, and then a right onto Shepherd Parkway SW.



Figure-3: Access to DC Village via Overlook Avenue, SW and Shepherd Parkway, SW
(Source: www.GoogleMaps.com)



Figure-4: Overlook Avenue, SW Corridor Avenue, SW and Shepherd Parkway, SW
(Source: www.GoogleMaps.com)

As seen in Figure-5 and Figure-6, buses coming from the northern terminals may travel to I-295 via the Frederick Douglas Memorial Bridge and Suitland Parkway SE, via the 11th Street Bridges, or via the John Philip Sousa Bridge (Pennsylvania Avenue SE). As shown in Figure-5 and Figure-7, some of the buses would not need to use I-295 due to the location of their origin

terminals. They may travel to Overlook Avenue SW via Firth Sterling Avenue SE and South Capitol Street, or via Malcolm X Avenue SE and South Capitol Street SW. Once on Overlook Avenue, they would follow the same path as the first route.



Figure-5: Access to I-295 via S Capitol St SB & 11th Street Bridge and to S Capitol St SB via Firth Sterling Avenue, SE (Source: www.GoogleMaps.com)



Figure-6: Access to I-295 via Pennsylvania Avenue SE, and Minnesota Avenue SE (Source: www.GoogleMaps.com)



Figure-7: Access to Overlook Corridor via Malcolm X Ave SE and S Capitol St SB (Source: www.GoogleMaps.com)

If I-295 is blocked, there are alternatives for the buses traveling southbound. Buses that use the Frederick Douglas Memorial Bridge and Suitland Avenue to access I-295 may proceed south on South Capitol Street to reach Overlook Avenue. The buses using the 11th Street Bridges and Pennsylvania Avenue SE may use Martin Luther King, Jr. Avenue SE to either Malcolm X Avenue SE and South Capitol Street, or Chesapeake Street SW to reach Overlook Avenue SW.

The buses leaving the facility and traveling northbound would have only one primary route to reach their destination terminals. After buses reach the intersection of Laboratory Road SW and Shepherd Parkway SW, as shown in Figure-8 and Figure-9, they would be directed to use I-295. Buses would continue via one of the following routes: Exit 2 to Malcolm X Avenue SE, Exit 3 to Sumner Road SE and then Firth Sterling Avenue SE, Exit 4 to Suitland Parkway SE and then South Capitol Street, the 11th Street Bridge, or the John Philip Sousa Bridge. Exit points are shown in Figure-10, Figure-11, and Figure-12.



Figure-8: Access to I-295 NB from DC Village
(Source: www.GoogleMaps.com)



Figure-9: Common Bus Route after Shepherd Pkwy SW
(Source: www.GoogleMaps.com)



Figure-10: Exit at Malcolm X Avenue SE
(Source: www.GoogleMaps.com)



Figure-11: Exit-3 and Exit-4
(Source: www.GoogleMaps.com)



Figure-12: Exit points for the Buses
with the Destinations of Pennsylvania
Ave SE and Minnesota Ave SE.
(Source: www.GoogleMaps.com)

If northbound I-295 is blocked, buses traveling north from the DC Village site may use Laboratory Road SW, Overlook Avenue SW, and Chesapeake Street SW to reach the intersection of South Capitol Street and Martin Luther King, Jr. Avenue SE. Beyond this intersection, buses may travel on South Capitol Street to I-295 via the on-ramp, continue on South Capitol Street, or proceed on Martin Luther King, Jr. Avenue SE to access to I-295 via Malcolm X Avenue SE. Buses could also travel to the Frederick Douglas Memorial

Bridge, 11th Street Bridge and John Philip Sousa Bridge via Martin Luther King, Jr. Avenue SE.

Trip Distributions

As mentioned earlier, there will be a different number of employee vehicles and buses traveling to and from the site during the AM and PM peak hour periods. Throughout the study, buses were assigned to only primary routes and it was assumed that they would not access or leave the DC Village area via Blue Plains Drive SW. On the other hand, employee vehicles were assumed to use Blue Plains Drive SW and Martin Luther King, Jr. Avenue SE. While most of the employees would be traveling from Virginia and Maryland via northbound I-295 during the AM periods, in the PM periods they would be traveling from mostly 11th Street Bridge, Frederick Douglas Memorial Bridge, and I-295 beyond the Officer Kevin Welsh Memorial Bridge. The main destinations for employees leaving the site would be the 11th Street Bridge both in the AM and PM periods, the Frederick Douglas Memorial Bridge in the AM periods, and southbound I-295 in the PM periods. The distribution percentages for employee vehicles are shown in Table-5 to Table-8.

Table-5: Trip Distribution Percentages for Employee Vehicles for 5:30-6:30

In (Attraction)				Out (Generation)			
Direction		Percentage		Direction		Percentage	
		2011	2030			2011	2030
From	I-295 NB	40%	53%	To	I-295 SB	12%	14%
	Chesapeake St SW	5%	4%		Chesapeake St SW	2%	2%
	Malcolm V Avenue SE	4%	3%		Malcolm V Avenue SE	2%	1%
	S Capitol St SW	12%	5%		S Capitol St SE	25%	23%
	11th Street Bridge SB	12%	10%		11th Street Bridge NB	38%	31%
	I-295 SB (Beyond 11th St Bridge)	27%	25%		I-295 NB (Beyond 11th St Bridge)	21%	29%

Table-6: Trip Distribution Percentages for Employee Vehicles for 7:00-8:00

In (Attraction)				Out (Generation)			
Direction		Percentage		Direction		Percentage	
		2011	2030			2011	2030
From	I-295 NB	34%	43%	To	I-295 SB	15%	15%
	Chesapeake St SW	3%	5%		Chesapeake St SW	1%	1%
	Malcolm V Avenue SE	6%	6%		Malcolm V Avenue SE	2%	2%
	S Capitol St SW	15%	8%		S Capitol St SE	29%	30%
	11th Street Bridge SB	13%	14%		11th Street Bridge NB	37%	31%
	I-295 SB (Beyond 11th St Bridge)	29%	24%		I-295 NB (Beyond 11th St Bridge)	16%	21%

Table-7: Trip Distribution Percentages for Employee Vehicles for 15:00-16:00

In (Attraction)				Out (Generation)			
Direction		Percentage		Direction		Percentage	
		2011	2030			2011	2030
From	I-295 NB	9%	16%	To	I-295 SB	35%	39%
	Chesapeake St SW	1%	1%		Chesapeake St SW	3%	3%
	Malcolm X Avenue SE	3%	2%		Malcolm X Avenue SE	4%	4%
	S Capitol St SW	28%	30%		S Capitol St SE	17%	17%
	11th Street Bridge SB	33%	31%		11th Street Bridge NB	23%	19%
	I-295 SB (Beyond 11th St Bridge)	26%	20%		I-295 NB (Beyond 11th St Bridge)	18%	18%

Table-8: Trip Distribution Percentages for Employee Vehicles for 17:00-18:00

In (Attraction)				Out (Generation)			
Direction		Percentage		Direction		Percentage	
		2011	2030			2011	2030
From	I-295 NB	16%	18%	To	I-295 SB	30%	34%
	Chesapeake St SW	1%	1%		Chesapeake St SW	3%	4%
	Malcolm X Avenue SE	3%	2%		Malcolm X Avenue SE	5%	5%
	S Capitol St SW	25%	31%		S Capitol St SE	15%	17%
	11th Street Bridge SB	31%	32%		11th Street Bridge NB	27%	20%
	I-295 SB (Beyond 11th St Bridge)	24%	16%		I-295 NB (Beyond 11th St Bridge)	20%	20%

While the main destination for buses would be Malcolm X Avenue SE for both 5:30AM-6:30AM and 7:00AM-8:00AM, the main destination for the 3:00PM-4:00PM and 5:00PM-6:00PM periods would be the Anacostia Metrorail Station. The percentages for each destination and time period are shown in Table-9 (below).

Table-9: Bus Trip Distribution Percentages

Destination or Origin	AM Pull-Outs	PM Pull-Outs	PM Pull-Ins
Malcolm X Avenue	50%	19%	19%
Anacostia Station	28%	35%	35%
South Capitol Street Bridge	9%	27%	27%
11th Street Bridge	2%	8%	8%
Pennsylvania Avenue	8%	4%	4%
Minnesota Avenue Station	2%	8%	8%

There was no available data for the PM pull-in percentages. It was assumed that the origins for 5:00PM-6:00PM would have the same percentages as the destinations for 3:00PM-4:00PM for the purposes of this analysis.

Trip Assignments

It was assumed that 50% of the vehicles traveling to or from the north, in other words the employees whose origins or destinations are Chesapeake Street SW, Malcolm X Avenue SE, the Frederick Douglas Memorial Bridge, the 11th Street Bridge, or I-295 beyond the 11th Street Bridge, would use Martin Luther King, Jr. Avenue. The remaining half would use I-295 and Overlook Avenue SW to reach the site or their destinations. The origins, destinations, paths and number of vehicles that were assigned to these paths are shown in Table-10 to Table-13.

Table-10: Employee Vehicles Assignment for 5:30-6:30

		In (Attraction)			Out (Generation)			
Origin	Assigned Roadway	# of Assigned Vehicles 2011	# of Assigned Vehicles 2030	Destination	Assigned Roadway	# of Assigned Vehicles 2011	# of Assigned Vehicles 2030	
From	I-295 NB	I-295 NB	25	41	I-295 SB	I-295 SB	0	0
		Martin Luther King, Jr. Avenue, SE	0	0		Martin Luther King, Jr. Avenue, SE	0	0
	Chesapeake St, SW	Overlook Ave SW	2	2	Chesapeake St SW	Overlook Ave SW	0	0
		Martin Luther King, Jr. Avenue, SE	1	1		Martin Luther King, Jr. Avenue, SE	0	0
	Malcolm X Avenue, SE	S Capitol St, SW	1	1	Malcolm X Avenue SE	I-295 NB	0	0
		Martin Luther King, Jr. Avenue, SE	1	1		Martin Luther King, Jr. Avenue, SE	0	0
	S Capitol St, SW	I-295 SB	4	2	S Capitol St SE	I-295 NB	0	0
		Martin Luther King, Jr. Avenue, SE	4	2		Martin Luther King, Jr. Avenue, SE	0	0
	11th Street Bridge SB	I-295 SB	4	4	11th Street Bridge NB	I-295 NB	0	0
		Martin Luther King, Jr. Avenue, SE	4	4		Martin Luther King, Jr. Avenue, SE	0	0
	I-295 SB (Beyond 11 th St Bridge)	I-295 SB	9	10	I-295 NB (Beyond 11 th St Bridge)	I-295 NB	0	0
		Martin Luther King, Jr. Avenue, SE	8	10		Martin Luther King, Jr. Avenue, SE	0	0

Table-11: Employee Vehicles Assignment for 7:00-8:00

		In (Attraction)				Out (Generation)			
Origin	Assigned Roadway	# of Assigned Vehicles 2011	# of Assigned Vehicles 2030	Destination	Assigned Roadway	# of Assigned Vehicles 2011	# of Assigned Vehicles 2030		
From	I-295 NB	I-295 NB	4	6	I-295 SB	I-295 SB	5	6	
		Martin Luther King, Jr. Avenue, SE	0	0		Martin Luther King, Jr. Avenue, SE	0	0	
	Chesapeake St, SW	Overlook Ave SW	0	1	Chesapeake St SW	Overlook Ave SW	0	0	
		Martin Luther King, Jr. Avenue, SE	0	0		Martin Luther King, Jr. Avenue, SE	0	0	
	Malcolm X Avenue, SE	S Capitol St, SW	1	1	Malcolm X Avenue SE	I-295 NB	1	1	
		Martin Luther King, Jr. Avenue, SE	0	0		Martin Luther King, Jr. Avenue, SE	0	0	
	S Capitol St, SW	I-295 SB	1	1	S Capitol St SE	I-295 NB	5	6	
		Martin Luther King, Jr. Avenue, SE	1	0		Martin Luther King, Jr. Avenue, SE	5	6	
	11th Street Bridge SB	I-295 SB	1	1	11th Street Bridge NB	I-295 NB	6	7	
		Martin Luther King, Jr. Avenue, SE	1	1		Martin Luther King, Jr. Avenue, SE	6	6	
	I-295 SB (Beyond 11 th St Bridge)	I-295 SB	2	2	I-295 NB (Beyond 11 th St Bridge)	I-295 NB	3	5	
		Martin Luther King, Jr. Avenue, SE	1	2		Martin Luther King, Jr. Avenue, SE	2	4	

Table-12: Employee Vehicles Assignment for 15:00-16:00

		In (Attraction)				Out (Generation)			
Origin	Assigned Roadway	# of Assigned Vehicles 2011	# of Assigned Vehicles 2030	Destination	Assigned Roadway	# of Assigned Vehicles 2011	# of Assigned Vehicles 2030		
From	I-295 NB	I-295 NB	3	6	I-295 SB	I-295 SB	19	26	
		Martin Luther King, Jr. Avenue, SE	0	0		Martin Luther King, Jr. Avenue, SE	0	0	
	Chesapeake St, SW	Overlook Ave SW	0	0	Chesapeake St SW	Overlook Ave SW	1	1	
		Martin Luther King, Jr. Avenue, SE	0	0		Martin Luther King, Jr. Avenue, SE	1	1	
	Malcolm X Avenue, SE	S Capitol St, SW	1	1	Malcolm X Avenue SE	I-295 NB	1	2	
		Martin Luther King, Jr. Avenue, SE	0	0		Martin Luther King, Jr. Avenue, SE	1	1	
	S Capitol St, SW	I-295 SB	4	6	S Capitol St SE	I-295 NB	5	6	
		Martin Luther King, Jr. Avenue, SE	4	5		Martin Luther King, Jr. Avenue, SE	4	5	
	11th Street Bridge SB	I-295 SB	5	6	11th Street Bridge NB	I-295 NB	6	6	
		Martin Luther King, Jr. Avenue, SE	5	6		Martin Luther King, Jr. Avenue, SE	6	6	
	I-295 SB (Beyond 11 th St Bridge)	I-295 SB	4	4	I-295 NB (Beyond 11 th St Bridge)	I-295 NB	5	6	
		Martin Luther King, Jr. Avenue, SE	4	4		Martin Luther King, Jr. Avenue, SE	4	6	

Table-13: Employee Vehicles Assignment for 17:00-18:00

		In (Attraction)			Out (Generation)			
From	Origin	Assigned Roadway	# of Assigned Vehicles 2011	# of Assigned Vehicles 2030	Destination	Assigned Roadway	# of Assigned Vehicles 2011	# of Assigned Vehicles 2030
To	I-295 NB	I-295 NB	3	5	I-295 SB	I-295 SB	0	0
		Martin Luther King, Jr. Avenue, SE	0	0		Martin Luther King, Jr. Avenue, SE	0	0
	Chesapeake St, SW	Overlook Ave SW	0	0	Chesapeake St SW	Overlook Ave SW	0	0
		Martin Luther King, Jr. Avenue, SE	0	0		Martin Luther King, Jr. Avenue, SE	0	0
	Malcolm X Avenue, SE	S Capitol St, SW	1	0	Malcolm X Avenue SE	I-295 NB	0	0
		Martin Luther King, Jr. Avenue, SE	0	0		Martin Luther King, Jr. Avenue, SE	0	0
	S Capitol St, SW	I-295 SB	3	4	S Capitol St SE	I-295 NB	0	0
		Martin Luther King, Jr. Avenue, SE	2	4		Martin Luther King, Jr. Avenue, SE	0	0
	11th Street Bridge SB	I-295 SB	3	4	11th Street Bridge NB	I-295 NB	0	0
		Martin Luther King, Jr. Avenue, SE	3	4		Martin Luther King, Jr. Avenue, SE	0	0
	I-295 SB (Beyond 11 th St Bridge)	I-295 SB	3	2	I-295 NB (Beyond 11 th St Bridge)	I-295 NB	0	0
		Martin Luther King, Jr. Avenue, SE	2	2		Martin Luther King, Jr. Avenue, SE	0	0

Unlike employee vehicles, buses are not expected to travel on Blue Plains Drive SW. Thus, all the out bus trips were assigned along I-295. However, the incoming bus trips with an origin of Malcolm X Avenue SE and Anacostia Metrorail Station were assigned to South Capitol Street. The trips from the Anacostia Metrorail Station were assigned to South Capitol Street via Firth Sterling Avenue SE. The details of the bus assignments are given in Table-14 (below).

Table-14: Bus Assignments for All Periods

Destination or Origin	5:30-6:30 AM Pull-Outs		7:00-8:00 AM Pull-Outs		15:00-16:00 PM Pull-Outs		17:00-18:00 PM Pull-Ins	
	2011	2030	2011	2030	2011	2030	2011	2030
Malcolm X Avenue	30	38	9	12	8	9	6	6
Anacostia Station	17	21	5	7	14	18	11	11
South Capitol Street Bridge	6	7	2	2	11	14	8	8
11th Street Bridge	1	2	0	0	3	4	3	3
Pennsylvania Avenue	5	6	2	2	1	2	1	1
Minnesota Avenue Station	1	2	0	0	3	4	2	2

Traffic Analysis

2007 Traffic Conditions

The study area includes the DC Village area, Bolling Gates, Overlook Corridor, the Malcolm X Avenue SE interchanges, the Anacostia Metrorail Station area, Firth Sterling Avenue SE, South Capitol Street, Martin Luther King, Jr. Avenue, and the 11th Street Bridges. Synchro 7 was used to assess the existing conditions of the area for four different time periods: 5:30AM-6:30AM, 7:00AM-8:00AM, 3:00PM-4:00PM, and 5:00PM-6:00PM. The traffic volumes from the South Capitol Street Environmental Impact Statement (EIS) and the Middle Anacostia Corridors (MAC) Transportation Study, as well as counts taken by the District Department of Transportation (DDOT) and Bolling AFB, were used in the analysis. Some traffic counts were performed for the missing critical intersections in the DC Village area. The available data for the Anacostia Station Neighborhood, Firth Sterling Avenue SE, South Capitol Street, Martin Luther King, Jr. Avenue, and the 11th Street Bridges were for only the 7:00AM-8:00AM and 5:00PM-6:00PM periods. Based on the counts done in the area, it was assumed that 5:30AM-6:30AM would be 65% of the 7:00AM-8:00AM counts, and the 3:00PM-4:00PM traffic volumes would be 99% of the 5:00PM-6:00PM counts. This factor was applied to the volumes in the area bounded by the 11th Street Bridge, Defense Boulevard SW, Firth Sterling Avenue SE, Martin Luther King, Jr. Avenue, and Pennsylvania Avenue SE, excluding I-295. The current volumes are shown in Table-1 to Table-4 of the Appendix.

During the traffic counts, it was observed that while the intersection of Chesapeake Street SW and Overlook Avenue SW is controlled by police officers during the AM and PM peak hours, usually 7:15AM to 8:00AM and 4:30PM to 5:45PM. The signalization of the Bolling AFB gate (Chappie James Blvd SW at Overlook Avenue SW) is only interrupted by police officers the PM peak hours. Thus, the operation of these two intersections were modeled in Synchro by using optimized fully actuated signalization in 5:00PM-6:00 PM

models. However, only Chesapeake Street SW at Overlook Avenue, SW was modeled by optimized actuated timing in the 7:00AM-8:00 AM model. As seen in Table-15, DC Village and Overlook Avenue corridor operate under acceptable delays and levels of service (LOS). Malcolm X Avenue SE at the South Capitol Street ramps has significantly high delays and operates with an LOS of F. In the Anacostia area, while all the intersections have lower delays during 5:30AM-6:30 AM, some of intersection begins operating with higher delays after 7:00AM.

Table-15: Delays and LOS for the Critical Intersections in 2007

Year	2007				2007				2007							
	5:30 am- 6:30 am		7:00 am- 8:00 am		15:00-16:00		17:00-18:00		5:30 am- 6:30 am		7:00 am- 8:00 am		15:00-16:00		17:00-18:00	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Shepherd Pkwy SW & DC Village Ln SW	7.3	A	8.4	A	8.1	A	7.5	A								
DOH Driveway & DC Village Ln SW	1.3	A	2.9	A	6.5	A	3.3	A								
Blue Plains Dr SW & DC Village Ln SW	7.7	A	7.6	A	7.9	A	7.6	A								
Martin Luther King, Jr. Avenue SW & Blue Plains Dr SW	1.4	A	1.4	A	2.9	A	2.0	A								
Laboratory Rd SW & Shepherd Pkwy SW	10.5	B	11.6	B	11.9	B	13.6	B								
I-295 Interchange 1 NB On-ramp (pc/rmi/ln)	33.0	D	33.8	D	14.2	B	24.5	C								
Laboratory Rd SW & Overlook Avenue SW	14.3	B	20.0	B	13.0	B	24.8	C								
Overlook Ave SW & Chesapeake St SW	27.1	C	25.8	C	39.8	D	26.6	C								
Chappie James Blvd SW & Overlook Ave SW	8.8	A	11.7	B	15.9	B	11.3	B								
Malcolm X Avenue SE & I-295 Ramps	7.8	A	17.9	B	2.0	A	3.0	A								
Malcolm X Avenue SE & S Capitol Street NB ramp	44.7	D	157.2	F	278.1	F	588.8	F								
Malcolm X Avenue SE & S Capitol Street SB ramp	32.0	C	124.9	F	110.5	F	321.2	F								
Defense Blvd & SB S Capitol Street	24.5	C	37.0	D	76.8	E	78.6	E								
Firth Sterling Avenue SE & Summer Rd SE	3.9	A	5.9	A	9.8	A	8.8	A								
Firth Sterling Avenue SE & Suitland Pkwy SE	17.4	B	35.2	D	60.1	E	64.8	E								
Firth Sterling Avenue SE & Howard Rd SE	14.1	B	36.3	D	72.1	E	81.8	F								
Martin Luther King, Jr. Avenue SE & Summer Rd SE	4.8	A	5.9	A	7.9	A	7.9	A								
Martin Luther King, Jr. Avenue SE & Howard Rd SE	30.4	C	43.3	D	94.6	F	97.4	F								
Martin Luther King, Jr. Avenue SE & W Street SE	5.8	A	6.6	A	16.3	B	16.2	B								
Martin Luther King, Jr. Avenue SE & Good Hope Road SE	23.6	C	25.6	C	113.2	F	115.7	F								
NB S. Capitol St. & NB Suitland Pkwy SE	22.9	C	45.3	D	20.7	C	20.8	C								

*Laboratory Road @ Shepherd Pkwy, SW and I-295 Interchange 1 NB On-ramp were analyzed by HCS

2011 Traffic Conditions

The 2007 traffic volumes were increased by one percent per year to obtain the 2011 volumes. The 2011 volumes are shown in Table-5 to Table-8 of the Appendix. The intersections in the DC Village area and the intersections with low delays in 2007 are expected to continue to operate under acceptable delays and LOS in 2011. As in 2007, Overlook Avenue SW at Chesapeake Street SW will operate at a high delay and LOS D during the 3:00PM-4:00PM period. Once bus and employee in/out trips were distributed to the study area, it was observed that there would not be any significant changes in delays. The slight increases in delays on Martin Luther King, Jr. Avenue were due to the employee vehicles that access the DC Village site via Blue Plains Dr, SW. The delays and LOS for before and after the relocation are shown in Table-16 and Table-17.

Table-16: Delays and LOS for the Critical Intersections in 2011 without the Project

Year	2011 No Build		2011 No Build		2011 No Build		2011 No Build	
	5:30 - 6:30	7:00 - 8:00	15:00-16:00	17:00-18:00	Delay	LOS	Delay	LOS
Time Period	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Shepherd Pkwy SW & DC Village Ln SW	7.3	A	8.4	A	8.2	A	7.5	A
DOH Driveway & DC Village Ln SW	1.3	A	2.9	A	6.6	A	3.3	A
Blue Plains Dr SW & DC Village Ln SW	7.8	A	7.7	A	7.9	A	7.6	A
Martin Luther King, Jr. Avenue SW & Blue Plains Dr SW	1.4	A	1.4	A	2.9	A	2.1	A
Laboratory Rd SW & Shepherd Pkwy SW	10.8	B	11.8	B	12.2	B	14.0	B
I-295 Interchange 1 NB On-ramp (pc/rmi/ln)	35.0	E	34.1	D	14.6	B	25.4	C
Laboratory Rd SW & Overlook Avenue SW	15.8	B	20.9	C	14.0	B	21.1	C
Overlook Ave SW & Chesapeake St SW	27.8	C	26.4	C	42.8	D	26.8	C
Chappie James Blvd SW & Overlook Ave SW	8.9	A	12.1	B	16.5	B	11.3	B
Malcolm X Avenue SE & I-295 Ramps	8.0	A	21.6	B	2.1	A	3.1	A
Malcolm X Avenue SE & S Capitol Street NB ramp	49.6	D	174.7	F	302.1	F	594.1	F
Malcolm X Avenue SE & S Capitol Street SB ramp	35.6	D	140.9	F	127.9	F	334.9	F
Defense Blvd & SB S Capitol Street	25.1	C	40.7	D	83.8	F	86.3	F
Firth Sterling Avenue SE & Summer Rd SE	4.0	A	6.3	A	11.8	B	10.4	B
Firth Sterling Avenue SE & Suitland Pkwy SE	17.8	B	42.1	D	70.3	E	76.8	E
Firth Sterling Avenue SE & Howard Rd SE	14.6	B	42.2	D	79.9	E	89.8	F
Martin Luther King, Jr. Avenue SE & Summer Rd SE	4.8	A	6.1	A	8.2	A	8.2	A
Martin Luther King, Jr. Avenue SE & Howard Rd SE	30.9	C	46.1	D	110.6	F	113.3	F
Martin Luther King, Jr. Avenue SE & W Street SE	5.8	A	6.7	A	16.5	B	16.4	B
Martin Luther King, Jr. Avenue SE & Good Hope Road SE	23.8	C	25.8	C	122.9	F	125.4	F
NB S. Capitol St & NB Suitland Pkwy SE	23.8	C	51.7	D	21.0	C	21.1	C

Table-17: Delays and LOS for the Critical Intersections in 2011 with the Project

Year	2011 Build		2011 Build		2011 Build		2011 Build	
	5:30 - 6:30	7:00 - 8:00	15:00-16:00	17:00-18:00	Delay	LOS	Delay	LOS
Time Period	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Shepherd Pkwy SW & DC Village Ln SW	7.9	A	8.6	A	8.7	A	7.6	A
DOH Driveway & DC Village Ln SW	3.7	A	4.2	A	3.3	A	0.0	A
Blue Plains Dr SW & DC Village Ln SW	8.6	A	8.0	A	8.9	A	8.2	A
Martin Luther King, Jr. Avenue SW & Blue Plains Dr SW	1.4	A	1.6	A	3.2	A	2.1	A
Laboratory Rd SW & Shepherd Pkwy SW	11.2	B	12.0	B	13.1	B	14.6	B
I-295 Interchange 1 NB On-ramp (pc/rmi/ln)	35.6	E	34.4	D	15.2	B	25.4	C
Laboratory Rd SW & Overlook Avenue SW	16.2	B	21.3	C	14.9	B	26.5	C
Overlook Ave SW & Chesapeake St SW	28.0	C	26.6	C	44.8	D	32.4	C
Chappie James Blvd SW & Overlook Ave SW	9.0	A	12.1	B	16.9	B	11.9	B
Malcolm X Avenue SE & I-295 Ramps	9.0	A	27.3	D	2.3	A	3.1	A
Malcolm X Avenue SE & S Capitol Street NB ramp	49.8	D	175.2	F	301.9	F	591.0	F
Malcolm X Avenue SE & S Capitol Street SB ramp	35.5	D	140.8	F	127.8	F	333.8	F
Defense Blvd & SB S Capitol Street	25.1	C	40.7	D	83.8	F	89.3	F
Firth Sterling Avenue SE & Summer Rd SE	4.7	A	6.8	A	16.8	C	10.6	B
Firth Sterling Avenue SE & Suitland Pkwy SE	18.2	B	44.4	D	72.4	E	78.7	E
Firth Sterling Avenue SE & Howard Rd SE	16.3	B	45.0	D	86.3	F	90.1	F
Martin Luther King, Jr. Avenue SE & Summer Rd SE	4.8	A	6.1	A	8.1	A	8.2	A
Martin Luther King, Jr. Avenue SE & Howard Rd SE	30.7	C	46.9	D	115.6	F	115.5	F
Martin Luther King, Jr. Avenue SE & W Street SE	5.8	A	6.7	A	16.5	B	16.4	B
Martin Luther King, Jr. Avenue SE & Good Hope Road SE	23.8	C	25.8	C	122.9	F	125.4	F
NB S. Capitol St & NB Suitland Pkwy SE	23.7	C	51.7	D	21.0	C	21.1	C

2030 Traffic Conditions

The 2030 traffic volumes were obtained from the South Capitol Street EIS, the MAC Transportation Study, and the Metropolitan Washington Council of Governments (MWCOG) regional travel demand models. While priority was given to the South Capitol Street EIS and the MAC Transportation Study for the volumes at I-295 and South Capitol Street, the ratios calculated from the counts performed by DDOT on I-295 at the DC city line were used to estimate the traffic volumes on northbound I-295 and southbound I-295 at that point. The 2030 traffic volumes around the DC Village area were obtained by increasing 2007 volumes by one percent per year.

As seen in Table-18, the on-ramp onto I-295 from Laboratory Road will operate at high traffic densities and high delays due to the increase in the volume of not only northbound I-295 but also the on-ramp itself. The increase in vehicles using the on-ramp is expected to be 105.7% and 52.6% in AM and PM peak hours, respectively. Another significant increase in delays is expected to occur at the I-295 off-ramp at Malcolm X Avenue SE. Based on MWCOG model, the 2007 volumes exiting I-295 northbound at Exit-2 will increase by 100.4% and 98.5% for AM and PM periods, respectively. There will not be high delays at this off-ramp in PM peak periods since the volume on this off-ramp is low in the afternoon. However, there were 750 vehicles per hour exiting I-295 and proceeding to Malcolm X Avenue, SE during 7:00AM-8:00 AM in 2003, and it is expected to be more than 1500 vehicles per hour in 2030. The volumes for all critical intersections and time periods are shown in Table-13 to Table-16 in the Appendix.

As seen in Table-18, the average delay at Malcolm X Avenue SE and I-295 off-ramp may increase to 13 minutes from 20 seconds in the next 23 years *due to the vehicles making left turns to Malcolm X Avenue SE*. The addition of buses and employee vehicles increased the delay for this intersection by only 0.5 min. Since there will be 12 buses that need to make a left from the off-ramp during 7:00AM-8:00AM in year 2030, bus operations may be

affected at this intersection if there is such a large increase in traffic volumes at this interchange and at the I-295 off-ramp at Malcolm X Avenue SE. Signalization at these intersections would improve operations in 2030. As seen in Table-19, if the northbound I-295 northbound off-ramp at Malcolm X Avenue SE. is signalized in 2030, the intersection delays will decrease to less than three minutes during 7:00AM-8:00AM. While the signalization reduces the delay for 5:30AM-6:30AM, it results in only small increases in delays for PM periods. However, the I-295 off-ramp at Malcolm X Avenue SE would still operate with LOS A in PM periods in 2030 with optimized pretimed signalization. If this intersection is not signalized by 2030, then the alternative for buses exiting I-295 at Malcolm X Avenue SE would be to use Chesapeake Street SW to reach their destination terminals during the 7:00AM-8:00AM period. There is no concern about sight distances and radii since the Metrobus A4-A5 routes already use this path.

The Synchro results revealed that the intersections on Firth Sterling Avenue SE would operate high delays and low LOS under the no-action scenario in 2030. During PM periods, the intersection of Firth Sterling Avenue SE and Sumner Road SE, which will probably be used by the buses going to the Anacostia Metrorail Station in 2011, will operate with high delays due to the left-turning vehicles from the off-ramp to Firth Sterling Avenue SE. There will be 18 buses that will drive through this intersection while going to Anacostia Metrorail Station during 3:00PM-4:00PM, which will increase the average delay at this intersection by 15 seconds. It should be noted that there is no concern for 5:00PM-6:00PM peak hour, since there will be no outbound bus trips during this period. One alternative for these buses is to exit northbound I-295 at the next exit, proceeding northbound on Suitland Parkway SE, and then taking the ramp to Howard Road SE.

The buses that will be departing at Anacostia Metrorail Station and traveling to DC Village via Firth Sterling Avenue SE and South Capitol Street during 5:00PM-6:00PM will not experience high delays on their paths. The delays

and LOS before and after the relocation are summarized in Table-18 and Table-19.

Firth Sterling Avenue SE at Howard Road SE is one intersection that will be operating with LOS F in 2030 for all peak hours except for the 5:30AM-6:30AM period. This intersection will be used by both metro buses and employee vehicles. The Synchro results showed that the relocation would have a small impact on this intersection, as the delays and LOS calculations are due to the growth in overall traffic volumes in the area. However, it is possible to reduce the delay significantly at this intersection even if SE Bus Garage is relocated to DC Village. If the signal phasing at this intersection were changed, allowing a permitted + protected left turn phase for the northbound approach on Firth Sterling Avenue SE, and the splits were optimized, it may be possible to keep the delays at Firth Sterling Avenue SE and Howard Road SE between 2.5 and 4 minutes in all the periods except 5:30AM-6:30AM. The average delay at this intersection would be less than 0.5 min with the change in the signal timings during the 5:30AM-6:30AM period.

Table-18: Delays and LOS for the Critical Intersections in 2030 without the Project

Year	2030 No Build		2030 No Build		2030 No Build		2030 No Build	
	5:30 - 6:30	7:00 - 8:00	15:00-16:00	17:00-18:00	Delay	LOS	Delay	LOS
Time Period	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Shepherd Pkwy SW & DC Village Ln SW	7.4	A	8.5	A	8.3	A	7.6	A
DOH Driveway & DC Village Ln SW	1.4	A	2.9	A	6.7	A	3.3	A
Blue Plains Dr SW & DC Village Ln SW	8.0	A	8.0	A	8.3	A	7.9	A
Martin Luther King, Jr. Avenue SW & Blue Plains Dr SW	1.5	A	1.5	A	3.1	A	2.6	A
Laboratory Rd SW & Shepherd Pkwy SW	14.2	A	16.6	C	17.6	C	21.8	C
I-295 Interchange 1 NB On-ramp (pc/rmi/ln)	60.4	F	48.1	F	28.5	D	31.5	D
Laboratory Rd SW & Overlook Avenue SW	18.4	B	34.0	C	26.0	C	64.2	E
Overlook Ave SW & Chesapeake St SW	33.8	C	26.4	C	66.3	E	54.6	D
Chappie James Blvd SW & Overlook Ave SW	7.5	A	11.5	B	25.7	C	13.4	B
Malcolm X Avenue SE & I-295 Ramps	42.2	E	770.5	F	2.6	A	4.8	A
Malcolm X Avenue SE & S Capitol Street NB ramp	369.3	F	518.1	F	335.0	F	548.3	F
Malcolm X Avenue SE & S Capitol Street SB ramp	145.0	F	358.5	F	163.5	F	339	F
Defense Blvd & SB S Capitol Street	21.6	C	51.6	D	135.8	F	145.8	F
Firth Sterling Avenue SE & Summer Rd SE	16.7	C	192.1	F	3842.9	F	3843	F
Firth Sterling Avenue SE & Suitland Pkwy SE	35.9	D	195.3	F	161.4	F	165.8	F
Firth Sterling Avenue SE & Howard Rd SE	49.3	D	206.8	F	570.9	F	579.3	F
Martin Luther King, Jr. Avenue SE & Summer Rd SE	3.8	A	6.1	A	14.3	B	14.6	B
Martin Luther King, Jr. Avenue SE & Howard Rd SE	203.8	F	640.6	F	546.3	F	559.3	F
Martin Luther King, Jr. Avenue SE & W Street SE	8.8	A	9.6	A	26.1	C	26.9	C
Martin Luther King, Jr. Avenue SE & Good Hope Road SE	24.6	C	27.2	C	251.1	F	257.3	F
NB S. Capitol St & NB Suitland Pkwy SE	30.3	C	104.8	F	35.9	D	37.2	D

Table-19: Delays and LOS for the Critical Intersections during AM Periods in 2030 with the Project

Year	2030 Build		2030 Build**		2030 Build		2030 Build**	
	5:30 am- 6:30 am	6:30 am- 7:00 am	5:30 am- 6:30 am	6:30 am- 7:00 am	7:00 am- 8:00 am	8:00 am- 8:30 am	7:00 am- 8:00 am	8:00 am- 8:30 am
Time Period	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Shepherd Pkwy SW & DC Village Ln SW	8.1	A	8.1	A	8.8	A	8.8	A
DOH Driveway & DC Village Ln SW	3.8	A	3.8	A	4.4	A	4.4	A
Blue Plains Dr SW & DC Village Ln SW	9.1	A	9.1	A	8.4	A	8.4	A
Martin Luther King, Jr. Avenue SW & Blue Plains Dr SW	1.4	A	1.4	A	1.8	A	1.8	A
Laboratory Rd SW & Shepherd Pkwy SW	15.7	B	15.7	B	17.2	C	17.2	C
I-295 Interchange 1 NB On-ramp (pc/rmi/ln)	61.2	F	61.2	F	48.5	F	48.5	F
Laboratory Rd SW & Overlook Avenue SW	18.5	B	18.5	B	35.3	D	35.3	D
Overlook Ave SW & Chesapeake St SW	33.9	C	33.9	C	26.6	C	26.6	C
Chappie James Blvd SW & Overlook Ave SW	7.6	A	7.6	A	11.5	B	11.5	B
Malcolm X Avenue SE & I-295 Ramps	45.5	E	39.0	D	811.8	F	165.8	F
Malcolm X Avenue SE & S Capitol Street NB ramp	367.6	F	367.6	F	518.6	F	518.6	F
Malcolm X Avenue SE & S Capitol Street SB ramp	145.4	F	145.4	F	358.3	F	358.3	F
Defense Blvd & SB S Capitol Street	20.9	C	20.9	C	51.6	D	51.6	D
Firth Sterling Avenue SE & Summer Rd SE	21.8	C	21.8	C	200.7	F	200.7	F
Firth Sterling Avenue SE & Suitland Pkwy SE	50.9	D	50.9	D	196.1	F	196.1	F
Firth Sterling Avenue SE & Howard Rd SE	61.1	E	26.5	C	213.7	F	157.7	F
Martin Luther King, Jr. Avenue SE & Summer Rd SE	3.8	A	3.8	A	6.2	A	6.2	A
Martin Luther King, Jr. Avenue SE & Howard Rd SE	204.7	F	204.7	F	640.9	F	640.9	F
Martin Luther King, Jr. Avenue SE & W Street SE	8.8	A	8.8	A	9.6	A	9.6	A
Martin Luther King, Jr. Avenue SE & Good Hope Road SE	24.5	C	24.5	C	27.2	C	27.2	C
NB S. Capitol St & NB Suitland Pkwy SE	29.9	C	29.9	C	104.8	F	104.8	F

** After the changes at I-295 off-ramp @ Malcolm X Avenue SE and Firth Sterling Avenue SE @ Howard Road SE

Table-20: Delays and LOS for the Critical Intersections during PM periods in 2030 with the Project

Year	2030 Build		2030 Build**		2030 Build		2030 Build**	
	15:00-16:00	15:00-16:00	15:00-16:00	15:00-16:00	17:00-18:00	17:00-18:00	17:00-18:00	17:00-18:00
Time Period	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Shepherd Pkwy SW & DC Village Ln SW	9.1	A	9.1	A	7.7	A	7.7	A
DOH Driveway & DC Village Ln SW	3.6	A	3.6	A	0.0	A	0.0	A
Blue Plains Dr SW & DC Village Ln SW	9.6	A	9.6	A	8.5	A	8.5	A
Martin Luther King, Jr. Avenue SW & Blue Plains Dr SW	3.5	A	3.5	A	2.6	A	2.6	A
Laboratory Rd SW & Shepherd Pkwy SW	21.8	C	21.8	C	25.4	D	25.4	D
I-295 Interchange 1 NB On-ramp (pc/rmi/ln)	29.2	D	29.2	D	31.5	D	31.5	D
Laboratory Rd SW & Overlook Avenue SW	29.7	C	29.7	C	82.6	F	82.6	F
Overlook Ave SW & Chesapeake St SW	70.9	E	70.9	E	62.6	E	62.6	E
Chappie James Blvd SW & Overlook Ave SW	27.3	C	27.3	C	14.5	B	14.5	B
Malcolm X Avenue SE & I-295 Ramps	2.8	A	8.2	A	4.9	A	8.3	A
Malcolm X Avenue SE & S Capitol Street NB ramp	334.7	F	334.7	F	546.1	F	546.1	F
Malcolm X Avenue SE & S Capitol Street SB ramp	163.4	F	163.4	F	337.6	F	337.6	F
Defense Blvd & SB S Capitol Street	135.8	F	135.8	F	151.3	F	151.3	F
Firth Sterling Avenue SE & Summer Rd SE	3894.6	F	3894.6	F	3823.4	F	3823.4	F
Firth Sterling Avenue SE & Suitland Pkwy SE	167.4	F	167.4	F	166.5	F	166.5	F
Firth Sterling Avenue SE & Howard Rd SE	586.2	F	220.1	F	578.5	F	214.6	F
Martin Luther King, Jr. Avenue SE & Summer Rd SE	14.4	B	14.4	B	14.7	B	14.7	B
Martin Luther King, Jr. Avenue SE & Howard Rd SE	548.6	F	548.6	F	558.8	F	558.8	F
Martin Luther King, Jr. Avenue SE & W Street SE	26.3	C	26.3	C	27.0	C	27.0	C
Martin Luther King, Jr. Avenue SE & Good Hope Road SE	251.8	F	251.8	F	257.9	F	257.9	F
NB S. Capitol St & NB Suitland Pkwy SE	35.7	D	35.7	D	37.2	D	37.2	D

** After the changes at I-295 off-ramp @ Malcolm X Avenue SE and Firth Sterling Avenue SE @ Howard Road SE

Circulation Analysis

The DC village site is relatively flat and the configuration of the site will permit metrobuses to have good circulation patterns. As seen in Figure-13, while buses will reach the site via at grade entrance at the intersection of the Department of Health (DOH) driveway and DC Village Lane SW, employees and visitors will access the site from the same general location via a ramp to the parking deck.

As seen in Photo-1 to Photo-15 of the photolog, DC Village Lane SW from the new entrance to Blue Plains Drive SW has poor pavement conditions. This section of pavement should be improved to accommodate additional loads due to the additional buses, employee vehicles, and visitors.

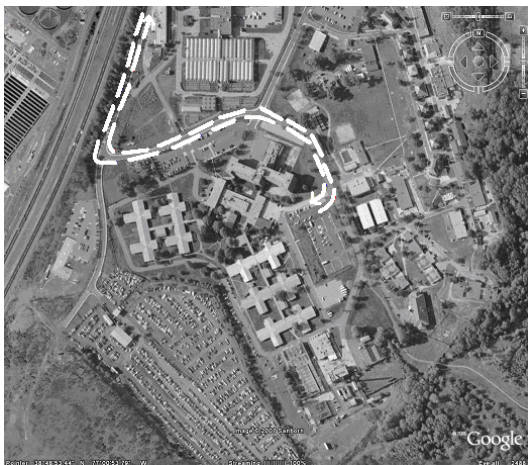


Figure-13: Bus Access from/to DC Village
(Source: www.GoogleMaps.com)

Unlike Metrobuses, the employee and visitor vehicles may access to the site via both Shepherd Parkway SW and Blue Plains Drive SW. As seen in Photo-16 to Photo-27 of the photolog, the current poor pavement condition of Blue Plains Drive SW cannot accommodate new loads, and therefore needs to be improved.

There will be three main sections on the bus garage site: standard bus parking, articulated bus parking, and the maintenance site. WMATA personnel prefer to maintain a counterclockwise bus circulation pattern.² In the proposed plan, the site configuration permits enough space for good counterclockwise operation within these three sections.

The near side A4-A5 Metrobus stops before Shepherd Parkway SW need to be relocated, since they may now slow the circulation around DC Village during the facility's peak hours. There is no concern about the near side Metrobus stops at Shepherd Parkway SW and Grace Road SW since there is no demand for them in the vicinity.

² HNTB. WMATA Bus Garage Assessment, September 12, 2006.

Conclusion and Recommendations

This assessment reveals:

- The intersections surrounding DC Village (i.e. DC Village Lane SW and Shepherd Parkway SW, DC Village Lane and Blue Plains Drive SW, Blue Plains Drive SW and Martin Luther King, Jr. Avenue SW, and the garage's main entrance) would operate at LOS A in both 2011 and 2030.
- In 2011 under the proposed action, there would not be any significant increases in the delays of the key intersections in the study area.
- In 2030 under the No-Build alternative, some intersections that are on the Metrobus routes, such as Malcolm X Avenue SE and the I-295 off-ramp, Firth Sterling Avenue SE and Howard Road SE, and Firth Sterling Avenue SE and Sumner Rd SE, would operate with high delays and LOS F for certain periods during a weekday. These poor conditions are attributable to simple volume growth. Although the impact of the proposed action would not be significant, it would be possible to have these intersections operate at acceptable LOS with the changes described in the section *2030 Traffic Conditions*. Alternative routes for the aforementioned buses exist in the event that these changes are not employed.
- The main (bus) entrance of the proposed bus garage will be the DOH driveway at DC Village Lane SW intersection. Employees and visitors will access to the site via a ramp at the same location. The DC village site is relatively flat and the configuration of the site will permit good circulation patterns for Metrobuses. The pavements of Blue Plains Drive SW and DC Village Lane SW should be improved to accommodate additional loads due to the additional buses, employee vehicles, and visitors.

APPENDIX

1. Traffic Volumes

2 Photolog

The appendices of this report are not included. They can be reviewed at WMATA Headquarters, 600 Fifth Street NW, Washington, DC.

F

**Historic Evaluation of
D.C. Village Parcel**

Historical Evaluation of D.C. Village Parcel

By

William Lebovich

This report is an evaluation of the portion of the former D.C. village that WMATA is considering purchasing, to determine if any historic properties are within the property. Based on a June 25, 2007 letter from Universal Settlements to Office of Property Development and Management, Washington Metropolitan Area Transit Authority, the subject property is north of the dormitory complex at D.C. Village and includes a two story house, consisting of two integrated cubes. While the adjacent buildings at D.C. Village do not appear to be within the approximate boundaries of the parcel, it is prudent to also consider whether they are historic.

This site dates back to 1906 when the buildings for The Home for Aged and Infirm were erected. Until its last resident was moved out in 1996, in response to a federal lawsuit, the District of Columbia facility, first known as the Almshouse, then the Home for Aged and Infirm, and finally, The D.C. Village, appears to have been little more than a dumping ground for the homeless, and the mentally or physically ill. The brutal and inhumane conditions were described in the lawsuit and in Washington Post articles.

Aside from the articles and lawsuit, little has been written about the institution aside from two publications on the history of institution prepared by D.C. Village. These self-serving institutional histories do not mention the house under evaluation, but do briefly mention the larger, institutional buildings such as the infirmary erected at the site.

Baist Real Estate Maps and Sanborn Library maps establish the approximate dates of the house and of the various enlargements the complex underwent (see maps and photograph section of report). The Baist map of 1927 (#2) shows the early buildings of the D.C. Village, but the house is not indicated. The Baist map of 1936 (#3) shows the house. As there are no building permits for D.C. Village and there are no published references to this house, the best and only evidence is that the house was built between 1927 and 1936. The house has no architectural style features that contradict this date, and the appearance of this rather non-descript, undistinguished house suggests an altered farmhouse of unknown date --- anytime between the late 19th and mid 20th century.

The Baist Map of 1943 (#4) and the Sanborn Maps of 1927-1985 (#5-8) show that the institutional buildings underwent major additions and the erection of new buildings within the last thirty years. Based on the appearances, specifically massing and 1960s appearance of the buildings, it is obvious that the complex of institutional buildings immediately south of the parcel being considered by WMATA lacks architectural significance and lacks sufficient age to allow the necessary passage of time to undertake a professional, unbiased analysis of possible historical significance. In the opinion of this researcher, this property should not be

considered for evaluation before at least 2015, when it might be possible to place it in the proper historical context. It should be re-emphasized that this institutional complex appears outside the boundaries of the property being considered by WMATA and this discussion is only included to be thorough.

The house is a two-story frame structure refaced in vinyl or metal siding. The main block faces south and has an integrated kitchen wing at the north, creating a second cube, beyond the first or main cube. The screened porch encloses most of the south and west facades. Both wings are capped in a hipped roof, which look relatively new. Window sills have been shaved down for the siding, which covers all original detailing including soffits, except where there are missing pieces of new siding. The sizing and placement of windows is varied and is not usual to houses, as on some sides there are double windows crowded into narrow expanses and on larger walls there is but a single window. It is possible that some of the windows are later replacements reflecting the changing uses of spaces and rooms. This change is reflected in the interior, by one partition dividing a room, where the partition has cut-outs at the top, rather than going to the ceiling. The size and layout of the kitchen also suggest that it was changed from a kitchen intended for a family to one for larger numbers of people. Also, the alarmed, solid panel doors, with panic release bars suggest that this house was serving several unrelated patients rather than a family. That the windows had interior fitted, heavy screens within heavy locked frames suggest that this building was used for psychiatric or potentially violent patients and architectural devices were used to assure that the patients could not escape on their own, but could be evacuated in case of a fire. The building appears to have relatively new HVAC, along with smoke and fire detectors. Floors had inexpensive covering or worn carpeting. There was also evidence of extensive rot and water damage in sills and ceiling. The basement was dry and clean, with a mixture of brick and poured concrete foundation.

In sum, the house is not of architectural significance as it lacks detailing or other characteristics that would make it an important or even clear example of a style or period of construction and it has no association with a master. If it ever had any notable features --- which is doubtful --- they have been removed as this house underwent a series of changes in use and in interior and exterior configuration. It is presumed, based on massing and size, that the house was erected as a residence for staff, but at some time became a treatment facility or residential facility for psychiatric or dangerous patients/inmates and that time and perhaps subsequently was substantially altered.

July 15, 2007

Captions for maps and photographs

1. topographical map, with house marked with circle
2. Baist Real Estate Map, 1927, house not yet built
3. Baist Real Estate Map, 1936, house marked with circle
4. Baist Real Estate Map, 1943, showing new buildings
5. Sanborn Map (from BP), 1927
6. Sanborn Map (from BP), 1960, showing new infirmary
7. Sanborn Map (from BP), 1977
8. Sanborn Map (from BP), 1985, showing new dormitories
9. House, south side (main façade)
10. House, east and north sides
11. House, north side
12. House, west side
13. House, soffitt detail
14. House, window sill and artificial siding detail
15. Storage shed, behind house
16. Utility box, behind house
17. House Interior, first floor , new partition
18. House Interior, stairs
19. House Interior, security metal screen fitted in window
20. House Interior, water damaged ceiling in first floor
21. House Interior, rotted window sill
22. District of Columbia Village plaque, 1965
23. District of Columbia Village buildings
24. District of Columbia Village building
25. District of Columbia Village building

The appendices of this report are not included. They can be reviewed at WMATA Headquarters, 600 Fifth Street NW, Washington, DC.

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**Washington Metropolitan Area
Transit Authority, Transportation
Improvement Program
(FY 2007 – 2012)**

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Transit	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	Source Fed/St/Loc	Source Total	Environ. Review
	Title: 1000 Series Rohr Car Rehabilitation										

Facility: _____ From: _____ To: _____ Jurisdiction: Regionwide							1,040 a		Section 5309 80 / / 20	1,040	
Description: This project provides the first increment of funding to replace the 298 Rohr cars. Estimates for replacement will be developed prior to 2011.											
Agency Project ID:											
Title: 122 Rail Cars											
Facility: _____ From: _____ To: _____ Jurisdiction: Maryland, Virginia, District of Columbia	27,910 c	55,380 c	105,100 c	30,850 c	8,500 c	3,400 c	1,900 c		State/Local / 50 / 50	149,750	
Description: This project funds the procurement of 122 rail cars as part of an option on the 6000 series cars.											
Agency Project ID:											

Facility: _____ From: _____ To: _____ Jurisdiction: District of Columbia											
Description: This project funds the procurement of up to 185 buses.											
Agency Project ID:											

Facility: _____ From: _____ To: _____ Jurisdiction: District of Columbia											
Description: This project funds a study designed to increase bus ridership in the Adams Morgan area.											
Agency Project ID:											

Facility: _____ From: _____ To: _____ Jurisdiction: District of Columbia			100 d						Private / / 100	100	
Description: This project funds a back-up Operations control Center and Other Security Initiatives.											
Agency Project ID:											

Facility: _____ From: _____ To: _____ Jurisdiction: Maryland, Virginia, District of Columbia	9,450 c	38,500 c	45,600 c	34,800 c	10,300 c	4,850 c			State/Local / 50 / 50	95,550	
Description: This project funds the rehabilitation of the 100 car Breda 400's series cars which will reach their mid-life around 2010.											
Agency Project ID:											

Facility: _____ From: _____ To: _____ Jurisdiction: Regionwide						4,000 c	23,360 c		Section 5309 80 / / 20	27,360	Proposed for preparation
Description: This project funds the rehabilitation of the 100 car Breda 400's series cars which will reach their mid-life around 2010.											
Agency Project ID:											

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
 TRANSPORTATION IMPROVEMENT PROGRAM
 CAPITAL COSTS (in \$1,000)

	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	Source Fed/St/Loc	Source Total	Environ. Review
<p>7 Title: Columbia Pike Streetcars and Columbia Pike super Stops</p>											
Facility:			4,000 a						Local	4,000	
From:									/ / 100		
To:											
Jurisdiction:	Arlington County										
Description:	This project funds a project to provide streetcars and streetcar stops on the Columbia Pike.										
<p>8 Title: Customer Facilities</p>											
Facility:	3,800 c	5,800 c	9,800 c	6,100 c	6,300 c				State/Local	22,200	
From:									/ 50/ 50		
To:											
Jurisdiction:	Maryland, Virginia, District of Columbia										
Description:	This project funds improvements to bus stops, and funds transit centers with ITS.										
<p>9 Title: Facilities</p>											
Facility:	370 c	59,050 c	85,210 c	40,320 c					State/Local	125,530	
From:									/ 50/ 50		
To:											
Jurisdiction:	Maryland, Virginia, District of Columbia										
Description:	This project funds the construction of increased capacity at three S&I shps, Brentwood, Greenbelt and Shady Grove to accommodate the 122 additional rail cars.										
<p>10 Title: IRP-Rail/Bus Structures, Field Bases, Yards and Shops</p>											
Facility:	5,946 c	791 c	7,800 c	2,589 c	7,838 c	13,678 c	22,430 c	26,213 c	Section 5307	80,548	
From:									80/ / 20		
To:											
Jurisdiction:	Regionwide										
Description:	Provides funds for rail/bus structures, field bases, yards and shops.										
<p>11 Title: IRP-Safety & Security</p>											
Facility:		3,672 c	2,000 c	2,000 c	2,000 c				UASI	6,000	N/A
From:									100/ /		
To:											
Jurisdiction:	Regionwide										
Description:	UASI grant for multi-year project to provide communication system up-grade to jurisdictions emergency for first responders.										
<p>12 Title: IRP-Track and Structures Rehabilitation</p>											
Facility:	17,155 c	10,795 c	14,804 c	13,148 c	11,441 c	22,709 c	18,675 c	31,139 c	Section 5307	111,916	N/A
From:									80/ / 20		
To:											
Jurisdiction:	Regionwide										
Description:	Provides funds for track and structures rehabilitation throughout the Metrorail system.										

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
 TRANSPORTATION IMPROVEMENT PROGRAM
 CAPITAL COSTS (in \$1,000)

	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	Source Fed/St/Loc	Source Total	Environ. Review
13 Title: Job Access and Reverse Commute											
Agency Project ID:	Section 3037 7,500 N/A										
Facility:	2,500 c	2,500 c	2,500 c	2,500 c	2,500 c	2,500 c			50 / 50	7,500	N/A
From:											
To:											
Jurisdiction:	Regionwide										
Total Funds: \$10,000											

Description: This project funds a variety of means to transport workers to the workplace.

	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	Source Fed/St/Loc	Source Total	Environ. Review
14 Title: Metro Matters-Credit Facility											
Agency Project ID:	State/Local 9,351 N/A										
Facility:	2,000 c	2,000 c	3,351 c	2,000 c	2,000 c	2,000 c			50 / 50	9,351	N/A
From:											
To:											
Jurisdiction:	Maryland, Virginia, District of Columbia										
Total Funds: \$9,351											

Description: This project funds a credit facility for Metro Matters.

	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	Source Fed/St/Loc	Source Total	Environ. Review
15 Title: Metro Matters-IRP-ATC and Systems Replacement											
Agency Project ID:	Section 5307 293,974 N/A										
Facility:	62,719 c	7,491 c	15,429 c	32,334 c	40,858 c	45,916 c	87,266 c	72,171 c	80 / 20	293,974	N/A
From:											
To:											
Jurisdiction:	Regionwide										
Total Funds: \$293,974											

Description: Provides funds for train communications upgrade, public address systems replacement, rehabilitation of ATC equipment, rehabilitation of A/C, TPSS and TPS equipment, traction power switchgear rehabilitation and A/C power control system rehabilitation.

	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	Source Fed/St/Loc	Source Total	Environ. Review
16 Title: Metro Matters-IRP-Bus/Rail Support Equipment											
Agency Project ID:	Section 5307 88,519 N/A										
Facility:	16,181 c	5,992 c	17,250 c	9,515 c	10,019 c	12,829 c	18,906 c	20,000 c	80 / 20	88,519	N/A
From:											
To:											
Jurisdiction:	Regionwide										
Total Funds: \$88,519											

Description: Provides funds for non-revenue vehicles, computer equipment, shop equipment and various other equipment needed for bus and rail operations.

	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	Source Fed/St/Loc	Source Total	Environ. Review
17 Title: Metro Matters-IRP-Fare Collection Equipment											
Agency Project ID:	Section 5307 17,929 N/A										
Facility:	4,071 c	2,900 c				1,381 c	8,648 c	5,000 c	80 / 20	17,929	N/A
From:											
To:											
Jurisdiction:	Regionwide										
Total Funds: \$17,929											

Description: Provides for the upgrade/replacement of fare collection equipment.

	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	Source Fed/St/Loc	Source Total	Environ. Review
18 Title: Metro Matters-IRP-Information Technology											
Agency Project ID:	Section 5307 45,684 N/A										
Facility:	4,658 c	2,834 c	3,800 c	4,000 c	4,000 c	4,488 c	5,478 c	23,918 c	80 / 20	45,684	N/A
From:											
To:											
Jurisdiction:	Regionwide										
Total Funds: \$45,684											

Description: Provides funds for the procurement and development of information technology systems.

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	Source Fed/ST/Loc	Source Total	Environ. Review
19 Title: Metro Matters-IRP-Mechanical Systems Rehabilitation											
Facility:	16,175 c	7,355 c	9,621 c	15,456 c	15,999 c	20,763 c	24,249 c	20,000 c	Section 5307 80 / / 20	45,012	N/A
From:									Section 5309	61,076	
To:									80 / / 20		
Jurisdiction:	Regionwide										
										Total Funds: \$106,088	

Description: Provides funds for station and tunnel mechanical systems rehabilitation throughout the Metrorail system.

	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	Source Fed/ST/Loc	Source Total	Environ. Review
20 Title: Metro Matters-IRP-Parking Lot Rehabilitation											
Facility:	12,620 c	2,682 c	2,985 c	6,790 c	7,127 c	8,010 c	14,621 c	12,000 c	Section 5307 80 / / 20	51,533	N/A
From:									Section 5307	51,533	
To:									80 / / 20		
Jurisdiction:	Regionwide										
										Total Funds: \$51,533	

Description: Provides funds for parking lot rehabilitation.

	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	Source Fed/ST/Loc	Source Total	Environ. Review
21 Title: Metro Matters-IRP-Preventive Maintenance											
Facility:	20,700 c	20,700 c	20,700 c	20,700 c	20,700 c	20,700 c	20,700 c	7,284 c	Section 3037 80 / / 20	20,700	N/A
From:									Section 5307	90,084	
To:									80 / / 20		
Jurisdiction:	Regionwide										
										Total Funds: \$110,784	

Description: Provides funds for maintenance of the bus and rail systems.

	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	Source Fed/ST/Loc	Source Total	Environ. Review
22 Title: Metro Matters-IRP-Program Management and Support											
Facility:	14,139 a	5,822 a	6,231 a	6,466 a	6,584 a	15,061 a	14,551 a	12,734 a	Section 5307 80 / / 20	61,627	N/A
From:									Section 5307	90,084	
To:									80 / / 20		
Jurisdiction:	Regionwide										
										Total Funds: \$61,627	

Description: Provides funds project administration in support of the program as well as financing costs.

	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	Source Fed/ST/Loc	Source Total	Environ. Review
23 Title: Metro Matters-IRP-Rail Car Enhancements											
Facility:	1,100 c					1,000 c			Section 5309 80 / / 20	2,000	N/A
From:									Section 5309	2,000	
To:									80 / / 20		
Jurisdiction:	Regionwide										
										Total Funds: \$2,000	

Description: Provides funds for rail car enhancements.

	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	Source Fed/ST/Loc	Source Total	Environ. Review
24 Title: Metro Matters-IRP-Rail Car Rehabilitation											
Facility:	4,330 c	814 c	1,700 c						Section 5309 80 / / 20	1,700	N/A
From:									Section 5309	1,700	
To:									80 / / 20		
Jurisdiction:	Regionwide										
										Total Funds: \$1,700	

Description: Provides funds for the rehabilitation of 364 Breda cars which have reached their mid-life.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
 TRANSPORTATION IMPROVEMENT PROGRAM
 CAPITAL COSTS (in \$1,000)

	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	Source Fed/St/Loc	Source Total	Environ. Review
25 Title: Metro Matters-IRP-Rail Work Equipment											
Agency Project ID:											
Facility:	3,382 c	2,095 c	1,171 c	3,240 c	4,130 c	3,269 c	4,004 c	5,000 c	Section 5307	20,814	N/A
From:									80/ / 20		
To:											
Jurisdiction: Regionwide											
Description: Provides funds for the procurement of work equipment and locomotives.										Total Funds: \$20,814	

26 Title: Metro Matters-IRP-Repairable Parts											
Agency Project ID:											
Facility:	5,300 c	3,000 c	3,035 c	4,208 c	4,839 c	5,213 c	8,638 c	10,000 c	Local	35,933	N/A
From:									/ / 100		
To:											
Jurisdiction: Regionwide											
Description: Provides funds for the procurement of repairable parts.										Total Funds: \$35,933	

27 Title: Metro Matters-IRP-Rolling Stock Bus											
Agency Project ID:											
Facility:	33,782 c	14,000 c	14,500 c	49,110 c	59,974 c	41,014 c	67,023 c	74,352 c	Section 5307	305,973	
From:									80/ 20/		
To:											
Jurisdiction: Regionwide											
Description: Provides funds for bus replacement on an annual basis to maintain a 15 year life, an average age of 7.5 years in accordance with the Fleet Plan. Funds advanced technology diesel replacement, CNG modifications, and a hybrid/diesel bus program.										Total Funds: \$305,973	

28 Title: Metro Matters-IRP-Station and Tunnel Leak Mitigation											
Agency Project ID:											
Facility:	2,264 c	2,332 c	2,602 c	2,474 c	2,548 c	2,625 c	2,703 c	2,784 c	Section 3037	2,474	N/A
From:									80/ / 20		
To:									Section 5307	13,262	
Jurisdiction: Regionwide									80/ / 20		
Description: Provides funds to work in stations on tunnel leaks.										Total Funds: \$15,736	

29 Title: Metro Matters-IRP-Station Enhancement Program											
Agency Project ID:											
Facility:	5,916 c	6,093 c	6,291 c	6,291 c	6,291 c	4,190 c	7,055 c	6,000 c	Section 5307	36,118	N/A
From:									80/ / 20		
To:											
Jurisdiction: Regionwide											
Description: Provides funds for station enhancement program.										Total Funds: \$36,118	

30 Title: Metro Matters-IRP-UPS/Electrical Systems Rehabilitation.											
Agency Project ID:											
Facility:	7,994 c	1,922 c	1,677 c	4,220 c	6,433 c	10,717 c	15,654 c	12,000 c	Section 5307	50,701	N/A
From:									80/ / 20		
To:											
Jurisdiction: Regionwide											
Description: Provides funds for the rehabilitation of uninterruptible power supply and electrical systems.										Total Funds: \$50,701	

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	Source Fed/St/Loc	Source Total	Environ. Review	
31	Title: Metro Matters-IRP-Vertical Transportation Rehabilitation and Maintenance											
Facility:	32,476 c	5,576 c	18,625 c	21,500 c	19,997 c	15,350 c	19,050 c	17,392 c	Section 5307 80 / / 20	34,400	N/A	
From:									Section 5309	77,514		
To:									80 / / 20			
Jurisdiction:	Regionwide											
										Total Funds: \$111,914		

Description: Provides funds for escalator and elevator rehabilitation/maintenance.

	Agency Project ID:											
32	Title: New Bus Maintenance Facility in DC											
Facility:			500 a	10,000 c	14,200 c	51,200 c	14,100 c		Local	90,000		
From:									/ / 100			
To:												
Jurisdiction:	District of Columbia											
										Total Funds: \$90,000		

Description: WMATA, in coordination with the District of Columbia, is replacing its 114-bus Southeastern Bus Garage with a modern bus maintenance facility with ultimate capacity of 250 Metrobuses. The project includes a Transit Police Training Facility.

	Agency Project ID:											
33	Title: New Bus Maintenance Facility in Virginia											
Facility:		3,200 c	8,900 c	2,925 c	8,259 c	22,101 c	3,186 c		State/Local	36,471	N/A	
From:									/ 50 / 50			
To:												
Jurisdiction:	Virginia											
										Total Funds: \$36,471		

Description: The project is a joint-use bus facility for Fairfax County and WMATA for an initial 175 buses and an ultimate 300 buses. Of the initial 175 buses, the County and WMATA have requirements for 75 and 100 buses, respectively. Fairfax County is constructing and will own the facility at its West Ox Road Complex.

	Agency Project ID:											
34	Title: Pentagon City Station West Elevator Entrance											
Facility:									Local	3,000		
From:									/ / 100			
To:												
Jurisdiction:	Regionwide											
										Total Funds: \$3,000		

Description: This project funds the construction of a new elevator at the Pentagon City Metrorail station West entrance.

	Agency Project ID:											
35	Title: PIDS											
Facility:									Section 5307	4,000		
From:									80 / / 20			
To:												
Jurisdiction:	Regionwide											
										Total Funds: \$4,000		

Description: Provides funds for a comprehensive radio system, automatic train control and power systems replacement, uninterruptible power supply and electrical systems rehabilitation, bus fare collection system replacement, additional fare collection equipment, and a fare technology clearinghouse, and a Passenger Information Display system(PIDS) upgrade or replacement.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
 TRANSPORTATION IMPROVEMENT PROGRAM
 CAPITAL COSTS (in \$1,000)

	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	Source Fed/St/Loc	Source Total	Environ. Review
36 Title: Planning											
Facility:			1,467 a						Local	1,467	
From:									/	/	
To:									/	100	
Jurisdiction:	Maryland, Virginia, District of Columbia										
Description:	This project funds design and studies related to system expansion										
										Total Funds:	\$1,467
Agency Project ID:											
37 Title: Rosslyn Station Improvements											
Facility:		300 a	350 a						RSTP	350	
From:									80/	/	20
To:											
Jurisdiction:	Arlington										
Description:	Funds a planning study to improve access to Rosslyn Metro Station.										
										Total Funds:	\$350
Agency Project ID:											
38 Title: SAP-Arlington Capital Projects Program Administration											
Facility:		150 a	150 a						Local	150	N/A
From:									/	/	
To:										100	
Jurisdiction:	Arlington County,										
Description:	This project funds the administration costs for project management for several other Arlington County SAP projects.										
										Total Funds:	\$150
Agency Project ID:											
39 Title: SAP-Ballston Station Improvements											
Facility:		5,900 c	1,000 c	9,000 c					Local	9,000	
From:									/	/	
To:										100	
Jurisdiction:	Arlington County,										
Description:	Funds a new entrance, escalators, elevators and a new West mezzanine inside the station.										
										Total Funds:	\$9,000
Agency Project ID:											
40 Title: SAP-Bus Enhancements											
Facility:		1,000 c	1,000 c	1,000 c	1,000 c				Local	3,000	N/A
From:									/	/	Approved
To:										100	
Jurisdiction:	Regionwide										
Description:	Provides for improved customer information on high performing routes and high priority bus corridors.										
										Total Funds:	\$3,000
Agency Project ID:											
41 Title: SAP-College Park Parking											
Facility:		500 c									
From:											
To:											
Jurisdiction:	Fairfax County, Montgomery County, Prince G										
Description:	Funds the construction of a parking structure at College Park Metro station.										

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	Source Fed/St/Loc	Source Total	Environ. Review
42 Title: SAP-Crystal City Canopy											
Facility:			75 c						Local	75	
From:									/	/	
To:									100		
Jurisdiction:	Arlington										
Description:	Provides funds to construct a canopy over the entrance to the station.										
										Total Funds:	\$75
Agency Project ID:											
43 Title: SAP-Crystal City-Potomac Yards Busway											
Facility:		813 a	2,500 c						RSTP	2,500	
From:									80/	/	20
To:											
Jurisdiction:	Arlington										
Description:	Planning, engineering and design work to to complete Segment 1 and initiate Segment 2 of the Crystal City-Potomac Yard Busway.										
										Total Funds:	\$2,500
Agency Project ID:											
44 Title: SAP-FDA Transit Center at White Oak											
Facility:		308 a									
From:											
To:											
Jurisdiction:	Montgomery County										
Description:	Montgomery County requests WMATA to apply for and manage a planning grant for the FDA Transit Center at White Oak.										
Agency Project ID:											
45 Title: SAP-New Carrollton Parking											
Facility:		500 c									
From:											
To:											
Jurisdiction:	Prince George's County,										
Description:	Funds the construction of a parking facility at New Carrollton Metro station.										
Agency Project ID:											
46 Title: SAP-Shirlington Bus Terminal											
Facility:		579 c	1,400 c						Local	1,400	
From:									/	/	
To:									100		
Jurisdiction:	Arlington County,										
Description:	Funds a new off-street terminal with improved passenger transfer capability and patron amenities.										
										Total Funds:	\$1,400
Agency Project ID:											
47 Title: SAP-Takoma-Langley Park Transit Center											
Facility:		6,700 a									
From:											
To:											
Jurisdiction:	Montgomery County										
Description:	Design and engineering for Takoma-Langley Park Transit Center										
Agency Project ID:											

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	Source Fed/St/Loc	Source Total	Environ. Review
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48 Title: SAP-Vienna/Fairfax-GMU Parking Facility
 Agency Project ID:
 Facility:
 From: 1,000 a
 To:
 Jurisdiction: Fairfax
 Description: Funds a parking study at the Vienna/Fairfax-GMU Metrorail Station.

49 Title: SEP-Dulles PE/NEPA
 Agency Project ID:
 Facility:
 From: 8,000 a
 To: 4,500 a
 Jurisdiction: Fairfax County, DEA Under preparation
 Description: Funds PE/NEPA for improved bus transit services from Tysons Corner to Dulles airport, followed by the construction of a rail line from West Falls Church to Dulles airport and beyond.

50 Title: SEP-Largo Extension and Parking
 Agency Project ID:
 Facility:
 From: 650 e
 To:
 Jurisdiction: Prince George's County
 Description: Funds the design and construction of a Metrorail extension to Largo and a parking facility. FY2007 funding is for closeout activities.

51 Title: SEP-New York Avenue Station
 Agency Project ID:
 Facility:
 From: 2,450 c
 To:
 Jurisdiction: District of Columbia, Approved
 Description: Funds the engineering design and construction of an "infill" station on the Red Line between Union Station and Rhode Island Avenue station.

52 Title: SEP-Project Development
 Agency Project ID:
 Facility:
 From: 2,000 a
 To: 3,100 a
 Jurisdiction: Regionwide
 Description: Provides funding for engineering and project development for transit projects in the District of Columbia, Maryland and Virginia. The Columbia Pike Alternatives Analysis is further developed than other projects.

53 Title: Systems
 Agency Project ID:
 Facility:
 From: 10,900 c
 To: 104,730 c
 Jurisdiction: Maryland, Virginia, District of Columbia
 Description: This project funds the design and upgrade of traction power and precision stopping upgrades to allow for 8 car train consists on approximately 1/2 of the rail cars.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
 TRANSPORTATION IMPROVEMENT PROGRAM
 CAPITAL COSTS (in \$1,000)

	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	Source Fed/St/Loc	Source Total	Environ. Review
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54 Title: Vienna Station Roadway and Transit Improvements

Facility:											
From:			130 c	220 c					Private	350	
To:									/ /		
Jurisdiction:	Fairfax County										
Description:	This project is the funding of WMATA costs for project management, design review and construction inspection of the improvements by Pulte Homes Corporation.										
										Total Funds:	\$350

Agency Project ID:

55 Title: Yellow Line Extension improvements

Facility:											
From:			1,500 c						Local	1,500	
To:									/ /	100	
Jurisdiction:	District of Columbia										
Description:	This project funds capital improvements needed to provide additional off peak service on the yellow line in the District of Columbia. The project is funded entirely by the District of Columbia.										
										Total Funds:	\$1,500

Agency Project ID: