

March 15, 2022 Community Meeting Q and A

Metro has prepared the below Questions and Answers (Q&A) addressing comments raised at the March 15, 2022 community engagement meeting on the Northern Bus Garage Reconstruction Project. Several of these topics have been addressed at prior community meetings for this Project.

Project Overview

Q: How can the community access resources from these community meetings?

A: The presentations, videos and follow-up Q&As from all community meetings are posted to the Project site at wmata.com/NorthernBusGarage.

Q: Will Metro be removing any of the leftover streetcar tracks from the 1930s? What will happen to any streetcar tracks uncovered during construction?

A: At this time, there are no visible tracks within the garage. If any are uncovered during construction, they will be salvaged.

Construction Survey

Q: If a damages claim related to the Project construction is filed, would the business owner or homeowner be responsible for getting three estimates on damages?

A: A detailed overview of the claims process was presented at the June 2021 quarterly community meeting. That presentation is available on the Project website [here](#).

Environmental Management

Q: When was the public comment period for the Documented Categorical Exclusion (DCE)?

A: The DCE does not require a public comment period.

Q: Why is Metro continuing to invest in diesel storage tanks when it will be transitioning to a fully electric fleet in the not-too-distant future?

A: As mentioned in previous meetings, Northern Bus Garage is being built to support and maintain an all-electric bus fleet. When the garage reopens, it will do so with a mix of new electric buses and buses from Metro's current fleet, which will require fuel for operation. Additionally, there are other operations at the garage that will continue to require fuel such as the garage's emergency generator system. Also, many electric buses use small diesel-fired heaters in the winter, to help conserve battery life.

Q: During construction, will Metro's contractor use machinery with hydraulics?

A variety of standard and heavy construction equipment will be used during construction, including those that operate using hydraulics. Metro and its contractors implement daily inspection requirements and preventative maintenance to decrease the likelihood of a broken hydraulic line. If ever necessary, spill kits are available as part of the construction site's standard operating procedures for environmental protection. Additionally, strict vibrational monitoring processes will be in place to ensure the project is compliant with all regulatory noise codes.

Q: Will you make the vibration data available to the community?

A: Metro is committed to being open and transparent with the community. The community can visit wmata.com/NorthernBusGarage for all available Project resources. We will continue to provide construction and environmental management updates at future community meetings.

Q: What level of noise can the community expect throughout the demolition and construction phases?

A: Metro will comply with the District of Columbia's various noise regulations for construction projects. Details on the District's noise regulations can be found by visiting the Department of Consumer and Regulatory Affairs (DCRA) website.

Q: Why are the Pepco vaults located on the corner closest to residential homes and not with the storage tanks?

A: Metro is working with Pepco to ensure Northern Bus Garage is built with the infrastructure needed to support a fully electric bus fleet. The transformer vaults that Pepco installs will be underground. Depending on voltage needs it may also be necessary to install a junction box, which would also be installed underground. A lockable hinged hatch or a grate would be the only equipment visible at street-level.

Q: When will the Comprehensive Site Assessment (CSA) be finalized and will it be made available to the public?

A: Once the District of Columbia Department of Energy and Environment (DOEE) determines that sufficient information has been gathered to support recommended remediation measures, the CSA is considered final. **Update.** As of May 24, 2022, WMATA has completed the CSA to identify soil and groundwater conditions at the Northern Bus Garage site and has shared the CSA with the community via the Project website.

Q: Will there be an environmental impact assessment (EIA)?

A: Neither the District of Columbia regulations nor the applicable federal regulations reference the term "environmental impact assessment." Metro is working closely with DOEE, FTA, the Historic Preservation Review Board and other agencies to ensure the Northern Bus Garage Project follows all required regulations.

Art in Transit (AIT)

Q: The temporary fence will be up for several years how will you address vandalism and weather impacts to the art panels?

A: We will closely monitor the art panels to ensure the integrity of the artwork and will timely address any issues.

Q: Will Metro consider including a mural on the blank wall at Iowa and Arkansas Avenue in the future?

A: We are considering only one location for the permanent artwork - the corner of Buchanan and 14th Street. This location was selected based on best practices and feedback received from the community survey.

Q: Will the surface of the finished wall [at Iowa & Arkansas Avenues] look better than what is there now?

A: Metro is working with the Historic Preservation Review Board (HPRB) to ensure the garage's aesthetics closely reflects the design of buildings in the neighborhood, including the rowhouses and apartments. In previous meetings Metro presented renderings of the new garage and proposed materials. Those presentations are available on the project website at wmata.com/NorthernBusGarage.