

Northern Bus Garage Reconstruction Project

**Summer Community Update
Meeting**

June 14, 2022

This meeting is being recorded



Meeting Etiquette

Metro wants to hear from you. Here are a few guidelines to keep this meeting productive and to maintain respect for all participants:

- You will have an opportunity to ask questions following each section of the presentation.
- To ensure we hear from as many community members as possible, please adhere to the Q&A protocol:



Request to speak by typing your name in the chat



Type questions directly into the chat



Use the raise hand feature in Zoom

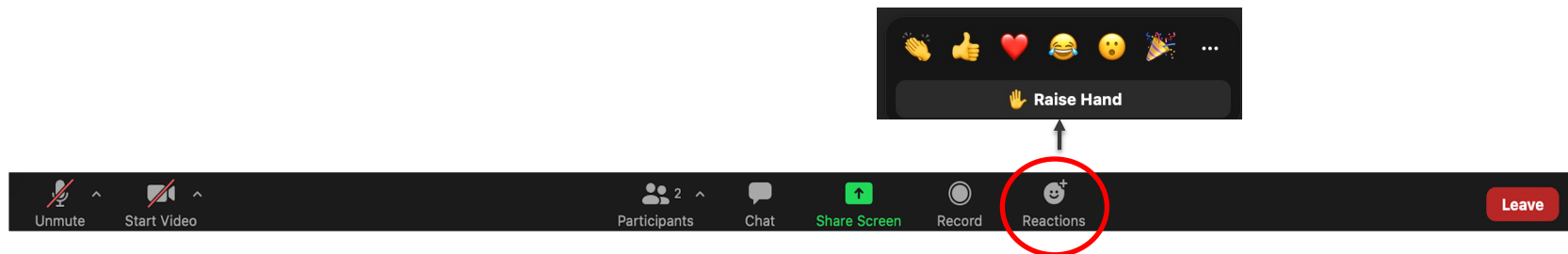
- When speaking:
 - Maintain a civil tone
 - Be mindful of time so that your fellow community members can share their feedback

Anyone in violation of the meeting etiquette guidelines will be muted for the duration of the meeting.

Raise Hand Feature

To ensure we get to as many people as possible, we ask that you use the raise hand feature.

- You can find this feature in your Zoom toolbar in the “Reactions” section. We will call on those to speak in the order they appear.
- To raise your hand while dialing in, press *9



Agenda

- Introductions
- Project Overview and Updates
- Environmental Management Update
- What to Expect for the Remainder of 2022

Introductions

Northern Bus Garage Reconstruction Project

Project Team

- ❑ Diana Levy, Director, Capital Delivery WMATA
- ❑ Phil Sheridan, Clark Construction
- ❑ Jim Ashe, Environmental Coordinator WMATA

Project Overview and Updates

Northern Bus Garage Reconstruction Project

Project Events Since the Last Meeting:

Department of Consumer and Regulatory Affairs

- Post Card Permits received for all temporary construction offices
- Foundation to Grade Permit – Pending

DC Water

- Large Plan review approved

Construction Contract

- Bid evaluations under review with WMATA
- Initiated early limited subcontract awards to help mitigate market escalation risk

Northern Bus Garage Reconstruction Project

Outlook for Q2/Q3 2023

Construction contract

Start "early enabling" activities in June 2022, which will include:

- Removal of all underground and above ground storage tanks
- Removal of old bus maintenance and service equipment
- Removal of other waste
- Pre-construction surveys
- Installation of instrumentation equipment and collection of baseline data
- Re-support of the historic tower

Q3 – Initiate mobilization to the site

- Set up construction fencing, site security and Maintenance of Traffic (MOT) around perimeter of site
- Set up construction field trailers along Arkansas Avenue
- Q3 - Conclude discussions on Phase 2 contract
- Prepare site for start of demolition



Agency Collaboration & Permitting Status

Agency	Status
Department of Consumer and Regulatory Affairs (DCRA)	- Permits issued for Construction Field Offices - Foundation to Grade permit – approval pending Building Permit in pre-screening
Federal Transportation Administration	Determination of Categorical Exclusion (DCE) Issued
The District Department of Transportation (DDOT)	Sheeting and shoring permit – approved
DC Water	New water/sewer plans approved
PEPCO	Coordination of battery electric bus (BEB) electric service requirements ongoing
Department of Energy & Environment (DOEE)	- Erosion & sediment control (ESC) plans – approved - Stormwater management plans – approval pending
U.S. Environmental Protection Agency (EPA)	National Pollutant Discharge Elimination System (NPDES) - Notice of Intent (NOI) Issued
Washington Gas	Coordination of new low-pressure service ongoing

Any Questions?

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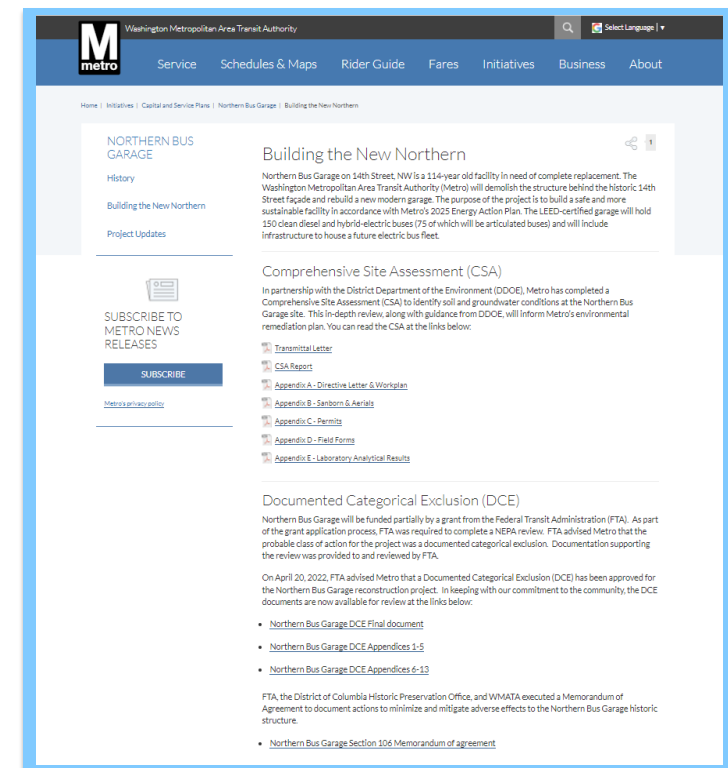
Environmental Management Update

Northern Bus Garage Reconstruction Project

Northern Bus Garage Reconstruction Project

Documented Categorical Exclusion (DCE)

- FTA approved the DCE on April 20, 2022
- Metro's submission was more than 800 pages in length
- Available on wmata.com/NorthernBusGarage



From February 2020 Meeting:

Topics	
Categorical Exclusion	Environmental Assessment
Detailed Project Description ✓	Introduction (including Purpose and Need) Description of Alternative
Metropolitan Planning and Air Quality Conformity ✓	Metropolitan Planning and Air Quality Conformity
CO Hot Spots ✓	CO Hot Spots
Zoning ✓	Land Use and Zoning Consistency with Local Plans
Traffic Impacts ✓	Traffic Impacts
Cultural Resources ✓	Cultural Resources
Noise and Vibration ✓	Noise and Vibration
Hazardous Materials ✓	Hazardous Materials
Acquisitions and Relocations ✓	Acquisitions and Relocations
Community Disruption and Environmental Justice ✓	Community Disruption and Environmental Justice
Public Parkland and Recreation Areas ✓	Public Parkland and Recreation Areas
Ecologically Sensitive Areas/Endangered Species ✓	Ecologically Sensitive Areas/Endangered Species
Impacts on Wetlands, Floodplain Impacts Water Quality, Navigable Waterways & Coastal Zones ✓	Wetlands, Floodplain Impacts, Wild and Scenic Rivers, Water Quality, Navigable Waterways & Coastal Zones
Safety and Security ✓	Safety and Security
Construction Impacts ✓	Construction Impacts
	Utilities
	Soils and Geologic Conditions



Northern Bus Garage Reconstruction Project

Detailed Project Description (Sections A and B)

Replace the existing garage at 4615 14th St NW

- Demolish and reconstruct the bus garage
- Reorganize activities within the garage
- Facilitate counter-clockwise circulation
- Incorporate a retail element
- Relocate employee parking from on-street parking to onsite parking
- Provide the space to support a future conversion to zero-emission bus fleet

Metropolitan Planning and Air Quality Conformity (Section C)

- Project is exempt from requirements to determine conformity (40 CFR 93.126)
- HOWEVER, Project is included in conforming TIP [Transportation Improvement Program] (Amendment 5857)

Northern Bus Garage Reconstruction Project

Zoning (Section D)

- The site is zoned as PDR-1 – Production, Distribution, and Repair.
- Project will maintain the current zoning designation.

Traffic Impacts (Section E)

- Project is not anticipated to create unacceptable conditions on the regional roadway network
- Number of buses stored and maintained at the garage will be reduced from 175 buses to 150 buses
- Employee arrivals and departures are broadly dispersed throughout the day and evening, and parking on site

CO Hotspots (Section F)

- Because this project is entirely located in areas that are in attainment for CO, PM2.5, or PM10, hot-spot analysis is not required

Cultural Resources

(Section G)

- Northern Bus Garage listed in the National Register of Historic Places and the DC Inventory of Historic Landmarks
- Mayor's Agent cleared project on September 17, 2021
- Memorandum of Agreement (Dec 2021)
 - Analysis and documentation of historic fabric;
 - Restoration of the primary Fourteenth Street elevation;
 - Replacement of the non-historic roofing materials for the Car Barn with historically appropriate materials;
 - Replacement of non-historic windows of the Car Barn with historically more appropriate windows;
 - Newly constructed elements to be compatible with the historic building
 - Setbacks for newly constructed wings to accent the historic building;
 - Installation of replica streetcar tracks in the area where streetcars used to enter and/or exit the building along 14th Street NW; and
 - Installation of one to three exterior interpretive signage exhibits and up to five interior interpretive signage exhibits for the building's community room

Noise and Vibration

(Sections I and J)

- No moderate or severe noise impacts are expected during operation
 - Noise levels would decrease by up to 0.3 dBA at some of the closest receptors (due to the decreased bus capacity and facility usage)
 - Maximum existing and future noise levels would remain at 67.3 dBA (Ldn)
- No operational vibration impact

Acquisitions and Relocations

(Section K)

- No acquisition of property or relocation of any existing, adjacent land use
- District of Columbia Public Space Committee approved construction in public space for project-related street fixtures (e.g., driveways and curb cuts, sidewalks, street trees, streetlights, traffic signals, and other improvements) [July 26, 2021]
- Continued use of Decatur Street

Hazardous Materials

(Section L)

- Contaminants (petroleum, lead, arsenic, chlorinated solvents, PCBs) have been detected in soil and/or groundwater
- [CSA status discussed in next block]
- Underground storage tanks (USTs) closed and scheduled to be removed
- Asbestos and other materials likely present in building
- Materials will be removed and transported to a licensed disposal facility
- Paint booth originally proposed has been removed from project

Community Disruption and Environmental Justice

(Section M)

“After the consideration of all avoidance, minimization, and mitigation measures and a balancing of off-setting benefits of the project, no disproportionately high and adverse effects are expected to occur on minority and low-income populations.”

Public Parkland and Recreation Areas

(Section N)

- No impact to public parkland or any recreational area was identified
- No park or recreational area will be used for the project

Impacts on Wetlands, Floodplain Impacts, Water Quality, Navigable Waters & Coastal Zones

(Sections O, P, and Q)

- No naturally occurring water features, including wetlands or waters of the United States are present
- No impact to floodplains will occur and the facility is not located within a floodplain
- No impact to water quality is anticipated as a result of the project
- No coastal zone issues

Ecologically Sensitive Areas/ Endangered Species

(Section R)

- No effect to federally-protected species or habitat is expected as a result of this project

Safety and Security

(Section S)

- Proposed improvements are not anticipated to cause any negative impact to the safety or the security of the adjacent community, or at the bus garage facility itself.
- Following measures will be incorporated to improve safety and security at the project site:
 - Metro Transit Police Department (MTPD) office at corner of 14th Street NW and Buchanan Street NW;
 - Windows on 14th Street NW and Iowa/Arkansas Avenues NW;
 - Sidewalk added along Iowa Avenue NW;
 - Sidewalk along northern side of garage building widened and equipped with increased lighting;
 - Sidewalk along 14th Street NW widened; and
 - Traffic signal at 14th and Decatur Streets reconstructed to improve pedestrian safety

Construction Impacts I

(Section T)

- Project will begin in 2022 with a total duration of three to four years.
- Contractor will comply with all required environmental regulations and permit requirements
- No projected impacts to adjacent retail business along 14th Street NW
- Develop a Maintenance and Protection of Traffic Plan
- Vibration Impacts:
 - Rock removal only on the 14th Street side
 - No blasting; rock will be removed via mechanical methods
 - Vibration will be monitored via seismographs
 - All properties within 200 feet of the bus facility's property boundary will be offered the opportunity to receive a pre-existing condition survey prior to the start of construction
- Noise:
 - Noise levels at 25 feet from the boundary of the facility would typically be 75 dBA (Leq)
 - Noise levels are below the District noise ordinance of 80 dBA during the daytime
 - Construction will occur Monday - Saturday from 7 am to 7 pm. Work outside of these hours will be conducted only after receiving an after-hours permit from DCRA.

Construction Impacts II

(Section T)

- Utilities: Construction operations are not projected to disrupt any energy utility
- Disposal of debris, solid waste, and hazardous materials:
 - Debris from the construction process will be minimized and reused when feasible
 - No waste will be disposed of or incinerated on site
- Water Quality: Stormwater runoff will be managed in compliance with Federal and DC regulations
 - A stormwater management plan and erosion and sediment control plan will be prepared for use during construction activities. A stormwater pollution prevention plan will be developed
 - Temporary management facilities for the control of construction stormwater runoff will be erected and the design-build contractor will obtain all appropriate permits and approvals
- Access and Distribution of Traffic: Contractor will prepare a management plan for construction-related traffic in accordance with DDOT's Temporary Traffic Control Manual (2006)
- Air Quality:
 - Increases in fugitive dust or construction emissions are not expected to adversely impact air quality either locally or regionally
 - Control measures to limit fugitive dust may include minimizing the length of exposure of disturbed lands, sprinkling water and/or wood chips on exposed earth, and using tarpaulins on loaded trucks

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Comprehensive Site Assessment

- Submitted to DOEE on May 2nd
- 3000 pages in length
- Posted to Northern Bus Garage website on May 24
- Met with DOEE to discuss next steps on June 2nd and June 3rd

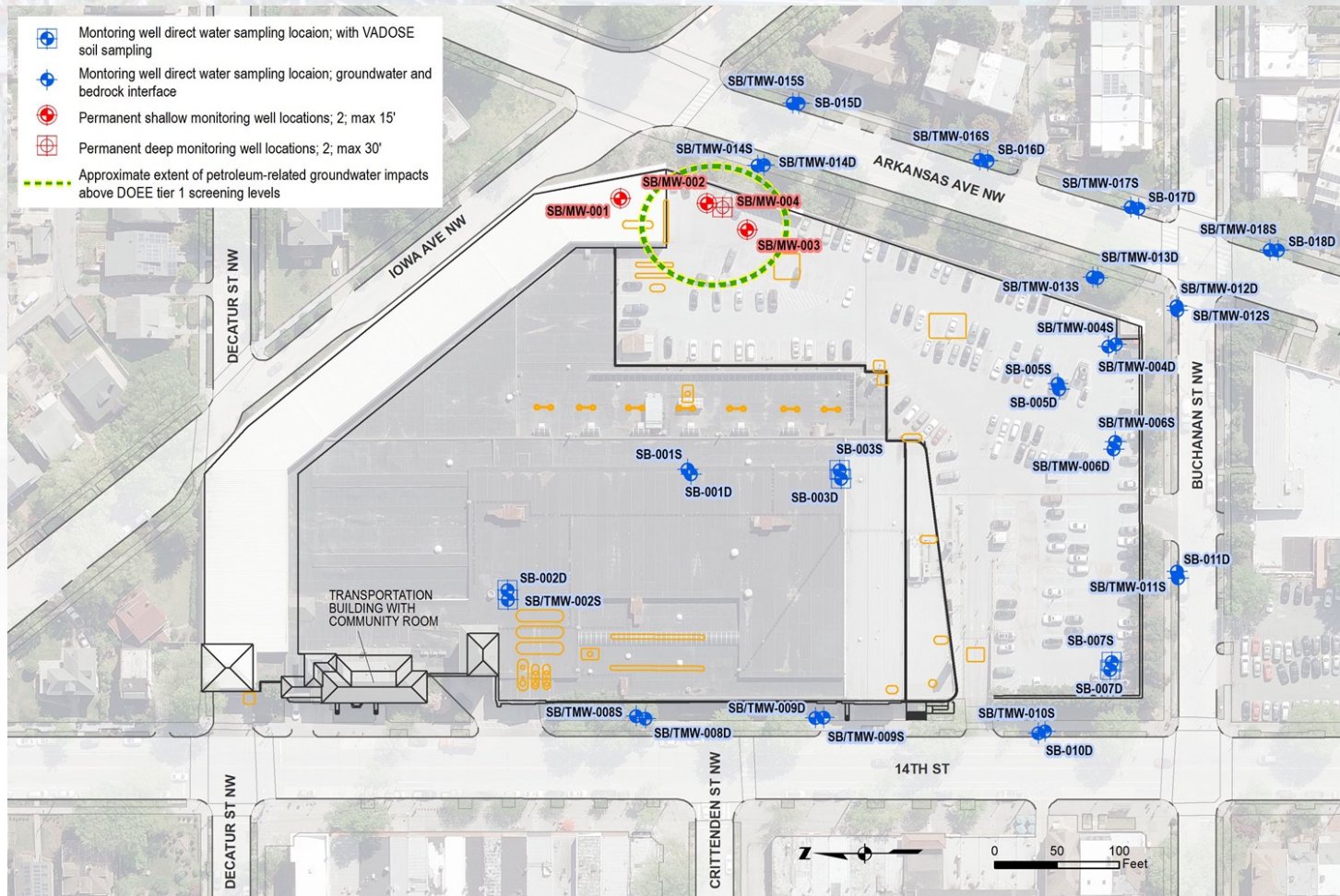
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Northern Bus Garage – Potential Sources



Northern Bus Garage Reconstruction Project

Northern Bus Garage – Soil Sample Locations



Results I

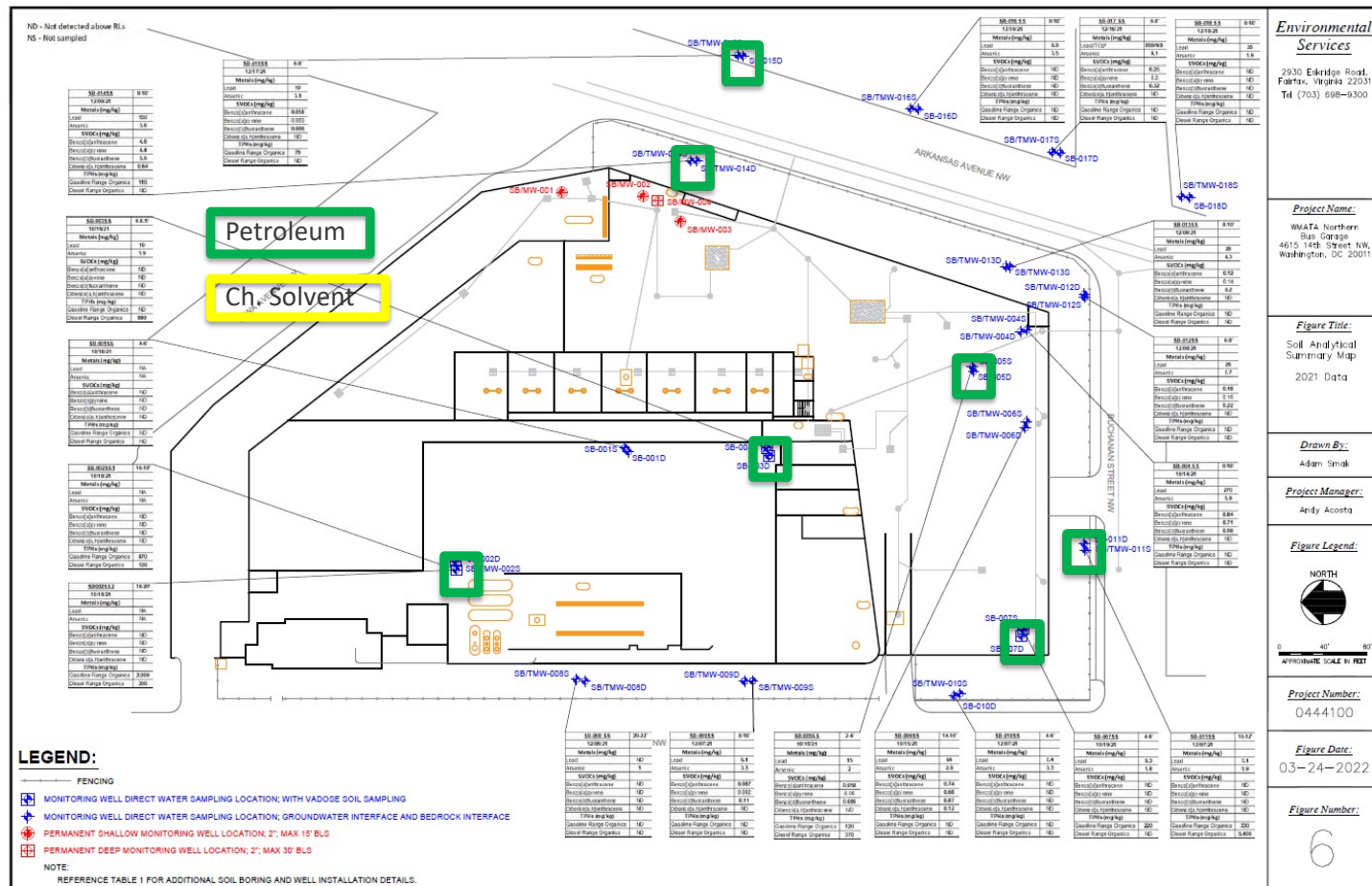
- Petroleum soil contamination and petroleum groundwater contamination (Figures 6 and 7 of the report), including some detections above Tier I levels
 - Past investigations show petroleum contamination in soil and groundwater south of Buchanan (See Figures 1 and 2 of the Work Plan), although it is not clear these detections originated from the Northern Bus Garage site
 - One detection of petroleum in soil across Arkansas Avenue in the current sampling
- Chlorinated solvent groundwater contamination (See Figure 7 of the report)
 - Past investigations have identified chlorinated solvent contamination in soil and groundwater south of Buchanan Street (See Figures 1 and 2 of the Work Plan), although it is not clear these detections originated from the Northern Bus Garage site
 - Chlorinated solvent contamination was not detected across Arkansas Avenue in the current sampling

Results II

- An elevated lead detection was identified in a soil sample collected east of Arkansas Avenue (from a sample in public space). The project team has not identified any linkage to the Northern Bus Garage site
- Light non-aqueous phase liquid (LNAPL) was observed in the vicinity of previously-observed petroleum contamination (within the garage footprint).
- No dense non-aqueous phase liquid (DNAPL) was observed

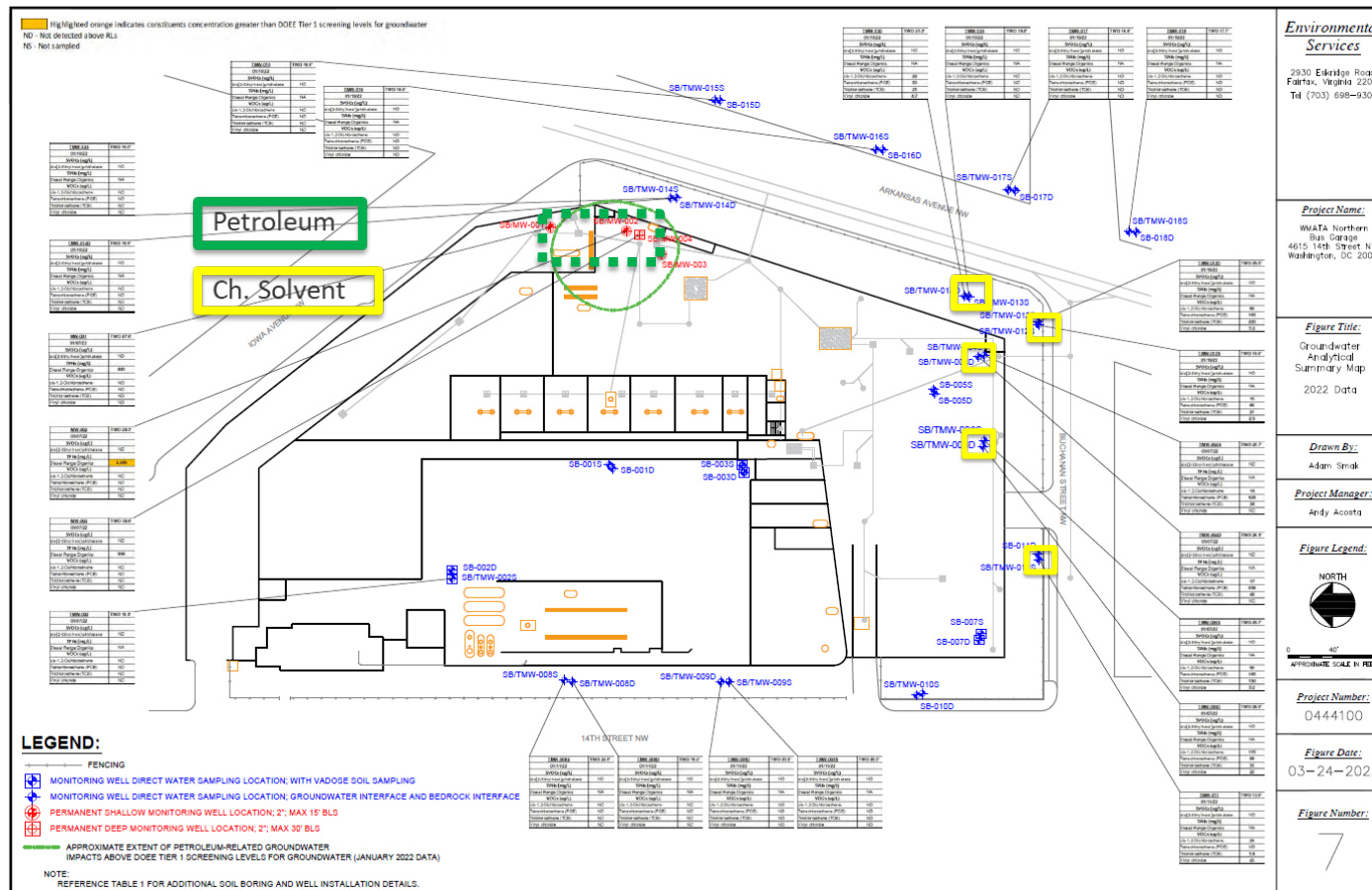
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CSA Figure 6 -- Soil



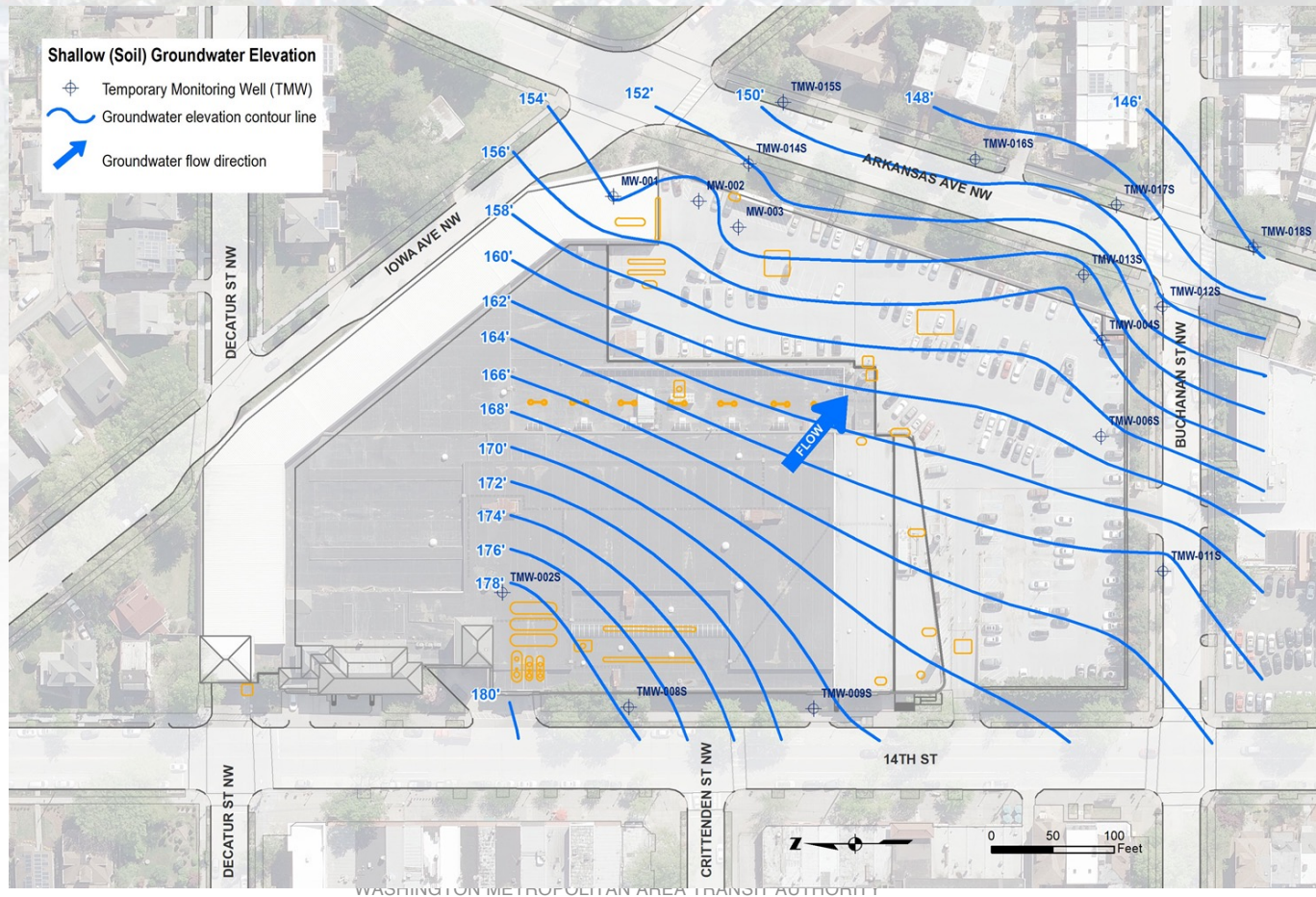
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CSA Figure 7 -- Groundwater



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Northern Bus Garage – Shallow (Soil) Groundwater Elevation



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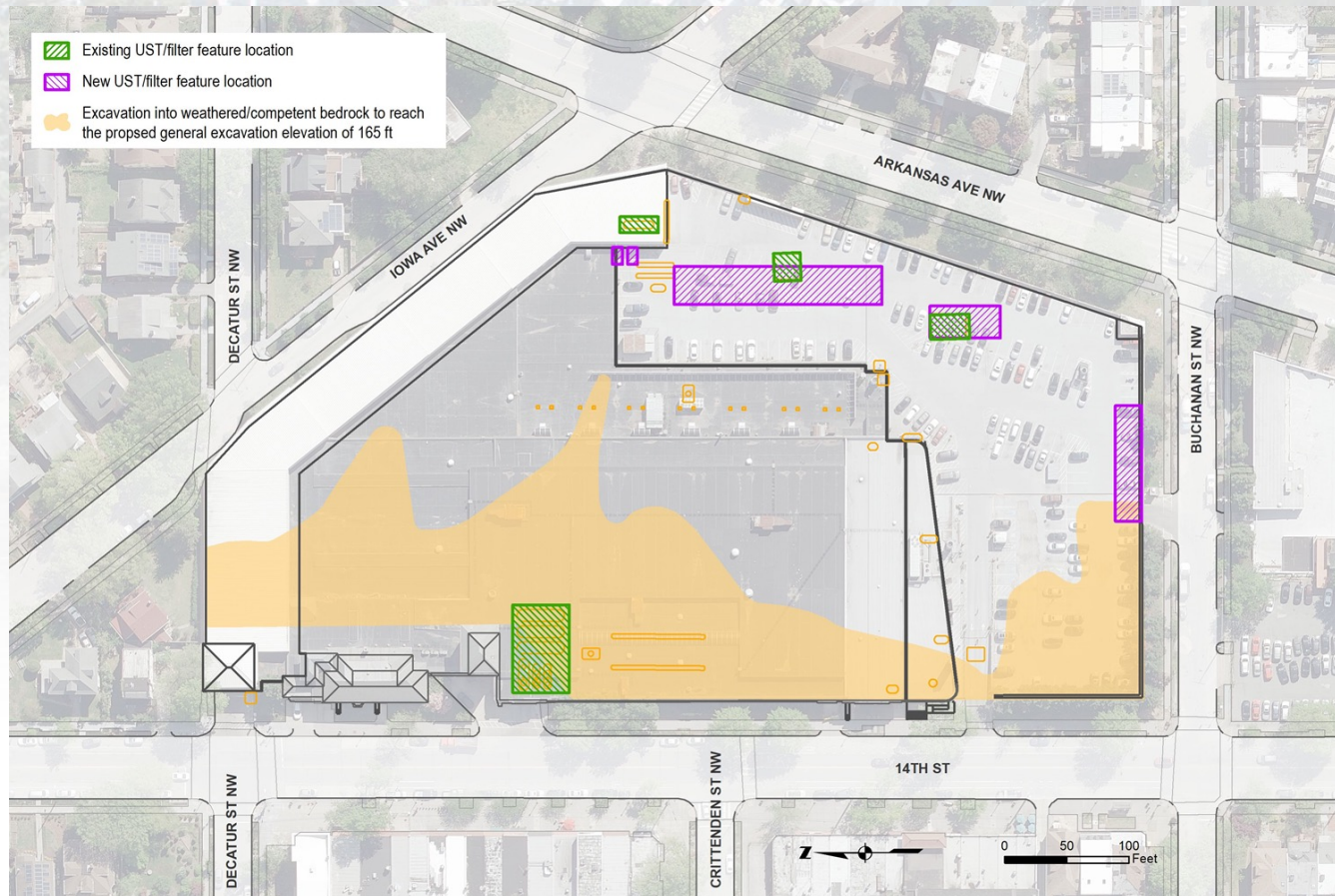
Northern Bus Garage – Bedrock Contour Map



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Northern Bus Garage Reconstruction Project

Northern Bus Garage – Planned Underground Structures



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Proposed Remediation Actions

- Additional investigation in two areas (near Arkansas and Iowa Avenues—for petroleum) and in the southern part of the garage footprint—for chlorinated solvents.
- Removal and disposal of underground structures, including oil/water separators, USTs, and associated piping
- Removal of petroleum from MW-003 until the free product is no longer observed in the well
- Excavation of contaminated soils down to the base of Tier 1 levels. Contaminated soils will be segregated, tested, and sent to a facility capable of managing the type of contamination observed. A defined area of excavation will be identified in the Remediation Plan, which may increase in size.
- Installation of a PVC air collection system with stub up during sub grade construction, if vapor space is present.
- Installation of a 15-mil polyethylene vapor barrier above subgrade below concrete.
- Treat contaminated groundwater removed from the site before release or moved to a facility for treatment. A permanent monitoring/extraction well will be installed in the vicinity of the free product.
- Regular monitoring, including sentinel wells.

Next Steps

- Additional investigation of petroleum at Arkansas and Iowa Avenues and chlorinated solvents in the southern portion of the garage
- Submission of draft Remediation Plan to DOEE

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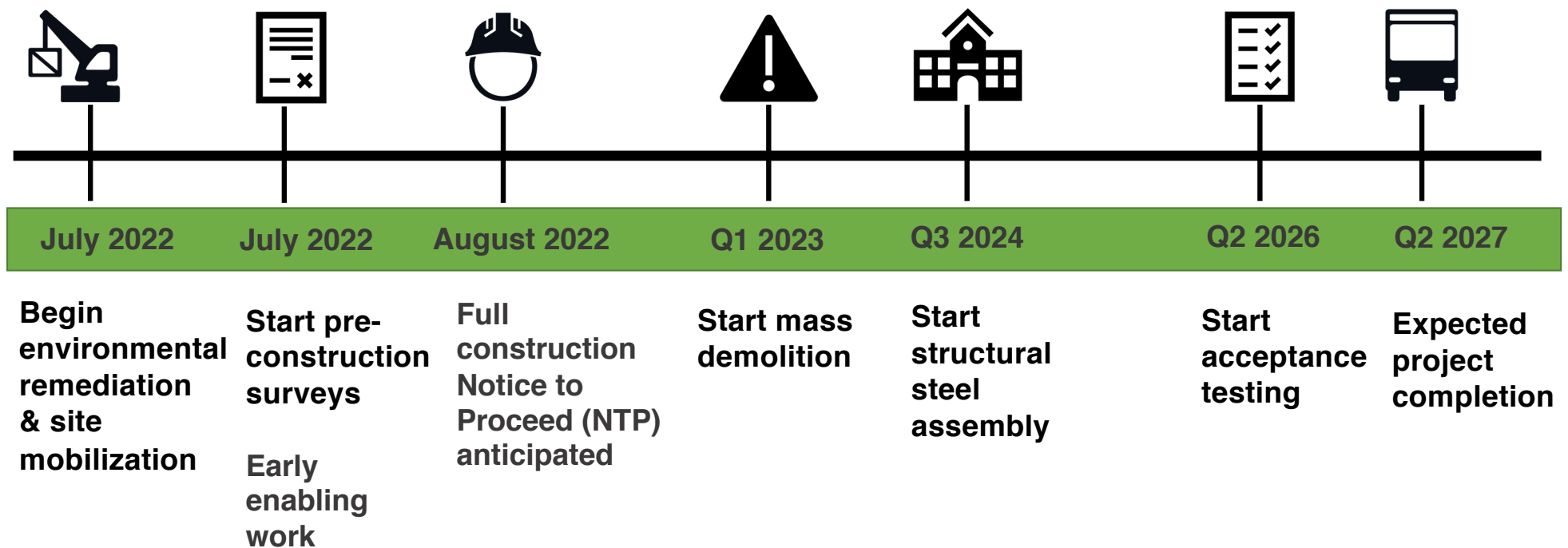
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What to Expect for the Remainder of 2022

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Schedule



2022 Community Engagement Meetings



Fall

*September 2022



Winter

*December 2022

- Updates posted to wmata.com/NorthernBusGarage and shared via email
- Email MCAP_NBG_Reconstruction_Project@wmata.com to join the project's community contact list or request additional information

****Dates may be subject to change***

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Thank You!

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