

June 14, 2022 Community Meeting Q and A

Metro has prepared the below Questions and Answers (Q&A) addressing comments raised at the June 14, 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: Where will noise vibration monitoring equipment be installed and will results be shared with the community?**

A: Approximately five to six noise vibration monitors will be installed around the project perimeter, including alongside Arkansas Avenue and Decatur and 14<sup>th</sup> Streets. If a claim for Project construction-related damages is properly submitted, in accordance with the established claims process, WMATA will provide the claimant with relevant monitor data.

**Q: What precautions should residents near the bus garage take to protect their property from construction-related damages?**

A: Metro is providing property owners the opportunity to opt into the pre-construction survey to help streamline and expedite resolution of any damages claim. Metro and its contractors do not provide guidance on personal property protections.

**Q: Is the insurance coverage being offered through Metro or its contractors? What insurance company will you use and what is the limit of coverage?**

A: Metro's primary design and build contractor for the Northern Bus Garage Reconstruction project is Clark Construction Group (Clark). As required by WMATA's contract with Clark, Clark maintains general liability and builder risk insurance coverage related to project construction. Clark does not use a single insurer; it uses a pool of the largest A-rated surety insurance companies in the country.

**Q: During construction, will any parking spaces on Arkansas Avenue or Buchanan and Delafield Streets be lost?**

A: The number of parking spaces along the west side of Arkansas Avenue and the north side of Buchanan Street will be reduced. Parking along 14<sup>th</sup> Street, which was identified as crucial to local businesses, has been preserved. A copy of the [approved District of Columbia Department of Transportation Maintenance of Traffic \(MOT\) Plan](#) is available on the project website.

### **Environmental Management**

**Q: Who is responsible for the environmental justice report? It is not comprehensive and is missing a large number of schools.**

A: Metro submitted an environmental justice analysis to the Federal Transit Administration (FTA) for review and approval. The analysis is consistent with federal standards and appropriately focuses on programming rather than specific buildings/structures. Specifically, the report considers institutions with programming focused on minority or low-income communities, rather than institutions that serve the general community. Metro welcomes further feedback from the community, and any additional

concerns or questions regarding the report or any potential environmental justice community impacts can be sent by [email](#) to the project team.

**Q: What steps will WMATA take to remediate the groundwater and soil contamination identified in the Documented Categorical Exclusion? And how will the community be informed of these efforts and results?**

A: WMATA will work closely with the District of Columbia Department of Energy and Environment to execute a remediation plan, which will include:

- Additional investigation along 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, underground storage tanks and associated piping
- Removal of petroleum
- Excavation of contaminated soils
- Installation of a PVC air collection system
- Installation of a 15-mil polyethylene vapor barrier above subgrade below concrete
- Treatment and removal of contaminated groundwater
- Regular monitoring, including sentinel wells

**Q: How will WMATA periodically test for contaminants?**

A: WMATA's first goal is to remove, above DOEE requirements, any contaminants that are present. A sentinel well will be installed down gradient to identify any potential contaminants.

**Q: Have property owners across from Arkansas Avenue been notified of the contamination on their property?**

A: At this time, WMATA has not identified any contamination on private property. WMATA is working with a consulting firm to select future sampling locations and to determine if testing on private property is warranted.

**Q: If WMATA knew there was contamination on site, why was that information not disclosed at the March 15, 2022 community meeting – even though it was cited in the Comprehensive Site Assessment (CSA)?**

A: At the time of the March 16 meeting the CSA was still in its final stages and was not ready for release. However, WMATA has been very transparent with the community regarding contamination at the site. In the March 16, 2021, community meeting [Q&A](#) it was confirmed that legacy contaminants from underground storage tanks and industrial operations were present, including chlorinated solvents and petroleum hydrocarbons. Additionally, WMATA posted both the Documented Categorical Exclusion (DCE) and CSA reports to the Northern Bus Garage project website, [wmata.com/northernbusgarage](http://wmata.com/northernbusgarage) and an email was sent to stakeholders to announce the availability of both documents.

**Q: How will WMATA keep the community informed about the levels of contamination and remediation?**

A: WMATA will continue to host quarterly community meetings to discuss project updates and environmental management. Between meetings, stakeholders will be informed of important updates via email and the project website, [wmata.com/northernbusgarage](http://wmata.com/northernbusgarage).

**Q: Why was the paint booth removed from the garage's redesign? Where will buses be repainted and what types of maintenance will occur at Northern Bus Garage?**

A: The paint booth was removed as a direct request from the community; this function will be performed at other WMATA bus divisions that are located in more industrial areas. Once reopened, Northern Bus Garage would support normal preventative maintenance operations such as exhaust or engine rebuilds, changing of windshields, brakes, tires, fluids, etc.