



What exactly is a Car Barn?

A Car Barn serves as an operations and maintenance facility. Streetcars are inspected, cleaned and when needed, repaired in the Car Barn. It also provides office space, locker rooms and a break room for streetcar personnel.

The Car Barn Training Center (CBTC), to be located at the corner of Benning Road and 26th Street NE, will initially serve as the Operations & Maintenance (O&M) base and a command center for the H Street/Benning Road line. As the line extends west towards Georgetown and east towards Anacostia, it will serve the entire One City Line. The CBTC will be the place of work for operators, maintenance employees and management. The CBTC will not serve as a stop, a terminus point or turnaround.

District agencies consulting on the CBTC include:

- DC Public Schools (DCPS)
- Office of the Deputy Mayor for Planning and Economic Development (DMPED)
- District Office of Planning (OP)
- District Department of Environment (DDOE)
- Historic Preservation Review Board (HPRB)
- State Historic Preservation Office (SHPO)
- U.S. Commission of Fine Arts (CFA)

What about the Training Center?

The District Department of Transportation (DDOT) is working with the District of Columbia Public Schools (DCPS) on a training program to be housed at this facility. While Spingarn High School was closed at the end of the 2013 school year, DCPS has plans to modernize and transform the building into a career and technical education center, preparing students from across the District for careers in high-demand industries, including transportation.

The Car Barn will be well-positioned for an adult education program in conjunction with the University of the District of Columbia Community College. The focus of the education programs will be on the growing field of electric vehicle technology and transit systems. As the streetcar program continues to grow, our hope is to have a "homegrown" talent pool to choose from when positions are added to the system or become open.

Will there be community space available for use?

At the urging of the community, a 1,500 sq. ft. conference room is included in the current plans for community use. The programming of this space will be determined by civic leaders and the community.





What's the latest on the design process with the HPRB?

As many of you know, the Car Barn Training Center (CBTC) design has been going through a review process with the Historic Preservation Review Board (HPRB). During the District Department of Transportation's (DDOT) last appearance (Thursday, May 2, 2013), members of the Board delegated further approval authority to their staff. What exactly does that mean? Who makes up the HPRB staff? What is the process moving forward?

Employees of the State Historic Preservation Office (SHPO) make up the HPRB staff. These dedicated historians provide oversight to the District's historic and cultural resources through planning, protection, and public education. SHPO is part of the Office of Planning and also serves as the Mayor's Agent for historic preservation. SHPO also implements federal historic preservation programs such as the State Historic Preservation Office for the District of Columbia.

Delegating further approval authority to their staff means that DDOT will only be required to seek final design approval from the board. The design of the CBTC has progressed to the point that they are confident DDOT will continue to refine the design to reflect their comments and input, as DDOT has thus far. The design process moving forward will be to continue to meet with the HPRB staff until the design is fully approved.

The CBTC will be built in two phases. Phase 1 will begin in late June and will include the tracks and facilities necessary to support system testing and certification. You will start to see activity at the site as early as this month. By phasing CBTC construction in this way, passenger service will not be delayed because of the Car Barn.

Phase 2 construction will begin this fall. This phase will include the actual Car Barn Training Center building, which will include a conference room intended for community use. Construction on the CBTC is expected to conclude in Summer 2014.

How big is the CBTC?

The space available at the site is roughly two acres. While all of the space will be used as part of the facility, the actual CBTC building is proposed to be approximately 15,000 square feet (less than 20 percent of the overall space.)

For comparison, an average McDonald's is about 4,000 square feet and the Lincoln Memorial is about 22,600 square feet.

What about noise?

DDOT is sensitive to concerns from the neighboring residents and businesses regarding noise. The streetcar vehicles themselves are no louder than a normal bus, as their electric motors are relatively quiet.

Noise generated in the CBTC building will be mitigated by a retaining wall on the western side of the property and the materials used for the building itself.

What is a TPSS?

TPSS = Traction Power Sub Station

These substations provide electrical power to the streetcar motors through the Overhead Catenary System (OCS).

Providing power to the vehicles requires three substations to be placed along the H/Benning corridor. A TPSS only runs when the streetcars are in service, so they do not operate 24/7.

Substations are completely safe and fully enclosed. They do not emit radiation or any other harmful pollutants.

Noise from a TPSS can best be described as a quiet, dull hum. You can only hear the TPSS operate if you are standing right beside it.

Will the streetcar vehicles give off emissions?

No. The streetcar vehicles contain electric motors and do not give off emissions.

Will there be toxic run-off into the Anacostia River?

No. There is no toxic run-off associated with streetcars because they are clean, electric vehicles.

Will streetcar vehicles be coming in and out of the CBTC all day?

No. The streetcar vehicles will leave in the early morning, run their route all day and return in the evening/at night when the system closes. The only exception to this will be if a vehicle has a problem or breaks down.

Operating hours have not yet been set, but will be similar to Metro.

What happens if a streetcar vehicle breaks down or has a maintenance issue?

On the rare occasion this might happen, the vehicle operator will notify the operations base via radio. A spare vehicle will be put into service and the distressed vehicle will be towed back to the CBTC.



Interested in learning more about the Car Barn Training Center?

Visit dcstreetcar.com/construction/hbenning-construction/cbtc/

Will the CBTC be safe?

Yes. DDOT will ensure that the building adheres to the same safety standards as its other properties.

Will there be security at the building? Around the clock?

Yes - a guard will secure the CBTC 24 hours a day, 7 days a week. Exact details of the CBTC security plan are still being finalized, and due to their sensitive nature will not be fully publicized. DDOT foresees using a variety of security mechanisms at the site, which will include fencing, cameras, lighting and alarms.

Will the CBTC store any dangerous or hazardous materials?

No. Nothing hazardous will be stored at the location. The site will contain space and resources for the operation and maintenance of streetcars and space for training and meetings.

How can I find out more about DC Streetcar Safety?

From planning to construction to operations, safety encompasses all aspects of DC Streetcar. A comprehensive campaign will be developed to educate the community about safety. Safety tips and information can be found at <http://www.dcstreetcar.com/safety>.



Future Career Opportunities

The DC Streetcar Team has already made its first seven hires for the program after a successful job fair in May. These individuals are DC residents from Wards 4, 5, 6, 7 and 8. The Team will be looking to fill additional positions over the next year for the following roles:

- Streetcar Operator
- Material Handler
- Service Attendant
- Maintenance Technician

Although the Team is hiring in small batches, the complete 37-mile planned system expects to employ about 700 people!

Future DC Streetcar job fairs will be announced on our website - dcstreetcar.com - and via our e-mail list. Sign up and stay in touch!