



Finance and Capital Committee

Action Item III-A

July 11, 2019

**Approval of Public Hearing for
Bladensburg Bus Garage Project**

Washington Metropolitan Area Transit Authority

Board Action/Information Summary

☒ Action ☐ Information

MEAD Number:
202092

Resolution:
☒ Yes ☐ No

TITLE:

Public Hearing for Bladensburg Bus Garage Project

PRESENTATION SUMMARY:

Board approval to hold a Public Hearing to amend the Mass Transit Plan (MTP) for changes at the Bladensburg Bus Garage site.

PURPOSE:

Board approval to hold a Public Hearing to amend the MTP for proposed changes at the Bladensburg Bus Garage site.

DESCRIPTION:

Key Highlights:

- The existing Bladensburg Bus Garage is approaching 60 years of age.
- The plans to rebuild the garage change the layout of the site and require WMATA to acquire three adjacent properties, allowing for two entrances.
- The proposed changes result in an amendment of the MTP and, thus, require a public hearing.

Background and History:

With the opening of Cinder Bed and Andrews Federal Center, Metro has a total of 11 bus garages. The nine older garages include four that are obsolete: Southern; Bladensburg; Northern and Western. The Bladensburg Bus Garage is nearly 60 years old and the buildings have reached the end of their useful life. The site serves the bus operating division and also houses mid-life overhaul of buses.

Replacement facilities for the mid-life overhaul work were included in the plans for the Andrews Federal Center Bus Garage and those activities will move out of Bladensburg in the summer of 2019. The reconstruction of the Bladensburg operating division will take place at the existing location in Northeast, Washington, DC.

Discussion:

The concept prepared for rebuilding Bladensburg at its existing location includes rebuilding a garage with slightly larger capacity (increase from 282 buses to 300 buses) and creating the ability to house more articulated buses. Additionally, on-site parking for employees will be built which will replace off-site parking at a leased lot. As the concept was developed, it became clear that the current vehicular entrance would need to be relocated. The final plan includes a dedicated entrance for buses and a separate entrance for employee vehicles, and one of the entrances will require WMATA to acquire three adjacent properties. The nature of the changes required by the plans will result in an amendment of the MTP and, thus, require a Public Hearing. Therefore, staff is requesting Board approval to conduct a Compact Public Hearing for the proposed changes at the Bladensburg Bus Garage site.

FUNDING IMPACT:

There is no impact on funding to conduct a Public Hearing	
Project Manager:	John D Thomas
Project Department/Office:	DECO/COO

TIMELINE:

Previous Actions	Finalized the concept for the rebuilding of Bladensburg Bus Garage
Anticipated actions after presentation	Advertise for the Public Hearing

RECOMMENDATION:

The Board approve holding a Public Hearing to amend the MTP for the proposed changes at the Bladensburg Bus Garage site.

Bladensburg Bus Garage Replacement

Finance and Capital Committee
July 11, 2019



Purpose

- To obtain Board approval to hold a Public Hearing to amend the Mass Transit Plan for changes to the configuration of the Bladensburg Bus Garage

Background

- Metro has eleven bus garages
- Two new garage openings in FY2019
 - Cinder Bed Road mid-FY2019
 - Andrews Federal Center late-FY2019
- Of the nine other garages, four are obsolete
 - Southern
 - Bladensburg
 - Northern
 - Western

Existing Conditions: Bladensburg

- Old/obsolete (~1962)
- Deteriorating condition, difficult and expensive to maintain
- Not conducive to operations, including maneuvering and parking of modern buses
- Undesirable working environment for employees/contractors

Considerations

- **Current Location of Bladensburg Bus Garage**
 - Well situated—near high ridership corridors (lower deadhead, fast maintenance response)
 - WMATA controls the site
 - Identifying and acquiring new site - unknown amount of time
- **Continuity of existing operations during rebuild**
 - Concurrent construction of two or more garages requires reallocation of buses among remaining garages – increased deadhead, less flexibility
 - Sequential rebuild retains obsolete and deteriorating facility in service longer and would require safety and corrective repairs

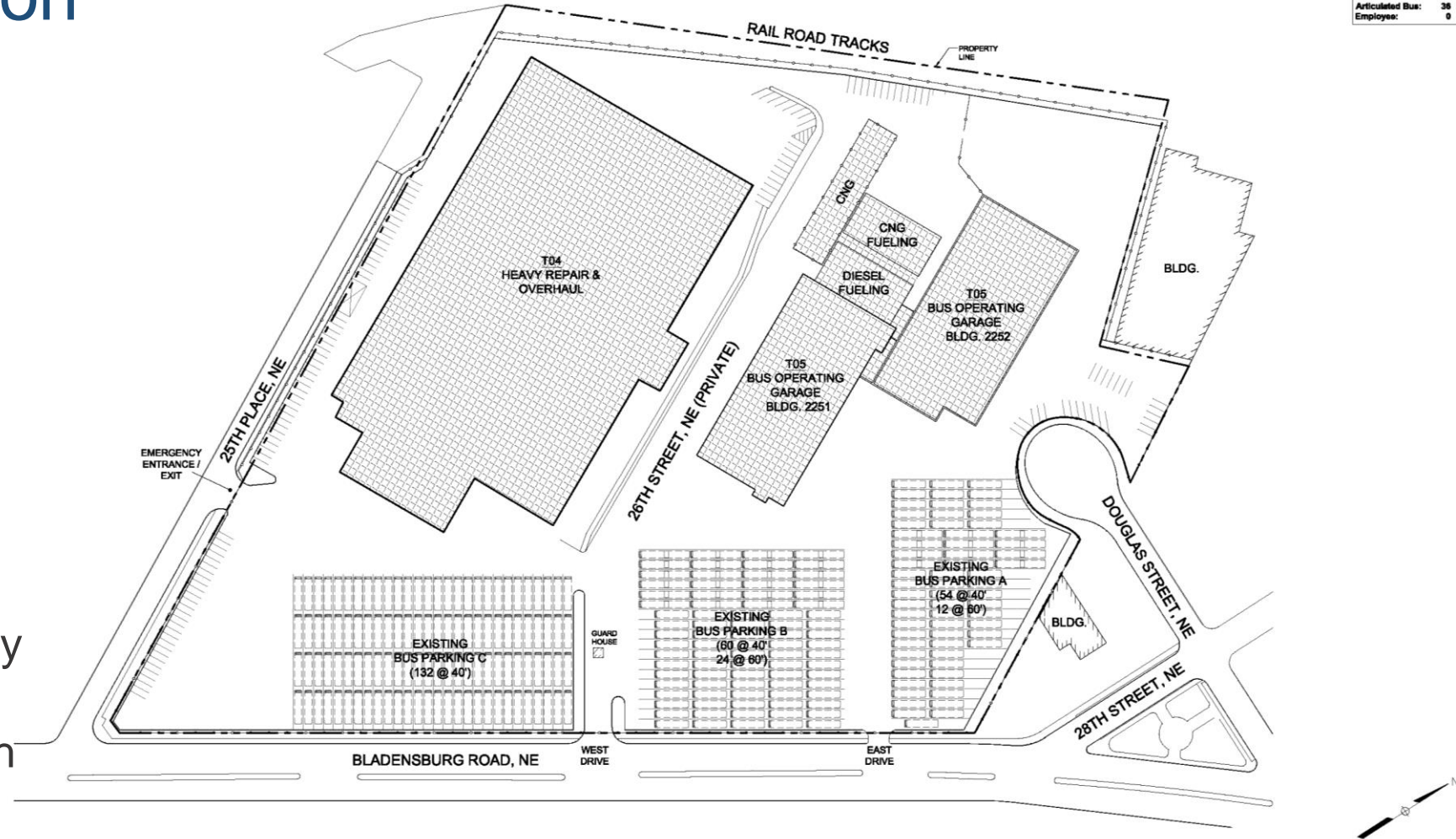
Bus Garage Replacement Strategy

- Bladensburg will retain operations at the existing site during construction
- Multi-phase reconstruction with some buses moved off site

Current Configuration

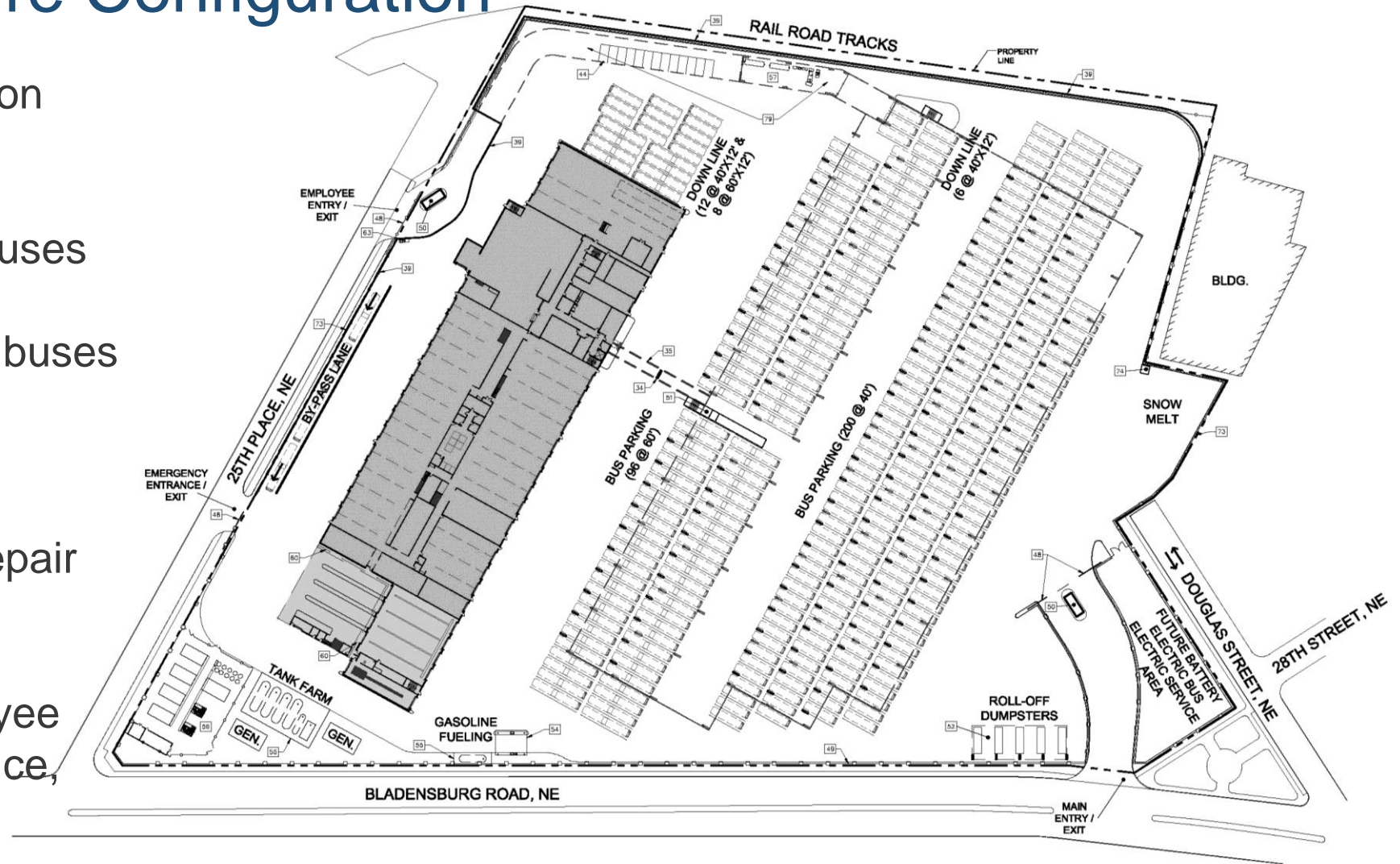
Site includes:

- Bus Operating Division
 - 248 standard buses
 - 36 articulated buses
- Heavy Overhaul Facility
- Non-Revenue Repair Facility
- One entrance to site for both employee vehicles and Metrobuses, off Bladensburg Road NE



Proposed Future Configuration

- Bus Operating Division only
 - 200 standard buses
 - 100 articulated buses
- No Heavy Overhaul
- No Non-Revenue Repair Facility
- Separation of employee and Metrobus entrance, resulting in two new entrances to site



Site Layout

- Future configuration based on standards used for three recently built bus garages
- One of the changes removes the single entrance for all vehicles
- To maximize the efficiency of the site, the rebuilt garage will have two entrances; one buses and another dedicated for employee vehicles
- The relocation and doubling of the number of entrances triggers the need to hold a Public Hearing
- Three properties will be acquired; individual values are less than \$1 million.

Recommendation

- Approval to hold a Public Hearing for changes to the configuration of the Bladensburg Bus Garage

Appendix

Construction Phasing

- Half the site used for continued operation of the garage
- The other half used for construction of the new garage
- The side of the site with the existing heavy overhaul function will be demolished first for construction of the building to house operations
- Buses need to be moved off-site to provide adequate space for the contractor

Off Site Parking

- Staff conducted a search for property large enough to park 100 buses and 150-200 employee vehicles (7 - 8 acres of land)
- One site in DC within reasonable distance
- Next closest sites are in Prince George's County, Landover area
- Preferred site about ½ mile from the existing garage which minimizes dead head and shuttle bus travel but annual rent costs are high (\$3.8 million/year)
- Property owner has agreed to build the temporary parking lot

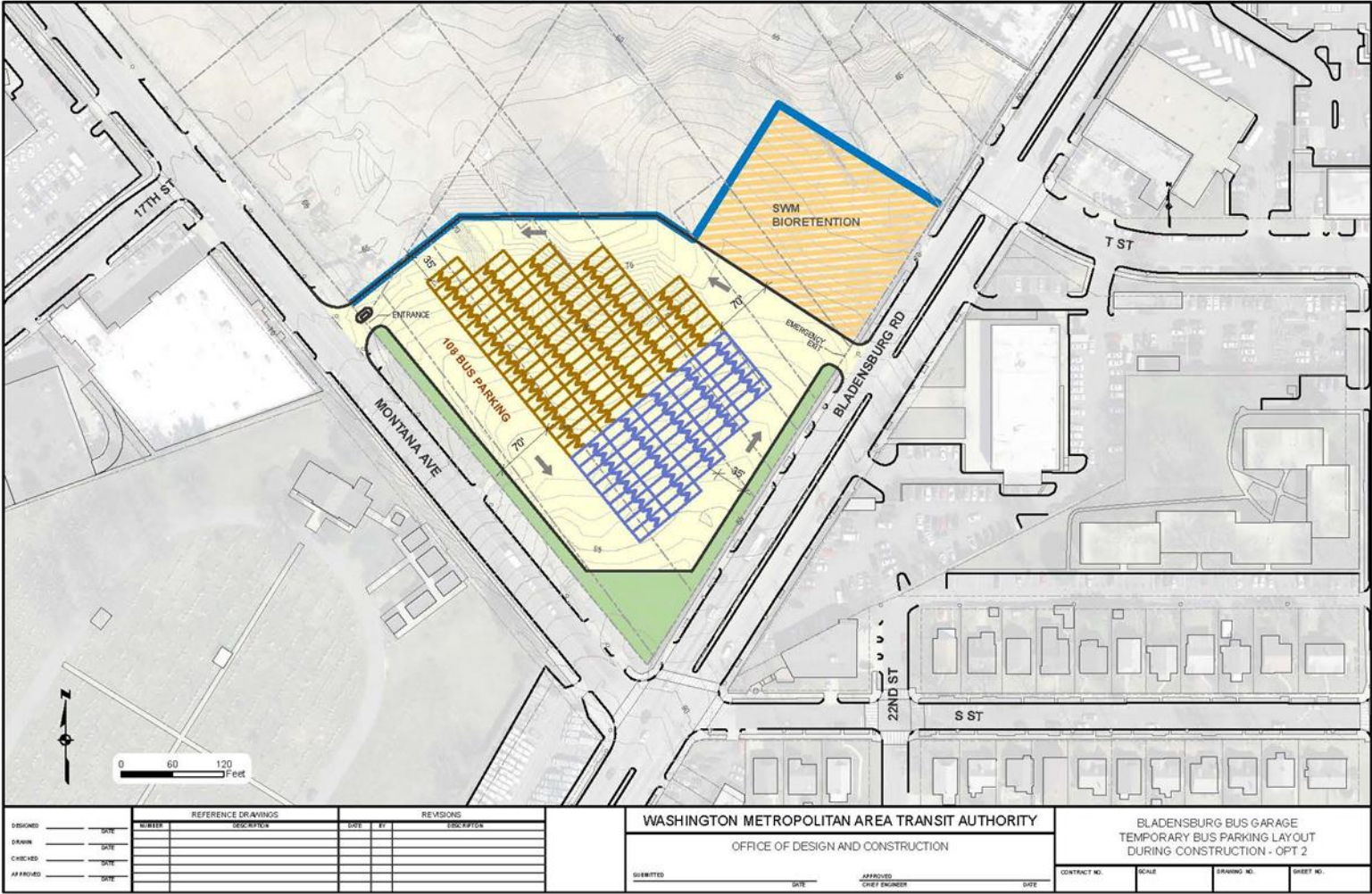
Temporary Parking

Close to existing garage

Short shuttle ride

Bus parking only

Will also serve as replacement for current parking on the lot at Ames St.



SUBJECT: APPROVAL TO HOLD A COMPACT PUBLIC HEARING FOR BLADENSBURG
BUS GARAGE PROJECT

RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, Compact Section 15 requires the Board to transmit proposed changes to the Mass Transit Plan (MTP) to certain enumerated agencies and to conduct a public hearing; and

WHEREAS, The Bladensburg Bus Garage is nearly 60 years old and the buildings have reached the end of their useful life; and

WHEREAS, Staff has prepared a concept plan for rebuilding the Bladensburg Bus Garage at its existing location and the proposed plan will result in changes to the MTP;

NOW, THEREFORE, be it

RESOLVED, That, in accordance with Compact Section 15, the Board authorizes staff to transmit the proposed MTP changes to the enumerated agencies and to hold a public hearing on the proposed changes to the Bladensburg Bus Garage site; and be it further

RESOLVED, That the Board authorizes the General Manager/Chief Executive Officer to release the Public Hearing Staff Report to the public for comment prior to Board approval; and be it finally

RESOLVED, That, this Resolution shall be effective 30 days after adoption in accordance with Section 8(b) of the WMATA Compact.

Reviewed as to form and legal sufficiency,



Patricia Y. Lee
General Counsel