

ANNUAL SUMMARY REPORT, 2025
Work Undertaken Pursuant to
Programmatic Agreement Among the Federal Transit Administration, The Washington Metropolitan Area Transit Authority, and the District of Columbia State Historic Preservation Officer Regarding the Bladensburg Bus Division Archaeological Investigation

According to the Programmatic Agreement (PA), Stipulation IX. Monitoring and Reporting, from the initial execution of this PA until its expiration, the Federal Transit Administration (FTA), in coordination with the Washington Metropolitan Area Transit Authority (WMATA), must develop an annual summary report. This document represents the required annual report for the fourth year of this PA, and addresses the period from January 1, 2025, to December 31, 2025.

This report details work undertaken pursuant to the PA's terms and must be submitted via email to the signatory parties of this PA, which are limited to the FTA, WMATA, and the District of Columbia's State Historic Preservation Office (DC SHPO). This report is to be submitted on an annual basis until the PA is terminated. The report may be submitted via email and shall include any scheduling changes proposed, problems encountered, and any disputes and objections received in WMATA and FTA's efforts to carry out the terms of this PA.

The work covered by this PA is divided into three Contract Construction Service phases. Construction Phase 1 consisted of the demolition of the existing maintenance facility, construction of the new maintenance facility, and construction of the new employee entrance. This phase started in September 2021 and ended in July 2025.

The initial schedule stated that the archaeological work would be completed in April 2024; however, as reported in the 2024 Annual Report, that work was delayed for over a year until August 2025. Contract Construction Services Phase 2 began in August 2025, and is expected to conclude in the Spring 2027. Phase 2 includes demolition of the existing bus fueling facility and operating garages, construction of the new parking structure for WMATA Employees and buses, and construction of the new bus entrance.

Contract Phase 2 Construction Services also includes archaeological investigation of the Area of Interest (AOI), which took place from August 21 to August 26, 2025. Because the AOI was previously speculated to potentially contain the foundations of Clark Mill's 1862 foundry, archaeologists from Michael Baker International (MBI) (who meet and exceed the appropriate Secretary of the Interior's (SOI) Qualifications) were tasked to perform archaeological services on-site. The results of the Phase IB archaeological investigation are detailed below. The investigation indicated that the archaeological AOI was subjected to extensive disturbance during the construction of the WMATA Bus Garage in the 1960s. No artifacts or evidence of historical occupations were observed, collected, or recorded within the AOI, and therefore no further testing was recommended by MBI.

Archaeological Work Completed In the 2025 Reporting Period

From August 21st through August 26th of this year, the Phase IB archaeological investigation was completed within the previously prescribed archaeological Area of Interest (AOI) for the

Undertaking. The investigation was overseen by professionally qualified Archaeologists associated with Michael Baker International (MBI) in accordance with section IV of the PA. As required by Section V.A., mechanical trenching/stripping within the AOI was conducted on August 21st through 26th, and overseen by principal investigator Thomas Bodor, MA, RPA, and lead archaeologist Dean Nones, MA, RPA. The purpose of this investigation was to identify potentially significant archaeological features and/or deposits that may be impacted.



Figure 1. Environmental Conditions Northeast of the Foundation, Facing West.

The archaeological AOI for the project consists of a 0.06 ha (0.16 ac) parcel located in the northern portion of the APE for the project that was considered primarily sensitive for the presence of mid-19th century structural elements potentially associated with the Clark Mills Foundry. During this investigation, four mechanical trenches were excavated across the archaeological AOI previously defined by SHPO to assess the presence of such potential buried cultural deposits (see Figure 1 above).

Due to the nature of the current development onsite within the archaeological AOI, the Phase IB survey methods consisted of the excavation of a series of machine-excavated trenches to identify buried structural features and/or shafts that may be buried below pavement and historic fill. These include nineteenth century industrial and/or domestic features such as builder's trenches, shafts, and refuse pits, industrial waste middens (i.e., clinker, slag piles, rejects, cisterns, wells, privies, etc.). Trenches were also supplemented by hand-excitation where needed.



Figure 2. Site work, hardscape removal.



Figure 3. MBI Archaeologists investigate a trench and dig a small trench by hand.



Figure 4. Completed Trench

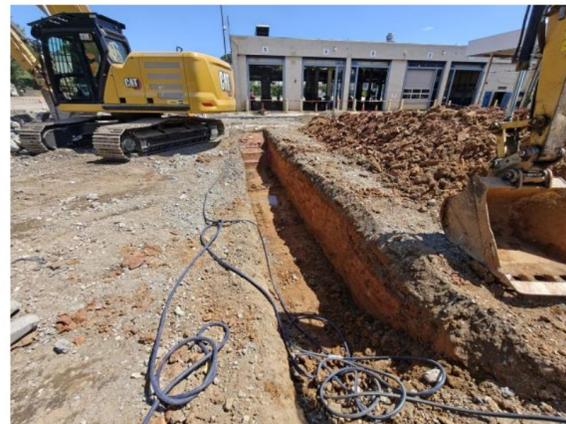


Figure 5. Excavation in the AOI.



Figure 6. Typical Profile, south wall of Trench 3.

Findings of the investigation indicated that the archaeological AOI was subjected to extensive, deep grading before or during the construction of the Bus Garage in the 1960s. The soils revealed during excavation consisted of construction-grade clay overlaying a truncated layer of Pleistocene-era wet, sandy clay. No artifacts or evidence of historical occupations were observed, collected, or recorded. The management summary for the Phase IB investigation was submitted to the Federal Transportation Administration (FTA) and the DC Historic Preservation Office (SHPO) and is still under review by both organizations.

Therefore, as no artifacts or evidence of historical occupations were observed, collected, or recorded, MBI's Principal Investigator, Tom Bodor, has recommended that no additional archaeological investigations be performed within the AOI. WMATA has recommended a finding of No Historic Properties Affected, pending FTA's final determination as the lead federal agency and SHPO's concurrence. The maintenance summary was still under review by FTA and SHPO as of the end of the reporting period, with comments expected January 2026.

Summary of work completed during Previous Reporting Periods

As previously reported, no archaeological work took place under the PA during calendar year 2023 or calendar year 2024. The last time work governed by this PA was completed was in calendar

year 2022, primarily in response to the unanticipated discovery of subsurface brick foundation walls associated with a Fleischmann's Yeast Plant, which is shown on historic maps within the APE. The walls were discovered in the Spring of 2022 and were treated in compliance with *PA Stipulation VII. Post-Review Discoveries A. Unanticipated Archaeological Discoveries*.

The discovery was documented and mapped in compliance with requests from the DC SHPO. In June 2022, FTA determined that the unanticipated discovery of the brick foundation wall was not eligible for listing in the National Register of Historic Places (NRHP), and the finding was confirmed by both WMATA and the DC SHPO. Later discoveries occurred through July 2022 and were treated according to *PA Stipulation VII*. Throughout the process, SHPO concurred with WMATA's contract archaeologist that discoveries were not eligible for the National Register of Historic Places and did not warrant preservation in place. The Fleischmann's Yeast Plant site was given site number **51NE061** and recorded on a DC Archaeological Site Inventory Form. All subsequent associated discoveries were documented according to SHPO requirements. Please see the previous annual report documents for further details regarding work within prior reporting periods.

Summary and Next Steps

The PA work for the Bladensburg Bus Division Archaeological Investigation activities for 2025 primarily involved the Phase IA investigation that kicked off phase 2 of the overall project. The Phase IA investigation took place from August 21 to August 26, 2026. The results of the investigation demonstrated that the AOI was highly disturbed; no artifacts or evidence of historical occupations were observed, collected, or recorded, and no further investigation of the site was recommended.

As of the end of the reporting period, the maintenance summary submitted in December 2025, was still under review by FTA and SHPO with comments expected January 2026. Activities for 2026 will include the finalization of the archaeological consultant's technical reporting requirements and the conclusion of the Section 106 Process. Based on MBI's technical report, WMATA has concluded that the project is unlikely to affect archaeological resources associated with the Clark Mills Foundry or any other buried historical deposits. Therefore, WMATA has recommended a finding of No Historic Properties Affected to FTA and SHPO and intends to conclude the section 106 process for this undertaking as required by this PA in calendar year 2026.