

Bladensburg Bus Garage Reconstruction Project

Frequently Asked Questions

Community Impacts and Concerns

Q: How will Metro work to minimize impacts on the community around the Bladensburg Bus Garage, including construction noise, excess litter, speeding, and parking on local streets?

A: Metro is committed to ensuring that reconstruction of the Bladensburg Bus Garage has minimal impact on the community and will work with District of Columbia Department of Transportation (DDOT) and the Department of Consumer and Regulatory Affairs (DCRA) to minimize compounding of disruptions.

The first construction phase, contained within the limits of the current bus garage, will take place over a three-year period, and will include demolition and construction of the new facility. The following protocols will be in place during Phase I to reduce community impacts:

Construction noise

- Construction-related noise will occur primarily between 7 a.m. – 7 p.m. Monday through Friday.

Trash and debris

- Trash receptacles have been placed inside the Montana Avenue, Employee and Bladensburg Division parking lots, and Metro's Bus Maintenance Department will monitor the parking lots for cleanliness.
- Contractors will clean trash and construction debris from their worksites, adjacent streets, and sidewalks.
- A tire wash will clean vehicles before exiting the construction site.

Water runoff and dust

- Sediment fences have been installed, drainage has been improved, and erosion control measures to help prevent runoff from the site have been implemented.
- Water spray will control dust emissions, and Metro will coordinate with the District of Columbia Department of Energy & Environment (DOEE) and all other relevant government entities to ensure compliance with applicable laws aimed at managing dust generated during reconstruction.

Parking

- No-parking zones will be established on 25th Place NE and near the Bladensburg Road NE construction entrance.
- Two off-street parking lots have been secured for construction personnel, as well as additional parking in the recently acquired properties along 28th Street NE. We continue to actively seek out additional parking arrangements with local lot owners for our contractors.

Traffic

- To optimize traffic flow around the garage, Metro has realigned garage entrances. A primary construction entrance has been established on 25th Place NE, and a new secondary entrance on Bladensburg Road NE will be used for all oversized deliveries and as a backup entrance for construction vehicles when the primary entrance is temporarily closed due to construction operations.

- Metro's contractor will schedule deliveries outside of peak travel time as much as possible and coordinate with local business owners on 25th Place NE to help limit construction entrance traffic impacts. Metrobuses operating from the garage will leave and return during non-peak hours.

Speeding

- Metro continues to limit maximum bus operating speeds.
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Bus Garage Design and Construction

Q: What will the battery electric bus infrastructure look like?

A: Metro is still in the planning and design process for this infrastructure, but currently believes the structure will look like a typical Metro power substation.

Q: Can Metro provide an update on the design consideration for the delivery access design changes for Northeast Iron Works?

A: A proposed design was provided to the Department of Justice (DOJ). DOJ is communicating with the attorneys of the property owners. Metro will provide more details to the community once a design is approved.

Q: How does the height of the existing building compare with the proposed height of the new building?

A: The new Operations and Maintenance (O&M) building will combine the existing O&M and current Heavy Repair & Overhaul (HR&O) facility into one location. Additionally, the Compressed Natural Gas (CNG) facility will be located separately at the northwest corner of the site. The height of the current HR&O facility is 23' tall. The new, combined O&M building will be 59' in height. In addition to the new O&M building, a new employee parking garage will be added, which will be 49-9" in height. Both structures are within zoning ordinance requirements.

Q: Will this project increase the number of buses that use the facility?

A: Today, there are about 276 buses operating out of the existing Bladensburg Bus Division – 176 stored at the existing facility and 100 buses at the Bladensburg Road/Montana Avenue temporary parking lot. The new facility will expand bus storage to approximately 300 buses – 200 standard 40' buses and 100 60' articulated buses.

Q: When the garage is reconstructed, does Metro anticipate any increase in the number of mechanical fans or operational noise to surrounding neighborhoods?

A: Metro does not anticipate any increased noise impacts associated with the new facility. The new facility will have similar mechanical plants, and there is a possibility that there may be a decrease in mechanical devices on the roof as we move from two buildings to one building.

Environmental Strategies and Historical Preservation

Q: As the national capital's biggest transit authority, why isn't Metro leading the transition to green transit systems?

A: The Board's approval of Metro's zero-emission fleet strategy was a major step towards converting to a fully zero-emission bus fleet. We are working on a pilot project that will help us to understand how zero-emission buses will operate within Metro's environment, considering routes, weather, recharging facilities, etc. At the same time, we are looking into infrastructure upgrades (facilities, power supply, labor force training, etc.) needed to seamlessly transition to zero-emission buses. We are making great strides towards the electrification of our bus fleet. [Learn more](#) about our strategy here.

Q: Will the garage construction include solar panels and if so, can those panels recharge electric buses?

A: Yes, the new garage will have solar panels, but the energy generation by the solar panels alone will not be enough to charge the buses. Metro will work with PEPCO to define grid and power requirements and to build the right infrastructure at our bus garages.

Q: How will Metro handle the stream that previously crossed the site?

A: Metro is partnering with the DC DOEE to better understand the facility's history. Additionally, our stormwater management plans for the project will be reviewed and approved by DOEE.

Q: How will you handle the old foundry at the site?

A: Metro, the Federal Transit Administration (FTA), and the District of Columbia Historic Preservation Office (HPO) entered into a Programmatic Agreement to manage the site. At the beginning of Phase II construction, the contractor will investigate the former site of the foundry and provide results to the FTA and HPO.

Q: How will contamination at the site be handled?

A: Metro will work with DOEE to ensure that any contamination is identified and treated within DOEE standards. During construction, existing storage tanks will be closed and removed. Sampling will be conducted during the removal activity and follow-on activities will be based on sample results.

Community Engagement

Q: How can the community stay informed?

A: You can stay up to date on this project by [signing up for project updates](#), attending quarterly community meetings, and by visiting the [project website](#) for project details and updates.