Appendix C Supplemental Correspondence

December 27, 2012

Office of the Secretary
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, DC 20001

RE: Docket R12-02 (Hearing No. 581)
Proposed Southern Avenue Bus Garage Replacement

To WMATA,

We are writing to express our concern and opposition to the possible expansion of the Southern Avenue Bus Garage at Alternative C (Southern Avenue). Of the two potential locations for the replacement of the bus garage, Alternative C is the only one that will result in the unnecessary displacement of residents and businesses from their current locations and result in undue hardship to us.

According to the December 17, 2012 Public Hearing held by WMATA, Alternative A proposes to use undeveloped land that would not displace any current businesses or residents and would not create divisions or isolations of neighborhoods. On the contrary, Alternative C will have a very devastating impact on those who work and live in the Southern Avenue area to be overtaken. Although this revised Alternative C is expected to have a reduced imprint on those impacted, the plan continues to jeopardize our work and home. Being one of several that may be displaced if Alternative C is selected, we want you to know how distressing and upset we are.

My husband Jin and I have worked at the White Corner Restaurant for over 20 years now and during this time have served the community and know many of the residents and community well. We also own a home on Quinn Street. My coworkers Jung and Sarah have also worked here for many years. Alternative C will result in the demolition and loss of our workplace and our home. Our hope is to continue to be a vital part of this community. But Alternative C puts into jeopardy everything we have worked so hard towards.

We work very hard to support our families. And we are very frightened of what the future holds for us, if you take away our place of work and our investments. Even if WMATA will develop an Acquisition and Relocation plan for those being displaced, should Alternative C be chosen, this does little to ease our concern and worry about the future, as displacement will result in us being uprooted from our community and workplace, which has been integral to our lives for decades.

It is extremely difficult to understand why this project would need to result in displacement of even a single person or workplace, when another suitable location is available that would not have such an adverse impact.

The community and the customers that we serve all support us. They have signed a petition to show their opposition to the bus garage expansion on Southern Avenue. Attached please find the signatures of persons who live and work in the Southern Avenue area, requesting that Alternative C not be selected for the proposed replacement bus garage.

We sincerely thank you for your consideration of our comments.

Sincerely,

Kyung C. Jeon

Jin Jeon

Enclosure: Signatures opposing Alternative C

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GOVERNMENT OF THE DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION



d. Progressive Transportation Services Administration

December 28, 2012

Office of the Secretary
Washington Metropolitan Area
Transit Authority
600 Fifth Street, NW
Washington, DC 20001

Re: Public Hearing Docket R12-02

Dear Ms. Sequeira:

The District Department of Transportation strongly supports the replacement of the Southern Avenue bus garage in order to provide bus riders in the District and Prince George's County with better maintained and more reliable bus service. Additionally we support the garage replacement in order to provide a modern, more efficient facility for WMATA employees and one that will operate using fewer resources.

DDOT requests that the final analysis of the two replacement garage sites, Alternate A (Rena Road) and Alternate C (Southern Avenue) provide analysis of the following four issues in order that the WMATA Board may make a fully informed decision on siting.

First, an analysis of the projected annual increase in deadheading miles, if any, from the selection of the Rena Road site. Second, a comparison of the anticipated annual operating costs of the two different facilities, assuming 150 bus capacity at each location. Third, an assessment of the accessibility of the two locations by public transportation for current and potential employees, and fourth, a discussion of the ancillary economic development impact or potential from a new garage at each site.

Office of the Secretary December 28, 2012 Page 2

Thank you for the consideration of this request. If WMATA has any questions about these four issues, please do not hesitate to have someone contact me for follow-up.

Sincerely,

Steve Strauss

Deputy Associate Director

Progressive Transportation Services Administration

cc: Terry Bellamy

Carl Jackson