

Good morning Chairpersons Cheh and Brown and members of the Committee. I am Jack Requa, Assistant General Manager for Operations Services for the Washington Metropolitan Area Transit Authority. It is a pleasure for me to be here to offer our support for one of the items on today's hearing agenda, Bill 18-280, the "Southeastern Bus Garage Relocation Act of 2009."

Metro was created in 1967 to build the Washington area's modern subway system. Our mission was expanded in 1974 when we took over the major local private bus systems and Metrobus was created. With this takeover, we inherited all the old facilities and buses used to provide service in the region. The WMATA Board quickly concluded that new facilities and new buses were needed in order to substantially improve bus operations. The former Southeastern facility was built in 1936 and was designated by the Board as the first facility to be replaced.

Since 1974, over 50 sites have been subjected to some level of review as potential locations for a replacement facility. For various reasons, agreement was not reached on the appropriate site for the new facility.

In 2006, the District made a decision to locate a new baseball stadium in the Southeast/Navy Yard section of the District. Within the stadium and the surrounding development site of the stadium was the Southeastern facility and its parking lots for buses and employees. Closing and replacing the facility made a great deal of sense to the District for development purposes and to Metro to allow safe and consistent bus services in the Southeast region of the District.

Since January 2006, the Metro Board of Directors has taken ten actions related to the relocation of the Southeast facility. These began with the designation of Southeast as the next replacement facility following the agreement to move from our Arlington facility to West Ox Rd in Fairfax County.

Later action included approval to sell land and airspace around and over the Navy Yard West entrance to allow expansion of the entrance and development above. As you may recall, Metro expanded the station at the cost of \$20 million provided by the District in time for the opening of the first baseball season.

Other actions by the Board of Directors included relocating bus parking outside the development area, initial actions of designing a new bus facility, authorizing the sale of the bus facility and adjacent parking lots, and dedicating proceeds from the sale to the operations of buses and the replacement facility. In September 2007, Metro began negotiating a land exchange agreement with the District, which was not finalized.

Yesterday, the Metro Board of Directors authorized the purchase of 16 acres at the District's DC Village site for the replacement facility. The agreement before you today calls for a new modern bus facility to house a minimum of 114 buses, the size of the previous facility. This facility will be built to be compliant with alternative fuels, primarily compressed natural gas, and will be a LEED Silver facility.

As a result of the availability of Federal stimulus funds, Metro is further committing to the installation of a natural gas line to the facility and the installation of a compressor station to provide for servicing natural gas buses from the day of opening of the facility.

The 16 acres has great potential. Metro sees this being a 250-bus facility in time, and with funding would be excited to built out the full facility at this time. This expansion has great potential to meet growing demands for new services as well as providing relief from other District-located Metro bus facilities.

Pictures are usually better than words and we have a few slides that describe the project.