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## Randall School / Navy Yard Metro Renovation

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Russell Hines

Fri, Oct 12, 2007 at 9:25 AM

Mr. Litsky:

I am writing in response to your E-mail dated October 11, 2007, in which you refer to a Washington Post article from September 28, 2007. The article read, "In a letter to Metro last month, [Mr.] Neal also said that Monument might slow its renovation of the Navy Yard Metro station, the closest stop to the ballpark, if the company does not win Metro's bus garage property." First, this discussion needs to be placed in its proper context. Monument had already been awarded the right to exclusive negotiations with WMATA for the purchase of the bus garage two years ago in a competitive process run by AWC. In fact, WMATA withdrew its own Joint Development Solicitation at the request of Mayor Williams in order to allow AWC to manage that process. WMATA then spent the subsequent two years accepting the benefits that Monument had to offer as Master Developer for the Half Street area, including the completion of the Metro Station improvements, only then to dismiss the AWC award as irrelevant and instead to conduct a one-shot, sealed bid auction for the property without ever contacting Monument, or the District of Columbia for that matter.

Second, Mr. Neal did not threaten to slow the renovation of the Metro Station. At the time the letter was written, the District of Columbia had asked Monument to spend its own money to accelerate the completion of the Metro Station. The project had suffered from a variety of delays, including delays that were caused by actions or inaction by other public entities; however, there was no consensus on the impact to the final completion date. Mr. Neal was objecting to spending more money to accelerate the project and pointing out that it was an unreasonable request given WMATA's recent position on the disposition of the bus garage. In short, WMATA wanted to take further advantage of Monument's resources without making any effort to reciprocate by entering into negotiations with Monument as had been promised. Furthermore, by the time this article was written, Monument had already worked with the contractor on a plan and schedule that addressed any perceived or actual delays in the completion of the Metro Station. WMATA officials had this information when they made the false claim that the Metro Station was seven weeks behind schedule. We have since met with District and WMATA officials to discuss this schedule and all parties appeared satisfied. Why WMATA continues to put out inaccurate information about the schedule or let inaccurate reporting go unchallenged is beyond me. I should also point out that when Monument took on this responsibility last December, it was considered a very difficult schedule – in fact, WMATA staff conceded that they would probably not have finished on time even if they simply installed fare gates at grade and built the standard Metro canopy over the entrance.

In summary, the reporting was inaccurate and the Metro Station is on schedule; therefore, I hope that you and your fellow commissioners will judge the Randall School project based on its own merits. In addition to bringing the Corcoran College of Art + Design to Southwest, which we all seem to agree will be a great benefit, the project will allow for the restoration of an important historic resource, provide additional affordable housing and bring new investment to the community. Please feel free to contact me directly if you have additional questions about the Metro Station project. Thank you.

Sincerely,

**F. Russell Hines**

Executive Vice President

**Monument Realty. Building Success.**

1155 Connecticut Ave, NW

7th Floor

Washington, DC 20036