



## **Government of the District of Columbia Advisory Neighborhood Commission 4B**

### **RESOLUTION #4B-21-0204**

#### **Providing Feedback On and Expressing Opposition to WMATA Proposed Budget and Service Cuts in Advisory Neighborhood Commission 4B**

**Adopted February 22, 2021**

Advisory Neighborhood Commission (ANC) 4B takes note of the following:

- Metro, both Metrorail and Metrobus, is an essential method of transportation for both ANC 4B residents and visitors.
- Thousands of our constituents depend on Metrobus and Metrorail to get to work, school, healthcare appointments, grocery stores and more.
- Takoma Station is located within ANC 4B and is served by Metrorail's Red Line.
- Fort Totten Station is located adjacent to ANC 4B and is served by Metrorail's Red, Green and Yellow lines.
- ANC 4B's area is served by numerous Metrobus lines, including, but not limited to the 52, 54, 59, 62, 63, 70, 79, E4, F1, F2, R1 and R2 and is not served by another bus transit provider in any substantial way.
- These bus and rail services are vital transportation links for our communities, providing access to job centers as well as mobility within our neighborhoods.
- ANC 4B has repeatedly expressed the value and importance of these services to our community through formal action. (See [Resolution 4B-19-0309](#) "Supporting Retention of Stop in Metrobus Route R1 and R2"; [Resolution 4B-19-0305](#) "Supporting Alteration/Restoration in Metrobus Route E4"; [Resolution 4B-19-0304](#) "Supporting Increased Metrorail Service to Takoma and Fort Totten Stations"; [Resolution 4B-20-0403](#) "Supporting Construction of a Bike Storage Facility at East Entrance to Takoma Metrorail Station (HPA 20-221)"; [Resolution 4B-20-0204](#) "Noting Lack of WMATA Engagement and Opposing Cuts to Metrobus Service and Fare Increases"; and [Resolution 4B-19-0504](#)

“Supporting Implementation of Bus Only Lanes along Georgia Avenue Northwest.”

- Essential workers [have continued to depend](#) on transit service to get to their jobs, even in the coronavirus pandemic.
- [Increased investment in transit service](#) can ensure our recovery is felt widely, including through increased worker productivity and reduced traffic congestion.
- Further service cuts [could result in a declining spiral](#) of decreasing revenues and ridership, even as the economy recovers.
- Metrobus ridership is [has already recovered faster](#) than Metrorail service and is more likely to be used by the essential workforce.
- Metro’s jurisdictions have reported better-than-expected budget revenues and have projected unexpected surpluses in the [District of Columbia](#) and [Virginia](#).

## **RESOLVED:**

- That Advisory Neighborhood Commission 4B urges the Washington Area Metropolitan Area Transit Authority (WMATA) to adopt a FY2022 budget that preserves and expands access to transit wherever possible.
- The Commission urges WMATA to take measures to seek additional funding of service - including seeking the full 3% subsidy increase allowed under the compact from partner jurisdictions - especially as jurisdictions continue to report budget surpluses.
- The Commission also supports the proposed restoration of service, including late-night service, to the Georgia Avenue (70,79) bus lines and the preservation of current service levels on the E4, 52 and 54 lines.
- The Commission opposes the proposed cuts to or the elimination of the 59, 62, 63, F1, F2 and R1 lines, and urges WMATA to seek additional subsidy from the appropriate jurisdictions to continue to serve those routes to the extent possible.
- The Commission urges WMATA to defer opening the Silver Line Phase Two beyond July 2021 to allow for preservation of existing service and an acknowledgement that traffic to Washington Dulles International Airport (the major station in Phase Two) is unlikely to support additional rail service.

- The Commission urges WMATA to consider publishing rail timetables as a low-cost, customer-friendly improvement as rail levels of service have declined.
- The Commission urges WMATA prioritize bus routes for service preservation that have no feasible alternative for communities on that route and that serve essential facilities like hospitals, shelters and schools.
- The Commission urges WMATA to prioritize bus routes that serve large numbers of students in the District of Columbia who will depend on Metrobus as schools reopen and to publish their analysis in support of these routes.
- The Commission urges WMATA to reopen the public comment period for the FY2022 budget before the final six months “fiscal cliff” budget period that results in substantial service cuts in January 2022, especially if there is a possibility of additional federal or jurisdictional funding.

#### **FURTHER RESOLVED:**

That the Commission designates Commissioner Evan Yeats, ANC 4B01, to represent the Commission in all matters relating to this resolution.

#### **FURTHER RESOLVED:**

That, in the event the designated representative Commissioner cannot carry out their representative duties for any reason, the Commission authorizes the Chair to designate another Commissioner to represent the Commission in all matter relating to this resolution.

#### **FURTHER RESOLVED:**

Consistent with DC Code § 1-309, only actions of the full Commission voting in a properly noticed public meeting have standing and carry great weight. The actions, positions, and opinions of individual commissioners, insofar as they may be contradictory to or otherwise inconsistent with the expressed position of the full Commission in a properly adopted resolution or letter, have no standing and cannot be considered as in any way associated with the Commission.

**ADOPTED** by voice vote at a regular public meeting (notice of which was properly given, and at which a quorum of eight members was present) on February 22, 2021, by a vote of 8 yes, 0 no, 0 abstentions.