



## Advisory Neighborhood Commission 1C

PO Box 21009, NW, Washington, DC 20009

[www.anc1c.org](http://www.anc1c.org)

*Representing Adams Morgan*

June 26, 2019

**Commissioners:**

Amir Irani (1C01)

Bridget Pooley (1C02)

Ted Guthrie (1C03)

Douglas Ely (1C04)

Damiana Dendy (1C05)

Michaela Wright (1C06)

Japer Bowles (1C07)

Amanda Fox Perry (1C08)

Paul Wiedefeld  
WMATA General Manager  
600 5th St. NW  
Washington, DC 20001

**sent by attachment to email to [pwiedefeld@WMATA.com](mailto:pwiedefeld@WMATA.com)**

Re: Proposed Late Night service proposal

Dear Mr. Wiedefeld:

At a duly-noticed public meeting held on June 5, 2019, with a quorum present, Advisory Neighborhood Commission 1C passed the attached resolution regarding WMATA's late night service proposal, by a vote of 7-0-0.

Please advise if anything further is necessary.

Ted Guthrie

Chair, ANC 1C

## Resolution Against WMATA's Current Late Night Service Plan

Whereas a functioning and convenient transit system is essential to the vitality and viability of urban and metropolitan areas, especially the District of Columbia,

Whereas Adams Morgan is a major residential, commercial, cultural, and entertainment center that depends heavily upon transit as a significant majority of residents, workers, and visitors do not own and/or choose to not use personal automobiles,

Whereas the Washington Metropolitan Area Transit Authority (WMATA) has proposed to continue the Metrorail early closing hours (11:00 PM on Sundays, 11:30 PM on weeknights, and 1:00 AM on Fridays and Saturdays) implemented in 2016 so as to permit greater "track time" for repairs and maintenance,

Whereas the earlier closing times have created significant inconvenience and unnecessary added expense for workers, residents, visitors needing to travel after the rail system closes and before the rail system opens, and has had a disparate impact on lower wage earners and those who are unbanked,

Whereas the earlier rail closing times adversely affect nightlife businesses in Adams Morgan by curtailing the use of transit by patrons from other areas, or imposing the cost of a for-hire ride upon them,

Whereas WMATA has failed to implement a comprehensive, coordinated, and viable late-night "Owl" bus alternative continuing after rail service ends as cities such as San Francisco, Boston, Philadelphia have; and which the District and which the District formerly had,

Whereas, WMATA has issued a Request For Proposals (RFP) to provide, under a one-year pilot program, with available funds capped at \$1 million, a \$3 discount for each of up to 10 weekly trips using on-demand, for-hire transportation by enrolled late-night employees when Metrorail is closed,

Whereas the subsidy pilot would still burden passengers with the rest of the fare, which could easily exceed \$15 per trip; and all other system users would be on their own,

Whereas Boston's MBTA implemented a pilot program of late night bus service which cost \$1.2 million, and is available to anyone needing to use it at the price of a regular bus fare, and

Whereas encouraging the further use of for-hire vehicles adds to traffic congestion, is contrary to the District's stated objectives to reduce the number of automobiles on our streets, cut greenhouse gas emissions, and encourage the use of sustainable, environmentally-friendly transportation.

THEREFORE, BE IT RESOLVED that ANC 1C does not support and strenuously objects to WMATA's plan to supplement its transit service by subsidizing for-hire ride services.

BE IT FURTHER RESOLVED that ANC 1C urges WMATA to immediately cancel the RFP and pilot program.

BE IT FURTHER RESOLVED that ANC 1C urges WMATA to focus efforts on the creation of a coherent and viable late night bus operation that serves as a direct substitute for the rail routes, with a reasonable subset of the regular corridor and neighborhood bus routes, with headways of 20 minutes or less for the rail-substitute and key routes, and not longer than 30 minutes on others.

BE IT FURTHER RESOLVED that ANC 1C urges the Government of the District of Columbia to direct their nominees to the WMATA Board to insist upon implementation of the aforementioned late night bus services, and to oppose in the strongest possible terms the efforts to extend the early closing times without sufficient efforts and alternatives to minimize disruption to rail riders, except where explicitly necessary for rail system maintenance.