



Advisory Neighborhood Commission 1C
PO Box 21009, NW, Washington, DC 20009
anc1c.org
Representing Adams Morgan

March 14, 2021

Amir Irani (1C01)

Celeste Carano (1C02)

Peter Wood (1C03)

Meghan Faulkner (1C04)

Zack Gold (1C05)

Benjamin Butz (1C06)

Japer Bowles (1C07)

Fiona Clem (1C08)

Jim Hamre, Director
Office for Metrobus Planning, Scheduling and Customer Facilities
Washington Metropolitan Area Transit Authority (WMATA)
600 5th Street NW
Washington, DC 20001

RE: ANC 1C Comments on proposed WMATA operations for FY2022

Dear Director Hamre:

At a duly-noticed public meeting held on 3/3/2021, with a quorum present, Advisory Neighborhood Commission 1C voted 8-0-0 in support of the attached resolution regarding proposed changes to WMATA operations for Fiscal Year 2022.

Warm regards,

Amir Irani
Chairperson, ANC 1C

cc:



Resolution on proposed FY 2022 WMATA operations

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 where many residents, workers, and visitors depend heavily upon transit, including many who cannot afford personal automobiles and many who choose transit instead of their personal vehicles;

Whereas the Washington Metropolitan Area Transit Authority (WMATA) has proposed significant service cuts as part of its Fiscal Year 2022 budget, including the elimination of rail service on weekends, the elimination of $\frac{1}{3}$ of bus routes, wait times of 15-30 minutes for rail service, and rail system closure at 9 pm on weekdays;

Whereas proposed changes to bus routes significantly affect Adams Morgan, including the elimination of the L2, the elimination of the section of the 96 serving Adams Morgan, continued reductions in S2, and S9 frequency, and the re-routing of the H2 buses from Adams Mill and Harvard to Columbia Rd and Calvert St;

Whereas the proposed drastic reduction in rail service, including the elimination of weekend service and closure at 9 pm on weekdays, as well as 15-30 minute headways, will drastically impact the Metro stations closest to Adams Morgan, including Woodley Park, Dupont Circle, U Street, and Columbia Heights;

Whereas the proposed cuts and changes in service would pose a significant inconvenience and likely increase costs for workers, residents, and visitors needing to travel and commute after the rail system closes, on weekends, and in areas where buses will no longer operate, and will have a disparate impact on lower wage earners and those who are unbanked;

Whereas the bus service changes or eliminations and drastic rail cuts will adversely affect entertainment, retail, dining, nightlife and other businesses in Adams Morgan by curtailing the use of transit by patrons from other areas;

Whereas these cuts may encourage the further use of for-hire vehicles or personal vehicles, which adds to traffic congestion, and 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;



Whereas the ongoing vaccine rollout will likely significantly increase the demand and need for transit over the coming months; and

Whereas the December 2020 COVID relief package included \$14 billion in funding for mass transit, that may close most but not all of the originally anticipated funding shortfall; therefore, be it

Resolved, That ANC1C objects to WMATA's plan to drastically cut rail and bus service at a time when demand is likely to be growing and when widespread job loss and economic impacts of the pandemic have made alternate transportation options out of reach for many Adams Morgan residents and workers.

Resolved, That ANC 1C urges WMATA to consider the importance of bus access in transit-dependent neighborhoods like Adams Morgan that are without a metro station within the neighborhood boundaries, and reconsider eliminating bus lines such as the L2, the 96 section serving Adams Morgan; and the reduction in frequency of the S lines; and the shift of the H2 line off of Harvard Street, which will require senior residents to walk uphill to Columbia Road.

Resolved, That ANC 1C opposes the elimination of crosstown bus service to Tenleytown (including on the 96 and H2 lines, which run through Adams Morgan, as well as on the H4 line) and opposes the elimination of the 16th St-Tenleytown bus lines (i.e., D31-D34), which serve as school bus transportation for many DCPS students.

Resolved, That ANC 1C urges WMATA to shift any funding it can from the remainder of this fiscal year to next, to smooth out any impact from service cuts.

Resolved, That ANC 1C urges the government of the District of Columbia to direct its appointees to the WMATA Board to insist upon a budget that prioritizes as widespread service as possible, with a focus on preserving service in neighborhoods like Adams Morgan where many residents are transit-dependent, and to oppose in the strongest possible terms the elimination of weekend rail service.