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**Government of the District of Columbia
Advisory Neighborhood Commission 4A**

RESOLUTION #4A-03-03-01

**Opposing Cuts to Metrobus Service and Fare Increases
Adopted March 3, 2020**

WHEREAS, pursuant to applicable District laws, each Advisory Neighborhood Commission (“Commission”) may advise the Council of the District of Columbia, the Mayor and each executive agency, and all independent agencies, boards and commissions of the government of the District of Columbia with respect to all proposed matters of District government policy including, but not limited to, decisions regarding planning, streets, recreation, social services programs, education, health, safety, budget, and sanitation which affect that Commission area [D.C. Official Code §§ 1-309.10(a)];

WHEREAS, proposed District government actions include actions of the Council of the District of Columbia, the executive branch, or independent agencies, boards, and commissions. In addition to those notices required in D.C. Official Code §§ 1-309.10(a), each agency board and commission shall, before the award of any grant funds to a citizen organization or Committee, before the transmission to the Council of a proposed revenue bond issuance, or before the formulation of any final policy decision or guideline with respect to grant applications, comprehensive plans, requested or proposed zoning changes, variances, public improvements, licenses, or permits affecting said Commission area, the District budget and city goals and priorities, proposed changes in District government service delivery, and the opening of any proposed facility systems, provide to each affected Commission notice of the proposed action as required by D.C. Official Code §§ 1-309.10(b);

WHEREAS, the issues and concerns raised in the recommendations of the Commission shall be given great weight during the deliberations by the government entity, and great weight requires acknowledgement of the Commission as the source of the recommendations and explicit reference to each of the Commission’s issues and concerns [D.C. Official Code §§ 1-309.10(c)(3)(A)];

WHEREAS, the Advisory Neighborhood Commissions (“ANCs”) are the bodies of government with the closest ties to the people and they are expected to advise the city on issues, including fees, taxes, zoning, social services programs, health, emergency preparedness, economic development, transportation and infrastructure issues;

WHEREAS, the Washington Metropolitan Transit Authority (WMATA) Board of Directors is currently considering its proposed FY2021 operating budget, including related fare and service proposals that affect Metrorail and Metrobus lines servicing and used by residents within Advisory Neighborhood Commission 4A. Most of the changes currently under consideration in WMATA’s proposed FY2021 operating budget negatively affect bus users.

WHEREAS, on Saturday, February 8, 2020, WMATA circulated to Commissioners a notice of public hearings on the proposed budget and details regarding the proposed fare and service changes. WMATA has asked for public feedback on its proposed FY2021 operating budget by March 2, 2020, which will be provided to Metro’s Board of Directors in April 2020 as part of the final decision-making process. WMATA provided details after our last public meeting on February 4, 2020.

WHEREAS, Metrobus – a bus service provided by WMATA – is an essential public service for our community. Because there are no metro rail stations in ANC 4A and the closest rail stations to our residents are approximately a mile to two and half miles away, Metrobus service is heavily utilized. Thousands of our constituents depend daily on the bus lines that service our Commission area to get to work, school, healthcare appointments, grocery stores, and more.

WHEREAS, ANC 4A also takes note of the following:

- The restructuring of the 54 bus line and the MetroExtra 59 bus line is poorly conceived and will disproportionately impact the very low income, elderly, disabled, and students.
 - The MetroExtra 59 bus line is effectively absorbing the 54 bus line for “most” trips, but without a one-for-one replacement, the change is an overall reduction in service.
 - The change will result in reduced service by eliminating several stops currently made along the 54 bus line between Federal Triangle and Colorado Avenue, NW, (which are used by almost 40% of riders of the 54 bus line) while also decreasing quality of service by adding stops to a limited-stop bus line between Colorado Avenue, NW, and Takoma Station.
 - Riders will also face a 50% fare increase for the MetroExtra 59 bus line even though the service is essentially local for a large stretch