



ADVISORY NEIGHBORHOOD COMMISSION 3E

TENLEYTOWN AMERICAN UNIVERSITY PARK FRIENDSHIP HEIGHTS
c/o Lisner-Louise-Dickson-Hurt Home 5425 Western Avenue, NW Washington, DC 20015
www.anc3e.org

Resolution Regarding WMATA's Resolution on Proposed Revenue Increases and Service Changes

WHEREAS, WMATA has issued a resolution setting forth proposed service cut and fare increases to balance WMATA's FY 2011 budget ("WMATA Resolution"), and

WHEREAS, to quote from that resolution, "The Washington metropolitan region has come to rely on the services of Metrorail, Metrobus, and MetroAccess systems to provide safe and reliable service to respond to the mobility and accessibility travel needs of the region for work and discretionary activities[,] and

WHEREAS, among the options WMATA has proposed to help balance its budget is closing the south entrance and mezzanine ("South Entrance") to the Friendship Heights Metro station, which is within ANC 3E's jurisdiction, on weekends and after 8 pm on weekdays, and

WHEREAS, we believe that the South Entrance is well used nights and weekends by those who live and work in the area, and

WHEREAS, WMATA has not supplied ANC 3E with current and projected ridership data, or projected cost savings associated specifically with the closings of the South Entrance, and

WHEREAS, WMATA should encourage Metro ridership during off-peak hours to reduce overcrowding and undue strain on the transit system, and

WHEREAS, WMATA should particularly encourage discretionary travel on Metro during evenings and weekends to reduce automobile traffic that, among other things, pollutes the environment, causes traffic jams and parking problems in areas that are vibrant – or could become vibrant – nights and weekends, and often involves driving after drinking, and

WHEREAS, closing the South Entrance would require most D.C. residents that use the Friendship Heights Metro station to walk materially further to use the station than they otherwise would, and

WHEREAS, this longer walk likely would deter some of the discretionary Metro trips WMATA should encourage and encourage additional automobile trips that WMATA should discourage, and

WHEREAS, these Metro trips not taken would impose direct costs in lost fares on Metro that would partially offset any savings associated with closing the South Entrance, costs which are for some reason labeled as zero in the WMATA Resolution, and

WHEREAS, the automobile trips substituted for these Metro trips not taken would impose broader social costs for reasons described above, and

WHEREAS, the reduced access to the Friendship Heights station associated with closing the South Entrance would likely result in some trips not taken at all, and costs associated with these foregone trips likely would be borne disproportionately by DC businesses south of Jennifer Street that are open nights and weekends,

WHEREAS, although we believe that surrounding jurisdictions, both federal and state, should make up all or most of WMATA's budget shortfall, and fare increases should be the option of last resort, we believe at the same time that if funding cannot otherwise be found, that reasonably-increased fares are preferable to taking steps that could have as adverse an impact on neighborhoods as closing the South Entrance, and

WHEREAS, fare increases are regressive, burdening the poor disproportionately, but this effect can be mitigated via provision of transit subsidies, and

WHEREAS, ANC3E has an increasingly elderly population and Iona House, which serves older citizens, many of whom use Metro Access, and

WHEREAS, the other Metro station in ANC 3E's jurisdiction, Tenleytown-AU, lacks safety features such as bumpy tiles for visually-impaired riders (a deficiency that could expose WMATA to legal liability), and amenities such as a canopy over its otherwise-exposed escalator, that WMATA has installed in many if not most other stations, and

WHEREAS, ANC 3E believes that the Tenleytown-AU station should receive these safety features and amenities without surcharge just as other stations have received them, but, at the same time, ANC 3E believes its constituents might be willing to consider paying a small temporary surcharge to see these items installed now rather than at some time in the (possibly) distant future, and

WHEREAS, the WMATA Resolution raises the possibility of adding a temporary 5 cent surcharge at certain stations to fund improvements there,

NOW THEREFORE BE IT RESOLVED,

ANC 3E calls on WMATA to keep the South Entrance open nights and weekends. If fare increases are necessary to do this or otherwise to balance WMATA's FY 2011 budget, WMATA should work with governments in the area it serves to create or expand programs to provide subsidies to riders in lower income brackets for transit use.

ANC 3E also calls on WMATA to hold a forum, in conjunction with the ANC, to explore the possibility of accelerating improvements to the Tenleytown-AU Metro station in conjunction with a small temporary fare increase at that station.

ANC 3E urges WMATA to maintain the Metro Access program at its current level. While we think a fare increase should be the option of last resort to maintain the Metro Access program at its current level, if no other options are available, we would encourage consideration of a modest increase to the current \$2.50 Metro Access fare rather than imposition of cuts to the Metro Access program.

Finally, although broader service cuts likely would not affect disproportionately those who live and work in ANC 3E's jurisdiction, we are nonetheless concerned that WMATA's proposals to eliminate 8 car trains during rush hour and increase headways during mid-day and on weekends would unduly deter broader use of Metro. We hope WMATA can avoid these changes.

ANC 3E approved this resolution at its meeting on March 18, 2010, which was properly noticed and at which a quorum was present. The resolution was approved by a vote of 4-0-0. Commissioners Jonathan Bender, Lucy Eldridge, Mathew Frumin and Beverly Sklover were present.



ANC 3E
by Matthew Frumin, Chairperson