



**ADVISORY NEIGHBORHOOD COMMISSION 3C**  
GOVERNMENT OF THE DISTRICT OF COLUMBIA  
*CATHEDRAL HEIGHTS • CLEVELAND PARK*  
*MASSACHUSETTS AVENUE HEIGHTS • MCLEAN GARDENS*  
*WOODLAND-NORMANSTONE • WOODLEY PARK*

Single Member District Commissioners  
01-Lee Brian Reba; 02-Jason Fink; 03- Jimmy Dubois  
04- Beau Finley; 05- Emma Hersh; 06-Angela Bradbery  
07- Maureen Kinlan Boucher; 08- Vicki Gersten; 09-Nancy MacWood

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**ANC3C Resolution 2020-Consent**  
**Regarding WMATA's Proposed Bus Cuts and Changes for FY2021**

WHEREAS, the Washington Area Metropolitan Transit Authority's (WMATA) proposed FY2021 operating budget calls for a reduction in service, including:

- cutting the 37 line, which is a rush-hour express bus used by hundreds of people to get to and from downtown in the morning and evening;
- cutting the 30N and 30S lines - used by an average of 1,000 people each weekday and hundreds each on Saturday and Sunday - and replacing them with additional 31, 32, 33 and 36 buses;

WHEREAS, approximately 20 percent of passengers make the crosstown trip from northwest to southeast on the 30S and 30N buses, according to WMATA estimates;

WHEREAS, WMATA says that people who use the 37, 30N and 30S still would be able to reach their destinations by taking a bus then transferring to a train or another bus;

WHEREAS, the Ward 3 Short-Term Family Housing facility at 3320 Idaho Avenue is scheduled to open in March to 50 families - as many as 180 people - who will not have cars, and the D.C. Department of Human Services predicts that residents will use the 30S, 30N and 37;

WHEREAS, the location of the Ward 3 Short-Term Family Housing facility was selected in part because of the bus service that is available on Wisconsin Avenue;

WHEREAS, the 30N and 30S buses provide essential transportation for many who commute to and from jobs near L-Enfant Plaza, Capitol Hill, Eastern Market and other areas, as well as to and from jobs in northwest D.C.;

WHEREAS, Metro is offering free transfers to help ease the financial burden on low-income riders of the 30N and 30S;

WHEREAS, having to transfer adds an additional hurdle for commuters, and forcing people to transfer from a bus to another bus, or a bus to a train, could reduce ridership;

WHEREAS, the 37 buses are not always reliable, which depresses ridership (the GPS at times isn't turned on, and when it is, the turnaround time at the northern terminus often is longer than is reflected on WMATA's bus tracker, prompting 37 passengers to leave the bus stop);

WHEREAS, Roadside-Nash LLC is redeveloping the former Fannie Mae property at 3900 Wisconsin Avenue with, among other things, 670 units of housing, and the developer anticipates that many of those residents will rely on public transportation;

WHEREAS, Donohoe Construction is redeveloping 4000 Wisconsin Avenue with, among other things, 700 units of housing, and the developer anticipates that many of those residents will rely on public transportation;

WHEREAS, the D.C. Office of Planning is proposing to increase density and add a substantial amount of affordable housing throughout the city, particularly in Ward 3;

WHEREAS, the city grew 21.6 percent between 2006 and 2016, reaching a population of 693,972 in 2017, and is and is projected to continue growing;

WHEREAS, climate change poses an existential threat to the planet, and automobile emissions are one of the main sources of greenhouse gas emissions that cause climate change;

WHEREAS, encouraging D.C. residents to use mass transit is a critical way to reduce automobile traffic and emissions; and

WHEREAS, the comprehensive plan calls for providing more commuting alternatives besides personal vehicles;

**THEREFORE BE IT RESOLVED**, that ANC 3C:

Opposes WMATA's proposed cuts to the 37, 30S and 30N lines in FY2021 because:

- (1) Forcing commuters to transfer to a train or another bus likely will make commuting longer and more expensive for many, prompting many commuters to give up on mass transit;
- (2) Even with free transfers for low-income riders, forcing them to transfer to a train or another bus will add additional inconvenience and possibly add more time to the trip if there is a delay related to the second bus or the train;
- (3) The cuts will cause additional hardship to the residents of the Ward 3 Short-Term Family Housing facility, many of whom otherwise would rely on the bus;
- (4) Ridership on the 37 could be increased by making the service more reliable;
- (5) Reducing service and sending more commuters to cars will lead to more greenhouse gas emissions, thereby exacerbating climate change;
- (6) Cutting Wisconsin Avenue bus service when approximately 1,400 hundred units of housing are being built along Wisconsin Avenue is bad policy and contradicts the city's comprehensive plan;
- (7) Cutting bus service when the city is enacting policies to get people out of cars is bad policy and contradicts the city's comprehensive plan; and
- (8) Cutting bus service conflicts with the vision outlined by Mayor Muriel Bowser for additional affordable housing and development in Ward 3, particularly around the Wisconsin Avenue corridor.

**BE IT FURTHER RESOLVED THAT THE** Chair and/or their designee(s) are authorized to represent ANC 3C on this matter.

**Attested by**

A handwritten signature in black ink, appearing to read "Nancy J. MacWood". The signature is written in a cursive, flowing style.

Nancy J. MacWood  
**Chair, on February 19, 2019**

*This resolution was approved by a voice vote of the consent agenda items on February 19, 2020 at a scheduled and noticed public meeting of ANC 3C at which a quorum (a minimum of 5 of 9 commissioners) was present.*