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February 12, 2020

Washington Metropolitan Area Transit Authority
Paul J. Wiedefeld, General Manager and CEO

RE: Proposed elimination of the Metrobus 54 line and fare increases for MetroExtra lines in the FY2021 Metro budget

The ANC 4C Commission, at a duly noticed public meeting, with a quorum of **X** present at its February 12, 2020, meeting, voted, with **X** Yeas, **X** Nays, and **X** Abstentions considered and approved the following letter opposing the elimination of the 54 bus line as written in the proposed Metro FY2021 budget.

ANC 4C is constantly looking for ways to improve the quality of life for all residents who live in, work in, and visit our corner of the District. This Commission has supported many proposed changes to bus service in our community in the past, including the creation of the limited-stop 59 bus line, but always with an eye towards balancing equity and access to the neighborhood with improved efficiency and reliability.

With this past support in mind, we were alarmed to read that Metro has proposed to eliminate the 54 route bus, shifting most of the service to the limited-stop 59 bus. While we note the need to improve bus performance and increase efficiencies, we also recognize that this change will disproportionately affect ANC 4C senior residents, residents with disabilities, and residents of affordable housing developments. We are extremely concerned that WMATA and DDOT, by both combining 54 and 59 bus line stops and cutting service along those same stops, will radically cut bus service to these residents.

The Commission also opposes the cost increase of \$1 for the MetroExpress buses, which includes the 59 bus line. Based on what ANC 4C has seen, the Commission does not understand why it is more expensive for WMATA to operate MetroExpress buses.

The Commission would be willing to reconsider our position if WMATA would do two things: (1) provide detailed ridership data about the bus stops that will have reduced service below Colorado Avenue, and the reason for the fare increase; and (2) extend the comment deadline until at least March 12 so that the Commission may study the data, get feedback from the community, and pass an additional resolution at its March 11 meeting. The Commission understands from the proposal that 38% of riders use the stops that will have a reduction in service. Among other data, the Commission would find useful the following information: (a) how many riders use each stop that will have a reduction in service, (b) the current frequency of use of each stop with reduced service over the course of the day, (c) the impact of topography and elevation changes on riders' ability to use stops serviced by the limited-stop 59 bus, and (d) the impact on riders who would have to pay more if the \$1 fare increase for the MetroExpress bus is implemented. The Commission also requests data about why MetroExpress buses require a higher fare.

This Commission looks forward to working with you, DDOT, and District Council to improve bus service in our neighborhoods in a way that balances efficiency, safety, equity, and access to public transportation.

Sincerely,

Charlotte Nugent
Chairperson, ANC 4C

Leah Anderson
Vice Chair, ANC 4C