



Government of the District of Columbia
ADVISORY NEIGHBORHOOD COMMISSION 3/4G

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**Resolution Recommending DC Council Increase WMATA Funding
Through New Revenue for Improved Bus Service**

WHEREAS:

1. **WMATA's Role:** The Washington Metropolitan Area Transit Authority (WMATA) provides essential public transportation services, including Metrobus, that are vital for the mobility, economic vitality, and environmental sustainability of the District of Columbia. Residents of ANC 3/4G are particularly dependent on bus services, as the ANC lacks Metrorail stations.
2. **Current Bus Service Shortcomings:** In recent years, ANC 3/4G has faced significant reductions in bus service, highlighted by the discontinuation of the E6 and L1 routes and further proposals to cut additional bus services and access. These concerns have been formally addressed in ANC 3/4G's resolutions directed at WMATA. These resolutions underscore our ongoing commitment to advocating for reliable and efficient bus service for the residents of ANC 3/4G.
3. **Role of the DC Council:** WMATA operates under persistent financial constraints, relying heavily on contributions from DC, Maryland, and Virginia to maintain its services. Despite these contributions, they have not been sufficient to fully meet WMATA's needs. While a recent \$750 million budget shortfall for fiscal year 2025 has been addressed, ongoing funding challenges remain. The Council of the District of Columbia plays a critical role in ensuring that WMATA receives the necessary financial support to avoid service cuts and maintain reliable bus service across the District. Without adequate funding from the DC Council and its

regional partners, WMATA could be forced to cut essential bus routes, particularly in neighborhoods like ANC 3/4G that lack Metrorail service, reducing service frequency and access for seniors, students, and carless households. These cuts would disproportionately harm vulnerable groups, exacerbate inequities, increase traffic congestion, and lead to greater pollution as more residents are forced to rely on personal vehicles.

4. **The Risk of Service Cuts:** Bus service is a lifeline for many residents, particularly seniors, students, and workers in households without access to a car. Reducing service will disproportionately harm these groups while increasing traffic congestion and pollution as more people are forced to rely on personal vehicles. Without adequate funding, WMATA's constrained finances could lead to a "transit death spiral," where service cuts and fare hikes further reduce ridership, prompting additional cuts and fare hikes.
5. **Need for New Revenue:** The DC Council has a responsibility to ensure that WMATA receives the funding necessary to maintain and improve bus service citywide. However, this should not come at the expense of other critical services, such as education or social services. The DC Council should identify new revenue sources to better fund WMATA without diverting funds from other essential public programs.
6. **Potential Revenue Sources:** One potential source of revenue is the collection of unpaid traffic citations, which currently total \$1.3 billion.¹ This includes over \$840 million in unpaid speeding and red-light camera tickets and \$398 million in unpaid parking tickets. Improved enforcement and collection of even a fraction of these fines could generate substantial revenue to support WMATA and enhance bus service across the District, including ANC 3/4G.
7. **Equitable Public Transit Access:** Bus service is critical to achieving the District's goals outlined in Vision Zero, Move DC, and Sustainable DC 2.0. The District's Sustainable DC 2.0 plan aims to increase public transit use to 50% of all commuter trips by 2032. Meeting this goal requires a robust and well-funded Metrobus system.

THEREFORE, BE IT RESOLVED:

1. ANC 3/4G formally requests that the DC Council increase its funding contribution to WMATA to ensure that Metrobus service is maintained and improved citywide, including ANC 3/4G.
2. ANC 3/4G urges the DC Council to seek new revenue sources to fund WMATA without diverting funds from critical public services like education, housing, or public safety.

¹ "D.C. struggles to rein in risky drivers. One car has \$186,000 in tickets." <https://www.washingtonpost.com/transportation/2023/05/02/dc-traffic-tickets-driving-penalties/>

ADOPTED at a regular public meeting notice of which was properly given, and at which a quorum of six members was present on November 25, 2024, by a vote of 6 yes, 0 no, 0 abstentions.

Lisa Gore, Chair

Lisa R. Gore

Bruce Sherman, Secretary

