



District of Columbia Government  
Advisory Neighborhood Commission 6A  
Box 75115  
Washington, DC 20013



March 12, 2021

Paul J. Wiedefeld  
General Manager & CEO  
Washington Metropolitan Area Transit Authority (WMATA)  
500 5th St NW  
Washington, DC 20001

Re: ANC6A support for continued investments in Metrobus service

Dear Mr. Wiedefeld:

At a regularly scheduled and properly noticed meeting<sup>1</sup> on March 11, 2021, our Commission voted 8-0-0 (with 5 Commissioners required for a quorum) to express the needs of the ANC 6A community with regards to the recommendations in the proposed Fiscal Year 2022 budget for WMATA. Our community members rely on Metrobus service to get to work, school, stores, and more. Furthermore, our community supports action on the climate crisis, and the proposed cuts would make it nearly impossible for DC to meet our climate targets.

ANC 6A is served by some of the most highly used bus routes in DC, including the X2/X9 that cross H Street NE and the 90/92 that cross 8th Street NE. These buses have remained crowded during COVID and require increased service to reduce wait times. We have also faced the recent elimination of the X1 route, which has added to the crowding on the X2. In addition to these routes, we know that the B2 is used by community members to get to Eastern High School heading south and to access nature at the National Arboretum heading north. The D8 is the only public transportation that can take transit-dependent neighbors to the Washington Hospital Center and Children's Hospital. The D6 is the only transportation to Sibley Hospital, as well as the bus route used by students in our neighborhood who attend Duke Ellington School of the Arts. The D4 provides transportation to Ivy City including the Target and other shops that have opened there. Finally, many of the restaurant workers on H Street NE rely on having Metrorail service from Union Station after 9:00 pm, and we are concerned about essential worker transit as well as increased drunk driving and car crashes if Metrorail closes as early as is proposed.

The proposed cuts to Metrobus service, and of late-night Metrorail service would leave our transit-dependent community members stranded, which will disproportionately impact Black and brown, disabled, elderly, and our youngest community members who will go back to relying on the bus to get to school in the Fall. We urge you to consider that essential workers have continued to depend on transit service to get to their jobs, even in the coronavirus pandemic; that increased investment in transit service can ensure our recovery is felt widely, including through increased worker

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<sup>1</sup> ANC 6A meetings are advertised electronically on, [anc-6a@googlegroups.com](mailto:anc-6a@googlegroups.com), and [newhilleast@groups.io](mailto:newhilleast@groups.io), at [www.anc6a.org](http://www.anc6a.org), on Twitter (@ANC6A) and through print advertisements in the Hill Rag.



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productivity and reduced traffic congestion, that further service cuts could result in a declining spiral of decreasing revenues and ridership, even as the economy recovers, that Metrobus ridership has already recovered faster than Metrorail service and is more likely to be used by the essential workforce; and that Metro's jurisdictions have reported better-than-expected budget revenues and have projected unexpected surpluses in the District of Columbia and Virginia.

Thank you for giving consideration to our ANC's feedback on this issue. Should you wish to discuss this letter with the Commission, please feel free to reach out to me at [6A04@anc.dc.gov](mailto:6A04@anc.dc.gov).

On behalf of the Commission,

Amber Gove  
Chair, Advisory Neighborhood Commission 6A