

Public Comment 1

From: Andre Ferguson [Prince George's County]

Date: 2/2/2021

Why is there no governance for Senior level management concerning fraud, forgery, discrimination and bullying. I have contacted every internal control within WMATA with no resolve. I have even spoken with C level management who have said they would help resolve these types of matters and respond back to me and have received no response except retaliation, bullying and wrongdoing by senior level management. It had gotten to the point where internal controls mean nothing to the employee's because Senior Level management can get a free pass. How do you expect to change culture when Senior Level management is not governed. We recently had a meeting with the GM to discuss racial biases, which is a start however while training and awareness is good you still have to resolve the current issues that have been created instead letting them fester. Can someone answer this for me because all I am receiving is cover up, and avoidance. I am working hard to resolve difficult problems at WMATA and this problem should not have reached you if the proper Governance was in place.



Public Comment 2

From: James Harnett [District of Columbia]

Date: 2/23/2021

I encourage the Board to reject any plans to name stations after any private company, either for free or a fee. While conversations have been authorized by the Board Chair with private companies to discuss the potential renaming of stations, given the hundreds of millions of dollars of losses in revenue for the system due to the pandemic, it is clear that with new leadership in the White House, transportation systems throughout the United States should come to expect continued billions in investment in rail, buses, and the transit options that strengthen this region and our country. Our public transit system is owned by the public, not private companies. Do not bow to pressure from those who seek to strong-arm their own personal political agendas. Thank you.





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- Vacant; 06-Vacant
07- Maureen Kinlan Boucher; 08- Vicki Gersten; 09-Nancy MacWood

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ANC3C Resolution 2020-015
Supports Strong Public Transportation in Ward 3

WHEREAS, the Washington Metropolitan Area Transit Authority (WMATA) provides essential transit access to and from Ward 3;

WHEREAS, on December 4th, the General Manager of WMATA proposed a Fiscal Year 2022 budget that, if adopted, would require radical reductions in Metrorail and Metrobus service;

WHEREAS, this proposal would indefinitely close 19 Metrorail stations (over 20% of all stations), including the Cleveland Park Metro Station;

WHEREAS, this proposal would eliminate all weekend Metrorail service and close the Metrorail system at 9 PM on weekdays;

WHEREAS, during the system's drastically reduced operation hours, trains would only serve some stations every 30 minutes and others, including the Woodley Park Metro Station, every 15 minutes;

WHEREAS, such long wait times would have a dramatic impact on Metrorail trips that require a rider to transfer between rail lines, resulting in as much as two hours spent waiting for trains on a round trip;

WHEREAS, taken together, these changes would effectively transform Metrorail from a multi-purpose urban rapid transit system into a limited-purpose commuter rail system;

WHEREAS, the proposal would eliminate over half of all pre-pandemic-level Metrobus service, including all service on the L1 and L2 lines as well as H2 and H3 service between Connecticut and Wisconsin Avenues;

WHEREAS, under the proposal, any bus trip from the areas around the Cleveland Park and Woodley Park Metro stations to the downtown core would require a bus transfer, meaning that there would no longer be any single-seat Metrorail or Metrobus rides between these areas and Downtown on weekends;

WHEREAS, prior to the pandemic, thousands of ANC 3C residents traveled to and from the Cleveland Park and Woodley Park Metro stations or rode to and from the area on the L1, L2, H2, or H3 Metrobuses;

WHEREAS, in the urban neighborhoods we represent, many residents do not own their own cars, meaning they rely on Metro service for far more than commuting to and from work, including for trips

to medical and dental appointments, houses of worship, shopping and entertainment destinations, visits with family and friends, and myriad other purposes;

WHEREAS, the District of Columbia Government has long-promoted car-free living and District residents have, as a result, relied on assurances that transit services would be available as they made the decisions to purchase or rent their homes, and to accept the often higher prices or rents that result from proximity to frequent transit service;

WHEREAS, visitors use the Cleveland Park and Woodley Park stations to shop, dine, worship, or socialize in the area, as well as to visit the National Zoo;

WHEREAS, it simply will not be possible to provide parking for this many visitors in the area, meaning that they simply will not be able to visit the area on weekends if these cuts are implemented; and,

WHEREAS, the predictable result of such a reduction in visits to the Zoo and area businesses, particularly if it comes immediately after the pandemic, will be the permanent closure of many businesses that serve our community;

THEREFORE, BE IT RESOLVED that ANC 3C finds the cuts proposed by the General Manager unacceptable and urges the WMATA Board to reject this proposal;

BE IT FURTHER RESOLVED that ANC 3C acknowledges the dire financial straits in which WMATA finds itself and urges the Mayor and the Council, to do everything within their power to secure federal aid for WMATA;

BE IT FURTHER RESOLVED that ANC 3C request that the District Department of Transportation begin to study and explore the impact that the WMATA General Manager's proposal, if implemented, would have on the District's broader transportation network, including vehicle traffic, parking, the DC Circulator system, Capital Bikeshare, and other modes;

BE IT FURTHER RESOLVED that the Chair, Commissioner for ANC3C04, or their designees are authorized to represent the Commission regarding this resolution.

Attested by

A handwritten signature in dark ink, appearing to read "Nancy J. MacWood", written in a cursive style.

Nancy J. MacWood
Chair, on December 14, 2020

This resolution was approved by a voice vote on December 14, 2020 at a scheduled and noticed public meeting of ANC 3C at which a quorum (a minimum of 4 of 7 commissioners) was present.