



**GOVERNMENT OF THE DISTRICT OF COLUMBIA**  
**Dupont Circle Advisory Neighborhood Commission 2B**

July 27, 2023

Councilmember Brooke Pinto  
Chair, Committee on Judiciary and Public Safety  
Council of the District of Columbia  
1350 Pennsylvania Avenue NW, Suite 106  
Washington, DC 20004  
[bpinto@dccouncil.gov](mailto:bpinto@dccouncil.gov)

Mr. Randy Clarke  
General Manager and CEO  
Washington Metropolitan Area Transit Authority  
300 7th Street SW  
Washington, DC 20024  
[rclarke@wmata.com](mailto:rclarke@wmata.com)

RE: DC Council Bill B25-0318 – the “Metro Safety Amendment Act of 2023”

Dear Councilmember Pinto and Mr. Clarke,

At its regular meeting on July 12, 2023, the Dupont Circle Advisory Neighborhood Commission (“ANC 2B” or “Commission”) considered the above-referenced matter. With 8 of 9 Commissioners in attendance, a quorum at a duly-noticed public meeting, the Commission approved the following resolution by a vote of (5-3-0):

WHEREAS, the Washington Metropolitan Area Transit Authority (WMATA) operates the region’s core rail and bus transit services,

WHEREAS, WMATA estimates annual revenue loss of approximately \$40 million system-wide from persons who do not pay their fare,

WHEREAS, the District of Columbia decriminalized fare evasion in 2018,

WHEREAS, increasing incidents of serious crimes such as robbery, sexual assaults, and other violent acts in stations, on trains, and on buses erodes public confidence about personal safety when using the system, which deters riders from returning to Metro, hindering its post-pandemic recovery,

WHEREAS, WMATA is spending approximately \$40 million to retrofit Metrorail fare gates in an effort to make it harder to evade tapping in and out of stations,

WHEREAS, Councilmember Pinto has introduced DC Council Bill B25-0318 – the “Metro Safety Amendment Act of 2023” to eliminate the loophole that allows persons not paying fare to easily walk away from an officer without identifying themselves,

WHEREAS, Councilmember Pinto’s bill would allow officers to detain individuals if they do not provide their legal name and identification and issue a \$100 fine,

WHEREAS, fare enforcement efforts are widely viewed as ineffective theater, disproportionately targeting the poor and persons of color,

WHEREAS, DC and WMATA provide free-and-reduced-fare programs for lower-income residents such as Kids Ride Free (KRF) for elementary and secondary school students, U-Pass for college students, Senior SmarTrip half-fare, and Metro Lift for adults receiving the federal Supplemental Nutrition Assistance Program (SNAP) benefits, and

WHEREAS, even if every rider paid full fare, it would not reduce the need to heavily subsidize WMATA’s operations.

THEREFORE, BE IT RESOLVED that ANC 2B does not support DC Council Bill B25-0318 – the “Metro Safety Amendment Act of 2023” as submitted.

BE IT FURTHER RESOLVED that ANC 2B suggests that the presentation of identification still be required if stopped for a primary offense; but instead of maintaining the status quo that disproportionately penalizes persons of color or the poor, the bill reduces fare evasion from a primary offense that is cited in addition to a greater offense.

BE IT FURTHER RESOLVED that ANC 2B asks the DC Council and WMATA to reevaluate infractions, violations, enforcement priorities, and penalties based on the impacts on safety, quality of life, and system integrity.

BE IT FURTHER RESOLVED that ANC 2B asks the DC Council to promptly resolve issues with existing fare support programs, simplify sign-up for reduced fare programs, and identify other opportunities to support communities needing help with transit. Some examples:

- correct the KRF program deficiencies and inefficiencies to ensure that every qualified student receives a fare card at the very beginning of the school year and that replacement cards are readily available,
- explore and pilot options to provide transit fare support for qualifying students outside of the school year,
- automatically provide senior and disabled DC residents with Senior SmarTrip cards based on qualification by their Department of Motor Vehicles (DMV), voter registration, or benefit recipient profiles, instead of having to apply in person, and
- automatically enroll benefit recipients in fare support programs that they qualify for.

BE IT FURTHER RESOLVED that ANC 2B asks WMATA to resolve long-standing issues with onboard bus fare boxes that frequently do not operate correctly or at all, as it sends a message to the public that fare collection is not important.

BE IT FURTHER RESOLVED that ANC 2B asks the DC Council and WMATA to make the security and safety of the public and transit employees within the system a top priority, such as by addressing longtime complaints that officers seldom are at known hot spots; deploying officers within stations and on trains; and coordinating with the Metropolitan Police Department (MPD) so that assistance will be near enough for quick response if needed along incident-prone routes.

BE IT FURTHER RESOLVED that ANC 2B asks the DC Council, WMATA, and the other jurisdictional partners (including the Metropolitan Washington Council of Governments) to begin working on reimagining our transportation network as a public good; and prioritize development of permanent funding mechanisms to sustain it.

Commissioners Zach Adams ([2B08@anc.dc.gov](mailto:2B08@anc.dc.gov)) and Jeffrey Rueckgauer ([2B02@anc.dc.gov](mailto:2B02@anc.dc.gov)) are the Commission's representatives in this matter.

ON BEHALF OF THE COMMISSION.

Sincerely,

A handwritten signature in black ink, appearing to read "Meg Roggensack". The signature is fluid and cursive, with a large initial "M" and a stylized "R".

Meg Roggensack  
Chair