



At a properly noticed general meeting on March 12, 2024, with a quorum present, Advisory Neighborhood Commission (ANC) 6B voted 09-0-0, based on the unanimous recommendation of its Transportation Committee, to support the following resolution:

WHEREAS, Advisory Neighborhood Commissions (ANCs) were created to “advise the Council of the District of Columbia, the Mayor, and each executive agency with respect to all proposed matters of District government policy,” including transportation and economic development;

WHEREAS, ANC 6B is within walking distance of the DC Streetcar and so would benefit from any streetcar extension;

WHEREAS, public transportation is a shared public benefit and can only function as such when it is shared with all neighborhoods;

WHEREAS, a majority of Ward 7 ANCs (7E, 7D, and 7B) have passed resolutions of support for the streetcar extension to Benning Road Metro;

WHEREAS, ANC 6A also passed multiple resolutions of support for the streetcar extension;

WHEREAS, Benning Road Northeast is one of the most notoriously unsafe roadways for pedestrians and drivers alike;

WHEREAS, the DC Streetcar was always supposed to run 8-miles from Benning Road Metro to Georgetown;

WHEREAS, extending the DC Streetcar to Benning Road Metro would provide residents of ANC 6B a one-seat ride to Kingman Island and other amenities along Benning Road;

WHEREAS, extending the DC Streetcar to the Benning Road Metro Station would provide many Ward 7 neighborhoods with a free and reliable one-seat ride to Union Station, the H Street corridor, and essential services;

WHEREAS, streetcar is a better mode of public transit for those who have disabilities and for those who use transit to do errands like grocery shopping and laundry;

WHEREAS, the DC Streetcar project incorporates critical bridge, roadway, streetscape, and intersection improvements to improve safety and bring DC closer to its Vision Zero goal;

WHEREAS, Ward 7 residents would have access to three additional grocery stores, healthier food options, many jobs, and amenities along the H Street corridor;

WHEREAS, the DC Streetcar extension would anchor new food and grocery establishments such as those proposed in downtown Ward 7, Market 7’s Benning Market in River Terrace, and the Fletcher-Johnson site—reducing the number of Ward 7 neighborhoods considered to be “food deserts”;

WHEREAS, DC Streetcar ridership is already back to pre-pandemic levels;

WHEREAS, the per-rider operating cost of the Streetcar is lower than most circulator routes;

WHEREAS, there are many local residents and businesses that can receive employment and contracts from DDOT for the design, construction, and operation of the streetcar;

WHEREAS, DDOT, after 10 years of planning and environmental review, published its Final Environmental Assessment, in which it found the only feasible route alternative for the streetcar was the alternative going to Benning Road Metro;

WHEREAS, during 2023 budget hearings for FY 2024 the executive branch stated the project is ready to move towards construction if funding is provided;

WHEREAS, Ward 7 has a low vehicle-ownership rate;

WHEREAS, Hillbrook, Benning Heights, Marshall Heights, Benning Ridge, Fort Dupont, portions of Deanwood, and many other neighborhoods east of Fort Mahan Park can only access the DC Streetcar if it's extended in full to the Benning Road Metro Station;

WHEREAS, extending the DC Streetcar would provide more ridership capacity than adding another Metrobus or DC Circulator route—regardless of bus vehicle type—and has already increased overall transit ridership along the H Street corridor;

WHEREAS, streetcar routes, similar to Metrorail lines, provide reliable transit infrastructure for businesses and residents as they are more permanent and thus encourage investment;

WHEREAS, building more car infrastructure on Benning Road without the streetcar will only increase car-dependency and environmental harm;

WHEREAS, this project has been promised to Ward 7 for over 10 years;

WHEREAS, this council and this city has demonstrated a consistent pattern of divesting, abusing, and gaslighting the underserved communities east of the river;

WHEREAS, the council's defunding of the eastward extension last budget cycle was a continuation of that abuse;

THEREFORE BE IT RESOLVED, Advisory Neighborhood Commission (ANC) 6B notes the following:

I: We support the District's planned and promised DC Streetcar extension to the Benning Road Metro Station.

II: We request that the Executive Office of the Mayor, the Office of City Administrator, the Office of Budget and Performance Management, DDOT, the Transportation and Environment Committee of the DC Council, the Committee of the Whole of the DC Council, the DC council and all other DC entities involved pass an FY 2025 budget that includes sufficient construction funding for the Streetcar extension to allow DDOT to procure a construction contract for all elements of the project in FY 2025.

III: We request that DDOT reinvigorate plans for a westward extension of the DC Streetcar in the direction of downtown and beyond.

IV: We request that DDOT, DMPED, and all other agencies involved find legal ways to ensure that DC residents get ample opportunities to receive employment and contracts from DC government for the construction, operation, and management of the streetcar.