



**Testimony of The Committee of 100 on the Federal City
February 26, 2010**

CHAIR

GEORGE R. CLARK, ESQ.

VICE-CHAIR

NANCY MACWOOD

SECRETARY

RICHARD HOUGHTON

TREASURER

FRANCIS M. CLARKE, III

TRUSTEES

W. KENT COOPER, FAIA

BILL CREWS

CARROLL GREEN

KEVIN LOCKE

MEG MAGUIRE

HON. JAMES E. NATHANSON

LORETTA NEUMANN

CHARLES J. ROBERTSON

MARY PAT ROWAN

LANCE SALONIA

RICHARD WESTBROOK

EVELYN WRIN

JOHN YAGO

BARBARA ZARTMAN

CHAIR EMERITUS

LAURA M. RICHARDS, ESQ.

**PUBLIC OVERSIGHT HEARING ON
FY 2009-2010 SPENDING AND PERFORMANCE BY
THE DEPARTMENT OF TRANSPORTATION**

Chairman Graham and Members of the Committee:

I am Meg Maguire, a member of the Board of Trustees of the Committee of 100 on the Federal City. The Committee has been a long and active supporter and advocate of mass transit and we appreciate the opportunity to testify today on two transportation issues – Metro and streetcars.

First, we are alarmed about the dysfunction and disrepair of Metro. Metro should be a top priority for city, regional and federal funding, management restructuring, staff and operator training. We ask the Mayor, the Department of Transportation and the DC City Council to ramp up your regional leadership, to challenge Maryland and Virginia to greater cooperation, and to seek long-term federal commitments for funding of this once-proud system. Our city cannot afford the ripple effect of negative consequences from Metro's failure – more traffic on our clogged streets; more air and noise pollution; higher concentrations of CO2 emissions; and loss of mobility and accessibility for our residents, including our children who travel to school and many activities all over the city. ***Investment in Metro needs to be our #1 public transportation priority until we restore the system to a safe, reliable and modern condition.***

Second, we have fundamental planning questions about streetcars, the newest proposed member of the DC transit family. Neighborhood and citywide bloggers are abuzz with skepticism and support, serious questions and snide dismissals. Everyone has an opinion but there are few shared facts. Many of the routes seem promising, but others – like 8th St., SE and NE that is mostly residential with frequent buses – really don't make sense. The Comprehensive Plan calls for streetcars in underserved areas, yet much of the proposal places streetcars in areas well served by other mass transit. It is no wonder that people are confused and irritated.

The 2005 DC Transit Improvements Alternatives Analysis stated in very general terms how streetcars could complement our transit system, but since