



November 10, 2016

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Paul Wiedefeld
General Manager and Chief Executive Officer
Washington Metropolitan Area Transit Authority (WMATA)
600 Fifth Street, NW
Washington, D.C. 20001

Re: Proposed Metrorail Hours of Service

Dear Mr. Wiedefeld:

On behalf of the Northern Virginia Transportation Commission, I submit this follow up to our letter of October 11, 2016 regarding Metrorail service hour changes to allow for preventive maintenance activities. Since our earlier letter, NVTC has received sufficient information to support WMATA's plan to reduce service hours for up to two years in order to perform preventive maintenance. We remain concerned that WMATA has not proposed sufficient bus capacity to handle these late-night service reductions at key Virginia Metrorail stations and request that WMATA collaborate with our jurisdictions to ensure Metrorail riders have reliable late-night transit alternatives.

A safe and reliable Metrorail system is vital to the Northern Virginia economy as it provides hundreds of thousands of our constituents access to and from work every day. We acknowledge that emergency repairs and single-tracking surges are not an effective way to operate a high-quality transit system. NVTC both recognizes the importance of and appreciates the intent and rationale behind WMATA's approach to increasing the time for rail preventive maintenance. We believe that the November 3, 2016 briefing to WMATA's Customer Service, Operations and Security Committee adequately demonstrates how these additional maintenance hours are necessary to restore and maintain Metrorail's infrastructure. NVTC agrees that the investment of time in preventive maintenance is the best approach to allow the Metrorail system to return to and sustain a state of good repair.

As noted in our previous letter, NVTC remains concerned that reductions in Metrorail's hours of service would disproportionately affect both patrons and employees of the food-and-beverage, hospitality and tourism industries. NVTC recognizes that the service patterns shown in WMATA's recent alternative late-night bus service map connect many late-night, high-ridership Metrorail stations in Virginia with late-night Metrobus service. However, several of these Virginia Metro stations with high late-night ridership – specifically Wiehle-Reston East, Ronald Reagan Washington National Airport, and King St-Old Town – appear to lack comprehensive regional connections under WMATA's current late-night bus proposal. In order to address Metrorail service hour reductions, we ask that WMATA work with NVTC jurisdictions to ensure there is sufficient alternative bus service to meet the demands of high late-night ridership stations in Northern Virginia.

NVTC and its jurisdictions are invested in the success of Metrorail. As such, we must continue to ensure that Metrorail is able to transport passengers safely and reliably. We look forward to continuing to work with you and the WMATA staff to find the right balance between late-night service and preventive maintenance.

Sincerely,



Jay Fisette
Chairman