

NVTC supports extra time for Metrorail maintenance, calls for sufficient bus capacity to handle late-night service reductions

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NVTC letter supports additional time for Metrorail maintenance, calls for sufficient bus capacity to handle late-night service reductions at key Virginia Metrorail stations

The following is the text of a November 10, 2016 letter from the Northern Virginia Transportation Commission to WMATA General Manager Paul Wiedefeld:

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

Media Advisory

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Karen Finucan Clarkson
571-483-3223 (office)
301-807-8545 (cell)
karen@nvtdc.org

View NVTC's November 10th Letter on Metrorail Hours of Service

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NVTC works to ensure that businesses and residents are served by a high capacity, high quality network of transit systems that allows the region to thrive. It funds and promotes transit in the counties of Arlington, Fairfax and Loudoun and the cities of Alexandria, Fairfax and Falls Church. NVTC supports five local bus systems (ART, CUE, DASH, Fairfax Connector, Loudoun County Transit), WMATA (Metrorail/Metrobus) and the Virginia Railway Express. Visit www.NoVaTransit.org or call 703-524-3322 to learn more.

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

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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

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