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May 6, 2022

Mr. Paul Wiedefeld
General Manager/CEO
Washington Metropolitan Area Transit Authority
600 5th Street, NW
Washington, DC 20001

Dear Mr. Wiedefeld,

On behalf of the Northern Virginia Transportation Commission (NVTC), we ask WMATA to recognize the strategic importance of moving swiftly to design a solution to relieve train congestion at the Rosslyn Tunnel ahead of any broader Blue Line, Orange Line or Silver Line rail expansion desires. By doing so, WMATA will be able to focus resources and talents on fixing this long-standing core system capacity issue and poise itself to leverage the near-term investment opportunities of the new Bipartisan Infrastructure Law.

NVTC greatly appreciates the continued engagement with WMATA staff throughout development of the Blue/Orange/Silver (BOS) Corridor Capacity and Reliability Study. The ongoing staff and Commission briefings have helped foster regional dialog and cooperation on the important decisions that can help improve the system's overall performance.

Alas, we are at an important moment in time when it is necessary for WMATA to be strategic in its approach to major transit investments - and the next steps for improvements to the BOS lines are no exception. Changes to travel behavior compounded with future operational funding concerns do highlight the need for WMATA to approach future infrastructure investments with a more refined approach.

To this end, NVTC strongly encourages WMATA to **approach investments in the BOS Corridor in phases** and to **focus first on fixing the Rosslyn tunnel**. Adding tunnel capacity at Rosslyn is the single most important element of the BOS Study that will prepare the Metrorail system for long term growth and success. For decades, the entire region has recognized the fundamental design flaw that forces three transit lines through a single tunnel at Rosslyn. A solution at Rosslyn should be the top priority for any investment along the BOS lines to allow all three lines to run frequent, reliable, one-seat ride service.

Furthermore, NVTC understands that adding capacity at Rosslyn is a long-term, complicated and expensive undertaking. Alas, this larger capacity-focused investment should not stop the incremental capital projects that will provide nearer term reliability improvements such as additional pocket tracks and crossovers (to improve short-term system flexibility and reliability). These smaller capital improvements will provide meaningful improvements in operational reliability.

Finally, WMATA should **strategically pursue Infrastructure Investment and Jobs Act and Federal Transit Administration Capital Investment Grant Program funds**. Improvements at Rosslyn, pocket tracks and crossovers, and other phased capacity improvements are prime candidates to be considered for federal infrastructure funding. WMATA should be poised to take advantage of the significant increase in both formula and discretionary funding being offered at the U.S. Department of Transportation and the Federal Transit Administration.

Please contact NVTC staff to discuss the recommendations of this letter in greater detail. We look forward to continuing our long-term partnership with WMATA to provide safe and reliable transit service in Northern Virginia.

Sincerely,

A handwritten signature in black ink, appearing to read 'CAJ', with a stylized flourish extending to the right.

Canek Aguirre
NVTC Chair