



District of Columbia Government  
Advisory Neighborhood Commission 6A  
PO Box 15020  
Washington, DC 20003



## **ANC 6A Resolution on Advancing Equitable Metrorail Access Through a New Ward 6 Rail Segment**

**Whereas:** The Washington Metropolitan Area Transit Authority (WMATA) published the Blue-Orange-Silver (BOS) Capacity and Reliability Study<sup>1</sup> in 2019, with subsequent updates in 2021, evaluating long-term strategies to address Metrorail core capacity constraints, including conceptual build scenarios centered on a new Rosslyn river crossing and a new downtown core trunk in addition to the proposed core capacity investments;

In addition to the proposed core capacity investments, while these three alternatives varied in their specific alignment through DC and in their termini within Prince George's County, some included new stations that would serve Ward 6 or Ward 6 adjacent neighborhoods including Union Market, Capitol Hill, and Starburst Plaza Eastern expansion under WMATA BOS Alternatives 3, 5, and 6.

The BOS build scenarios bundled multiple distinct infrastructure elements with a new Rosslyn crossing and downtown core trunk in order to maximize cross-jurisdictional participation in addressing a costly regional capacity challenge, without evaluating the costs and benefits of these individual elements in isolation.

In 2025, WMATA indicated a strategic shift toward advancing a lower-cost variation of the BOS framework focused on operational and near-term capacity improvements within the existing system, rather than proceeding with the previously studied new-rail build scenarios, orphaning Ward 5 and 6 segments despite repeated identification of this corridor as a viable expansion area in recognition of uniquely strong equity, land-use, and ridership potential among all expansion concepts.

WMATA's current capital program does not include any new Metrorail lines, extensions, or stations in design or construction, representing a departure from prior decades of system expansion and reinforcing the need to identify feasible, phaseable opportunities for future rail investment.

Ongoing planning for the future of the RFK Stadium campus and surrounding East Capitol Street corridor presents a significant opportunity to coordinate land use and high-capacity transit investments across Ward 6 and adjacent areas, further underscoring the need for proactive Metrorail planning in Northeast DC.

Recent and anticipated redevelopment activity in the Hechinger Mall and Bladensburg Rd corridor, including the planned closure of the Safeway grocery store, highlights the need to coordinate redevelopment with improved high-capacity transit access to support neighborhood-serving retail, housing, and community stability around Starburst Plaza in both Wards 5 and 6.

The NoMa-Gallaudet Metrorail station demonstrates that targeted public-private partnership models, including coordinated participation by surrounding property owners and institutions, can successfully advance new Metrorail infrastructure where strong land-use and ridership potential exists through mixed-use, mixed-affordability revitalization of formerly industrial neighborhoods

Active development decisions and Comprehensive Plan ambiguities create an urgent need for coordinated transit planning to inform land use decisions.

**Therefore, be it resolved that ANC 6A:**

- calls on the Washington Metropolitan Area Transit Authority (WMATA), in coordination with the District Department of Transportation (DDOT) and the DC Office of Planning (OP), to undertake focused study of a new Ward 6 Metrorail segment consistent with corridors WMATA identifies in the BOS Capacity and Reliability Study;
- calls on the Mayor and Council to provide dedicated funding to such a study in the FY2027 capital budget, with the understanding that the near-term project would specifically serve neighborhoods within DC;
- urges that such study evaluate a phased, District-focused rail investment serving the northern parts of Capitol Hill and neighboring areas of Ward 5, independent of unresolved regional core capacity decisions, while remaining compatible with future systemwide improvements; and
- encourages District agencies, WMATA, and stakeholders in areas surrounding the proposed Ward 6 rail segment to begin exploring potential funding and partnership models, including lessons learned from the NoMa-Gallaudet infill station construction, should future study support advancement of the project.

At a regularly scheduled and properly noticed<sup>1</sup> meeting on May 14, 2026, Advisory Neighborhood our Commission voted 5-0-0 (with 4 Commissioners required for a quorum) to support the above resolution.

Thank you for giving great weight to the recommendations of this Commission. I can be contacted at [6A04@anc.dc.gov](mailto:6A04@anc.dc.gov).

On behalf of the Commission,



Amber Gove

Chair, Advisory Neighborhood Commission 6A

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<sup>1</sup> ANC 6A meetings are advertised electronically on [anc-6a@googlegroups.com](mailto:anc-6a@googlegroups.com), and [newhilleast@groups.io](mailto:newhilleast@groups.io), at [www.anc6a.org](http://www.anc6a.org) and through print advertisements in the Hill Rag.