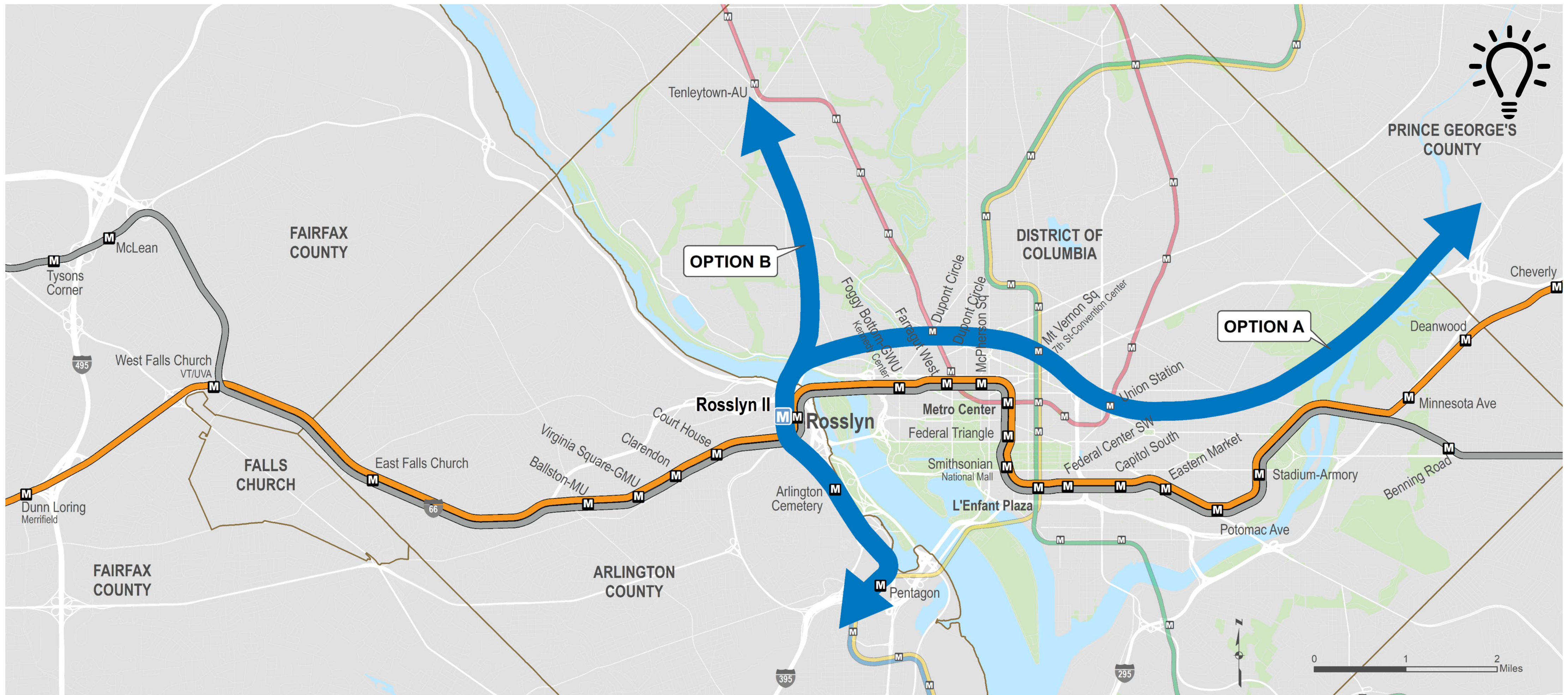




# CONCEPT #3: NEW BLUE LINE REGIONAL CONNECTIONS



Concept: Build a new “Rosslyn II” station with a direct pedestrian link to the existing Rosslyn station. Extend the Blue Line service through a new tunnel under the Potomac River into DC and Maryland.

A new, adjoining station with a new tunnel under the Potomac River would separate the three lines at Rosslyn, provide new capacity across the Potomac, and allow for different service patterns:

- Option A: Blue Line service would run from “Rosslyn II” to Georgetown, Mid-City DC, and Union Station, then continue through Northeast DC into Prince George’s County.
- Option B: Blue Line service would run from the “Rosslyn II” station through Georgetown and along or near Wisconsin Avenue to connect with the Red Line at Friendship Heights or Bethesda.

## Benefits and Trade-offs

- This concept provides a “new” rail line (capacity and service) between VA, DC, and MD.
- It would allow increased service on the existing Orange and Silver lines.
- Option A would provide direct transfers between Metrorail, VRE, MARC, and Amtrak.
- Option B would connect higher-density areas such as Georgetown, American University, Friendship Heights, and perhaps Bethesda, but may not fully address transit travel needs on the BOS lines.
- This would separate the three lines, ensuring that incidents and delays on the Blue Line would not impact Orange/Silver service and vice-versa.

BL/OR/SV Goals	How This Concept Addresses Goals
<b>Capacity</b>	Adds a new Potomac River tunnel and Metrorail service between VA, DC, and MD
<b>Reliability</b>	Separates BL from OR and SV, so that incidents on one line won't impact all three
<b>Flexibility</b>	
<b>Sustainability</b>	Encourages use of transit; expands access to transit service and economic opportunity; supports transit-oriented development

Estimated Completion Timeline: **20 - 25 Years**

Construction Cost: **High**