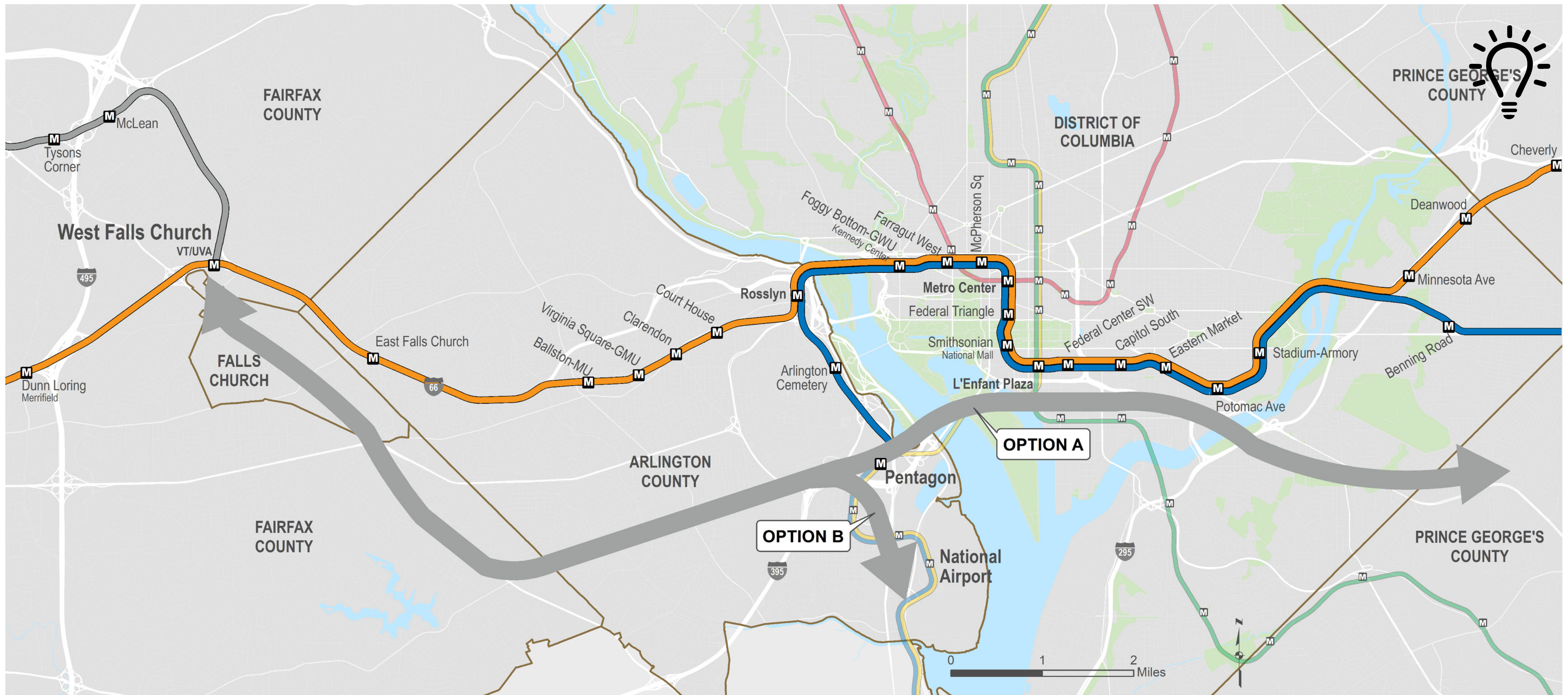




# CONCEPT #6: NEW SILVER LINE CONNECTIONS, SOUTH OF I-66



Concept: Provide new Silver Line service through a new tunnel under the Potomac River into DC and Maryland, south of I-66.

A new tunnel under the Potomac River would provide a new Silver Line “corridor” south of I-66 that could operate as local service, express service or a mix, with different service options:

- Option A: Operate new Silver Line service from West Falls Church along Route 7 and Columbia Pike, then across the Yellow Line Bridge to Southeast DC and Prince George’s County.
- Option B: Similar to Option A, but the Silver Line would turn southward to Crystal City and National Airport rather than heading to DC.

## Benefits and Trade-offs

- Both options extend Metrorail service to strong transit markets that currently don’t have rail service.
- Both options would separate the three lines, ensuring that incidents and delays on the Blue Line would not impact Orange/Silver service and vice-versa.
- Both options would allow for more frequent service on the existing Orange and Blue lines.
- Option A would provide a new rail line (capacity and service) between VA, DC, and MD.
- Option B would provide direct links between Dulles, Tysons, Crystal City, and National Airport.

BL/OR/SV Goals		How This Concept Addresses Goals
<b>Capacity</b>	✓	Creates new capacity/service across the Potomac River, through DC, MD, and VA
<b>Reliability</b>	✓	Removes one Metrorail line from the existing Rosslyn Tunnel so incidents on one line won’t impact all three
<b>Flexibility</b>	✗	
<b>Sustainability</b>	✓	Provides a competitive travel option for congested highways; expands access to transit service and economic opportunity; supports transit-oriented development

Estimated Completion Timeline: **20 - 25 Years**  
Construction Cost: **High**