



Corridor Capacity & Reliability Study

Round 3
Public Meetings

Summer 2023



Meeting Agenda

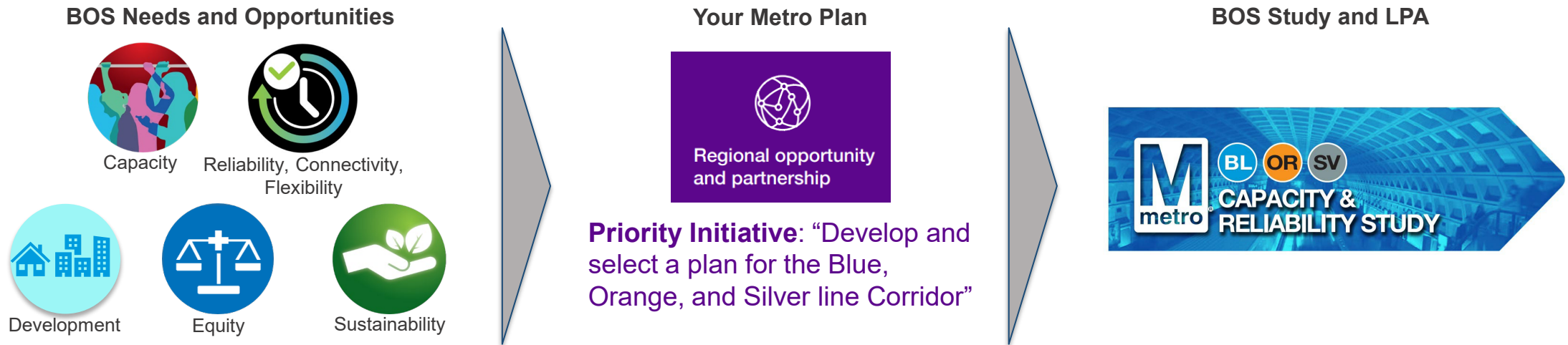
- Study purpose and overview
- How alternatives were developed
- Descriptions of six current alternatives
- Next steps



BOS Corridor

BOS Study Overview


- **Purpose:** To address multiple challenges and opportunities on the Blue, Orange, and Silver lines
- **Outcome:** Concludes with the Metro Board's selection of a locally-preferred alternative (LPA)



Study Advances the Your Metro Strategic Transformation Plan

Your Metro, The Way Forward

Strategic Transformation Plan



Metro’s Mission: Your Metro – connecting you to possibilities
Metro’s Vision: The region’s trusted way to move more people safely and sustainably

BOS Study Aligns with Your Metro Goals:



Service excellence

Deliver safe, reliable, convenient, equitable, accessible, and enjoyable service for customers



Regional opportunity and partnership

Design transit service to move more people and equitably connect a growing region



Sustainability

Manage resources responsibly to achieve a sustainable operating, capital, and environmental model



Talented teams

Attract, develop, and retain top talent where individuals feel valued, supported, and proud of their contribution

Selecting a BOS LPA is a Your Metro Plan initiative:

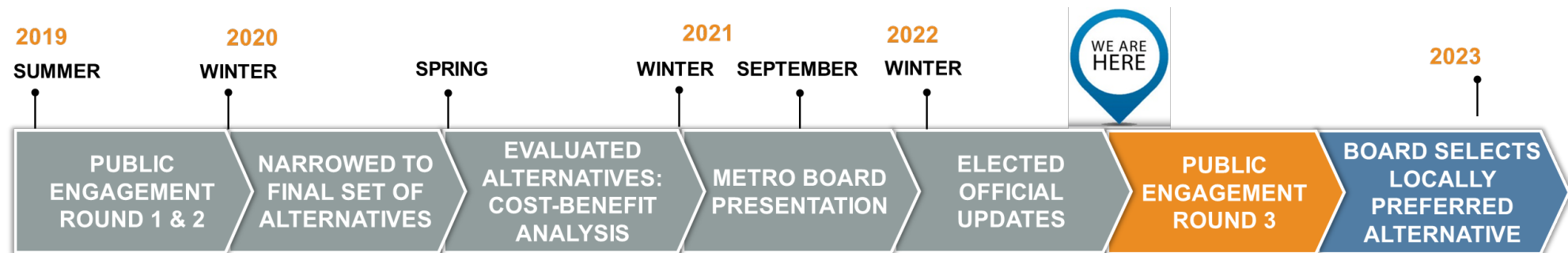


Regional opportunity and partnership

Develop and select a plan for the Blue, Orange, and Silver Line Corridor

BOS Study Status

- Completed two rounds of public engagement
- Engaged community partners and elected officials
- Identified six alternatives and delivered cost-benefit analysis
- Ready for third round of public engagement



A Locally-Preferred Alternative

- Follows analysis and public feedback on a range of alternatives
- The LPA is the alternative decision-makers select for further development

Purpose of Today's Meeting

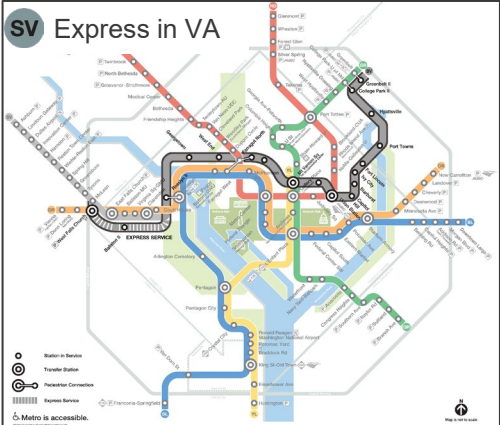
- Present the six alternatives and cost-benefit analysis
- Gather your feedback on:
 - preferred alternative & potential names
 - priority outcomes/benefits
- Not revisiting goals, alternatives, or cost-benefit analysis
- Your input will inform the Board's selection of locally-preferred alternative (LPA)

No-Build
Alternative

- Today's system
- State of Good Repair
- System modernization
- Funded jurisdictional projects such as:
 - Purple Line
 - BRT lines

Rail Optimization & Bus
Service

- Enhanced bus service
- Dynamic rail scheduling
- Railcar capacity
- Rail turnbacks
- Core station expansions



How the Alternatives Were Developed

Factors that Shaped the Alternatives

BOS Needs and Opportunities



Capacity



Development



Reliability, Connectivity, Flexibility

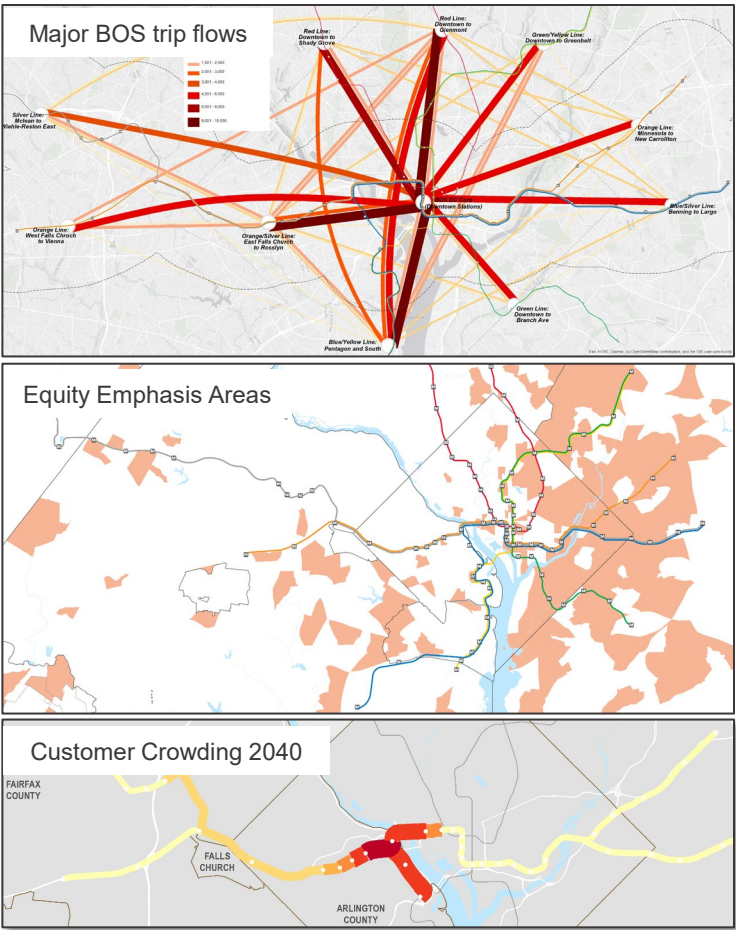


Equity

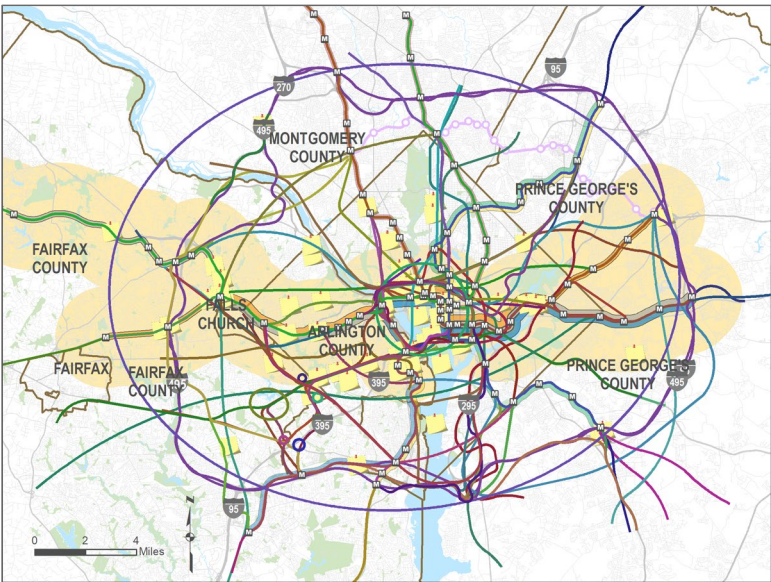
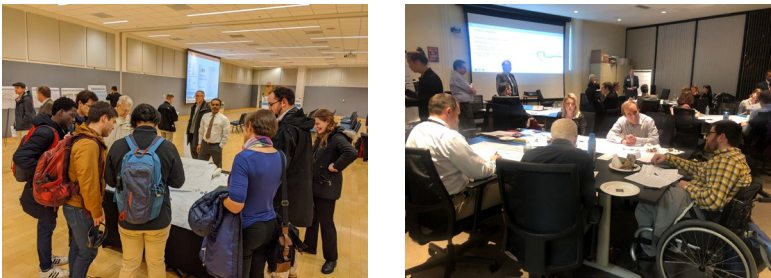


Sustainability

Analysis

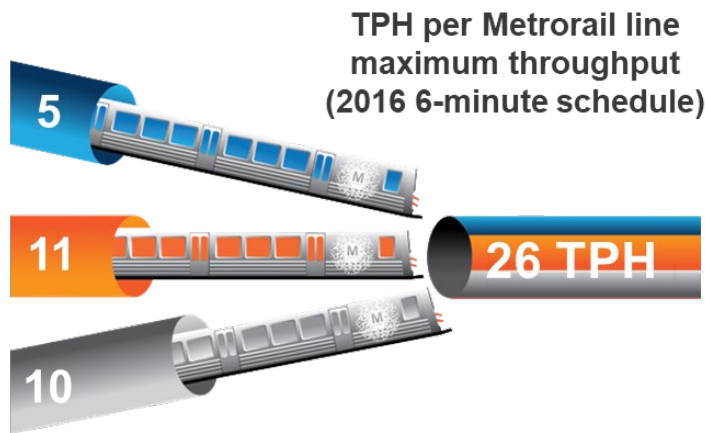
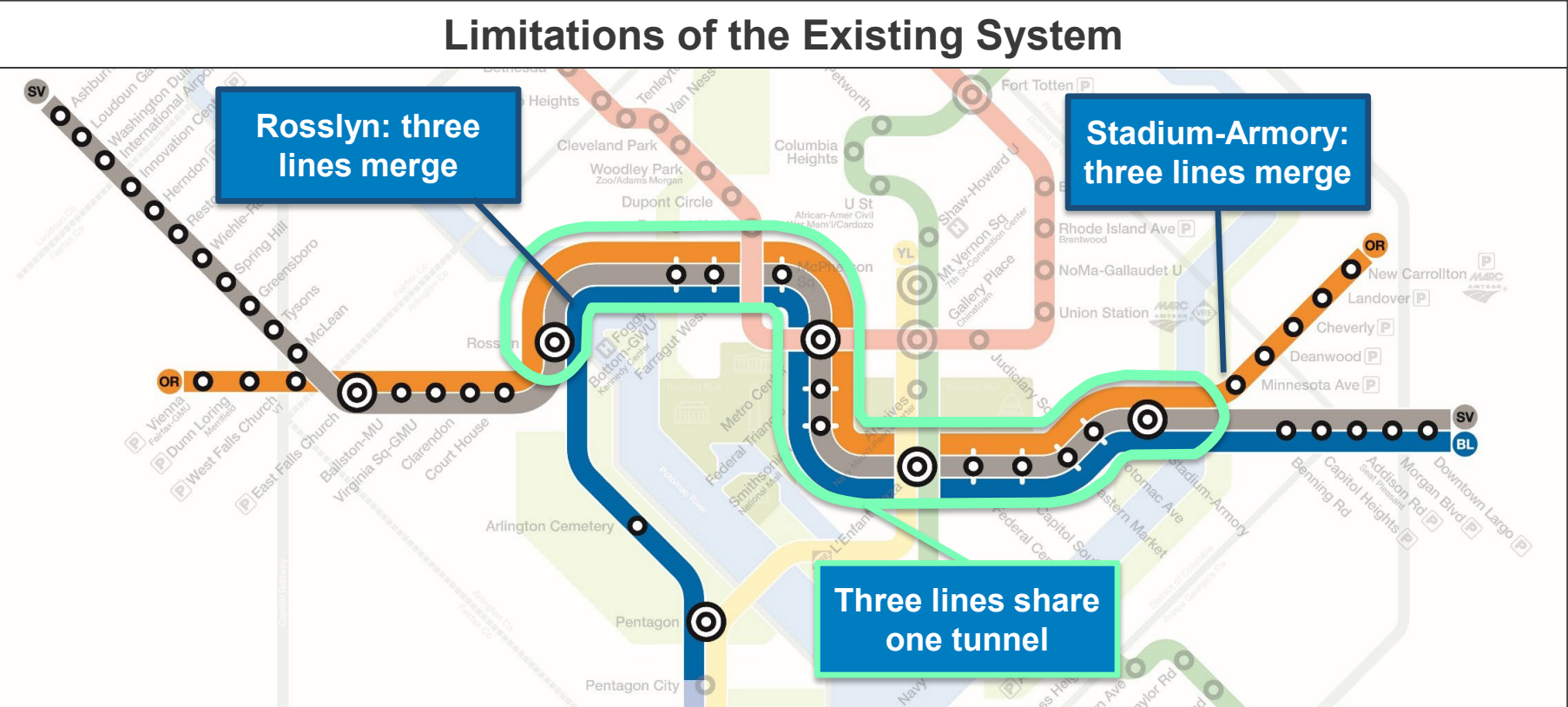


Public and Stakeholder Input



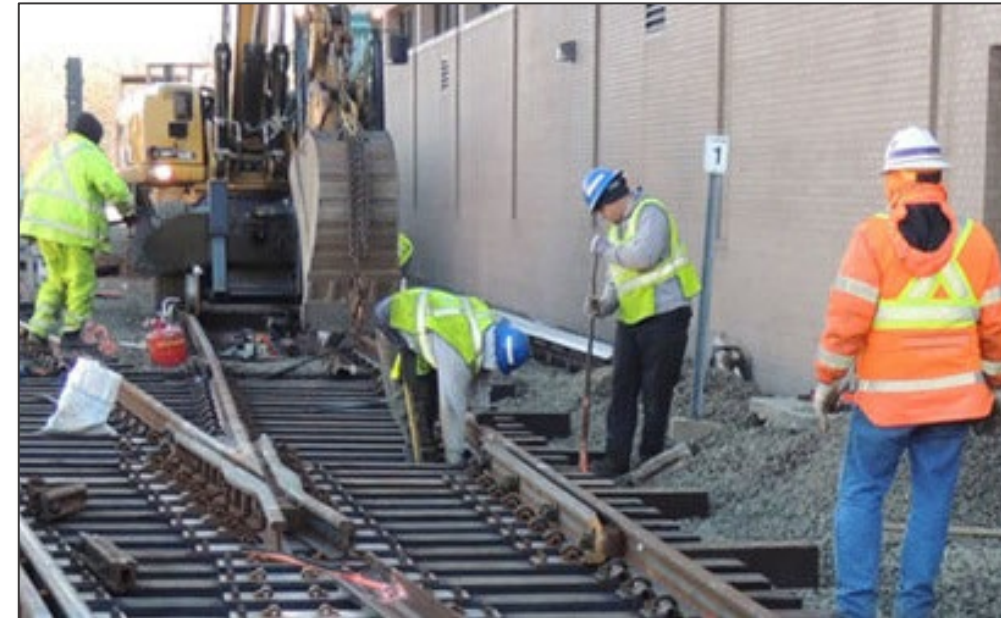
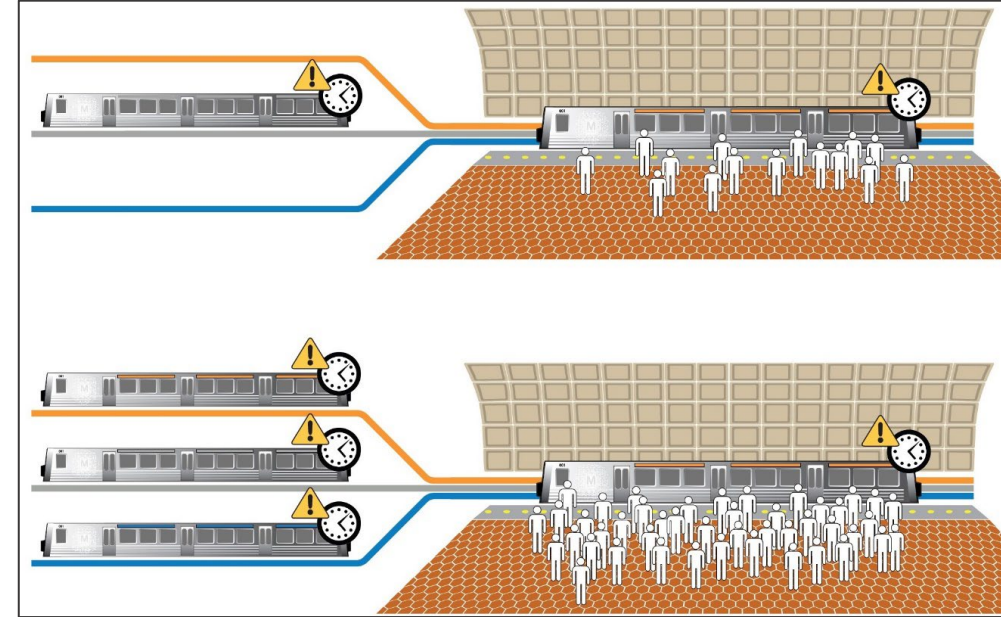
Capacity

- Three lines operate on one set of tracks between Rosslyn and Stadium-Armory
- Capacity of 26 trains per hour (TPH) with existing systems / technology
- Region forecasts 37% more people and 30% more jobs around BOS lines by 2040



Reliability, Connectivity, and Flexibility

- Running three lines through one tunnel creates and multiplies delays and crowding
- New infrastructure would help Metro better manage and move around disruptions
- Would reduce the impacts of work zones and disruptions

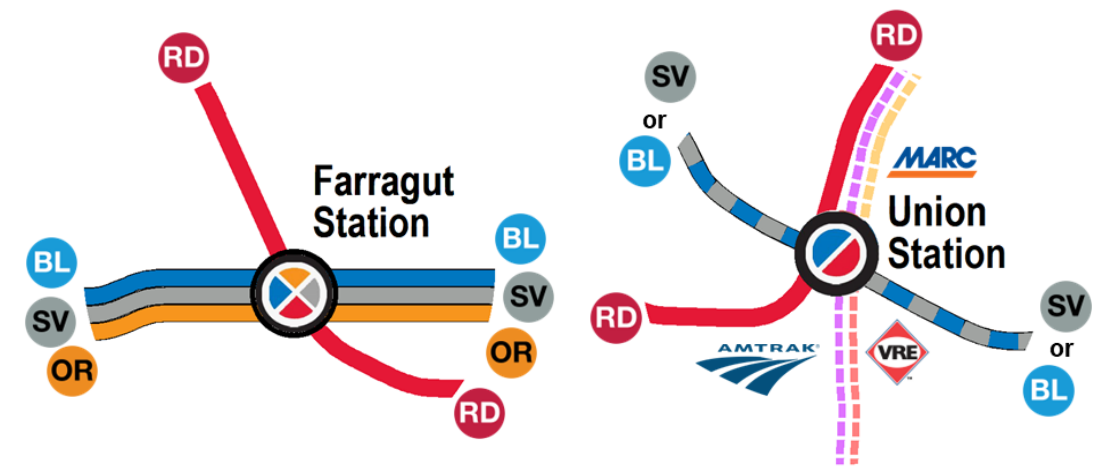


Reliability, Connectivity, and Flexibility

- Opportunity to fix limitations of existing system (interlining and difficult transfers)
- New connections and customer path-choices would avoid similar problems in future



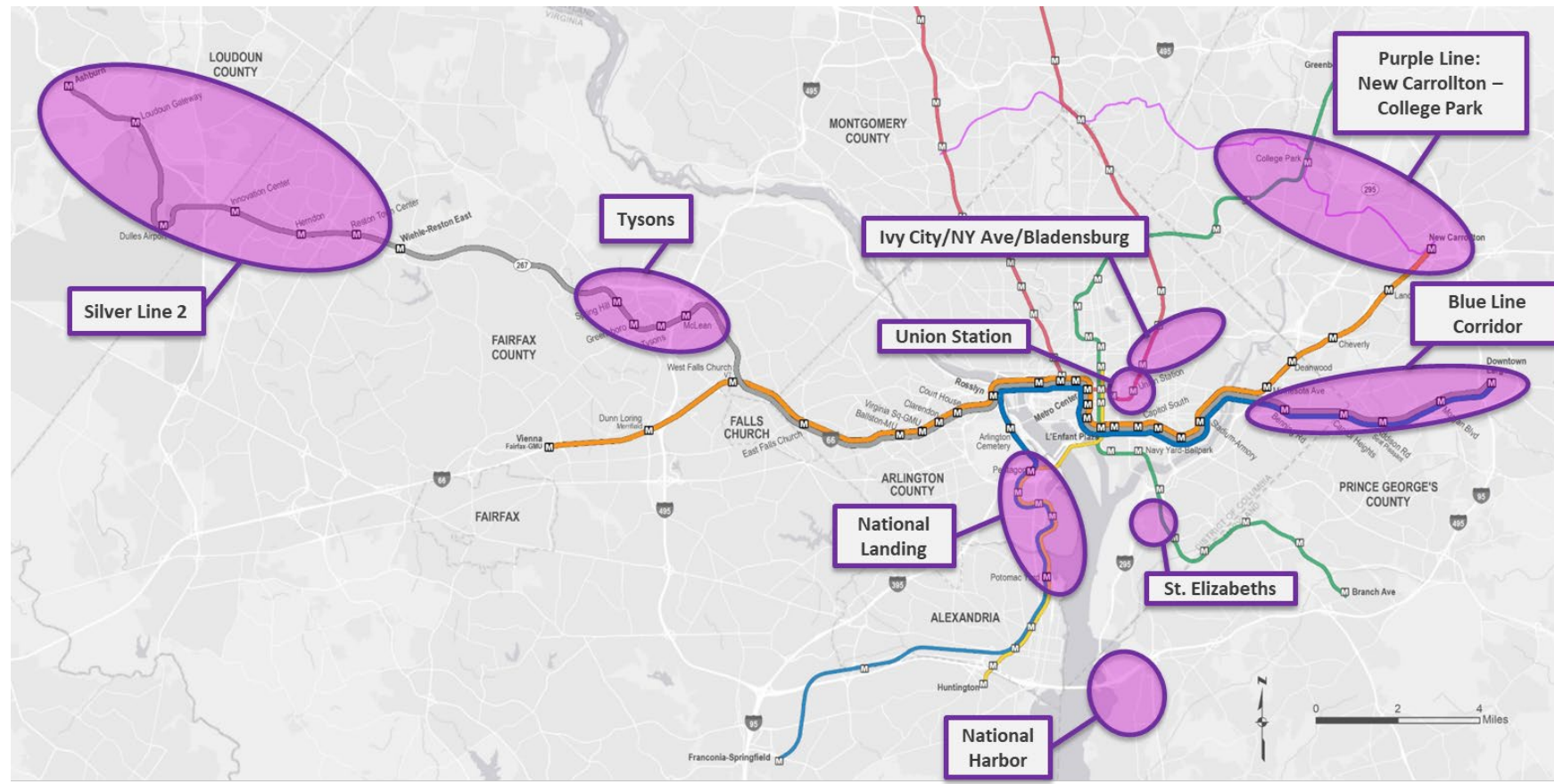
Opportunity to un-interline Blue/Orange/Silver and to provide customers more ways to get where they're going



Opportunity for more and better connections, within Metro system and to regional services

Development

- Increase transit-oriented development
- Support areas prioritized for growth
- Increase use and value of existing infrastructure

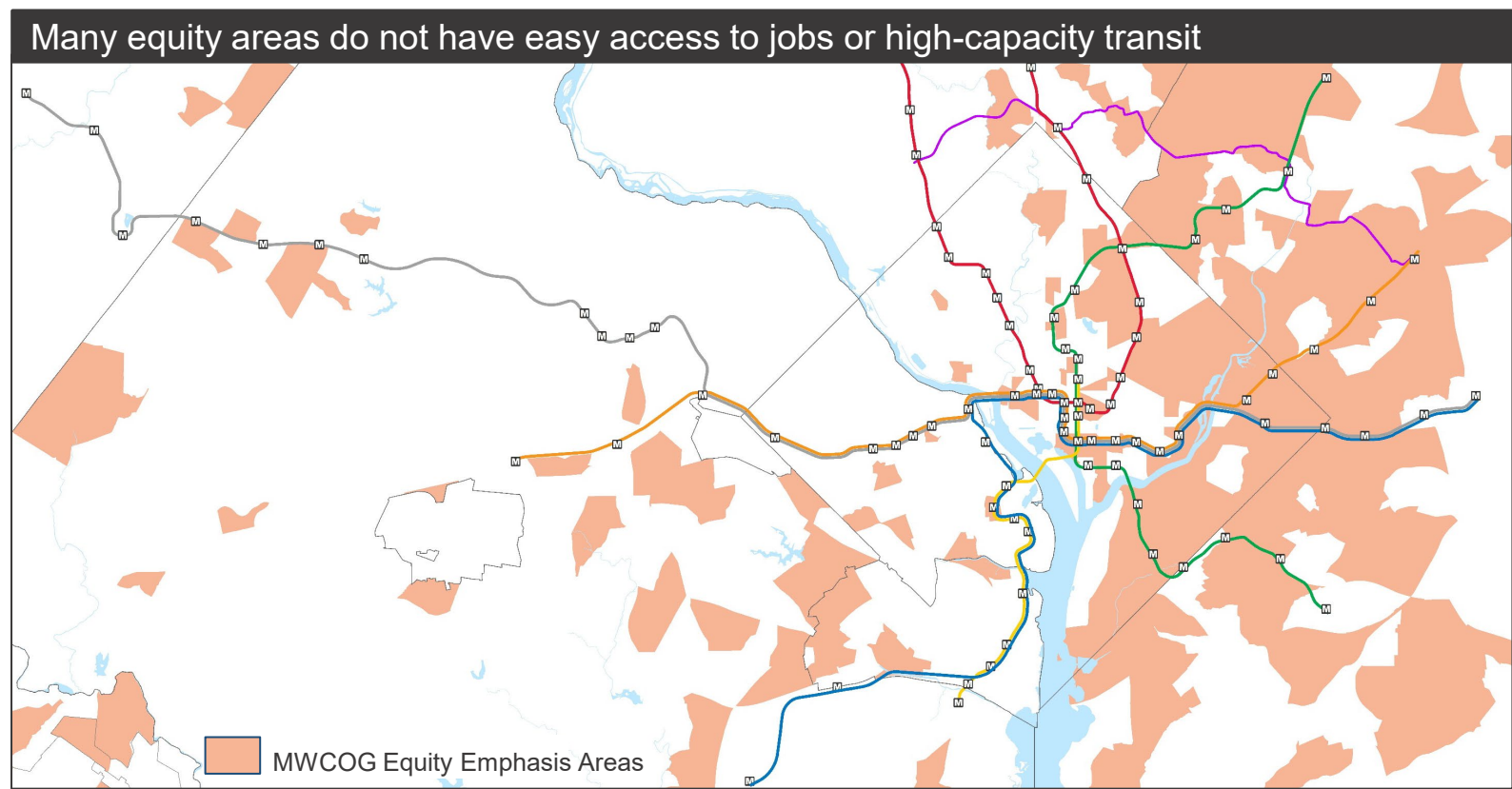


Equity

- Expand access to high-frequency transit and economic opportunities
- Particularly in equity-focus communities that lack fast transit to jobs, other activities

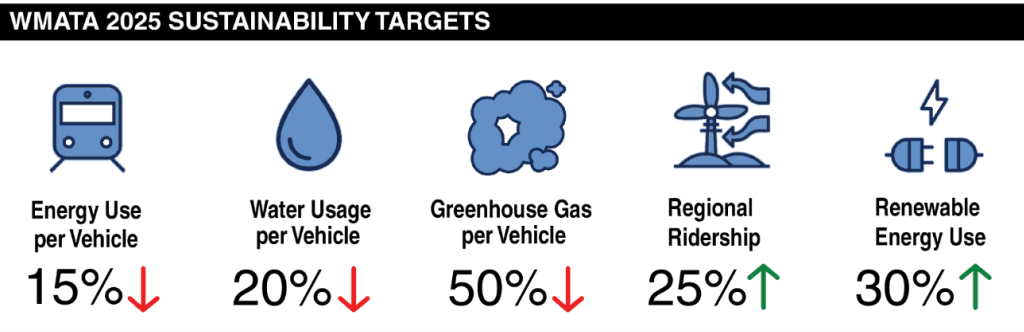


MWCOG's Region United Framework

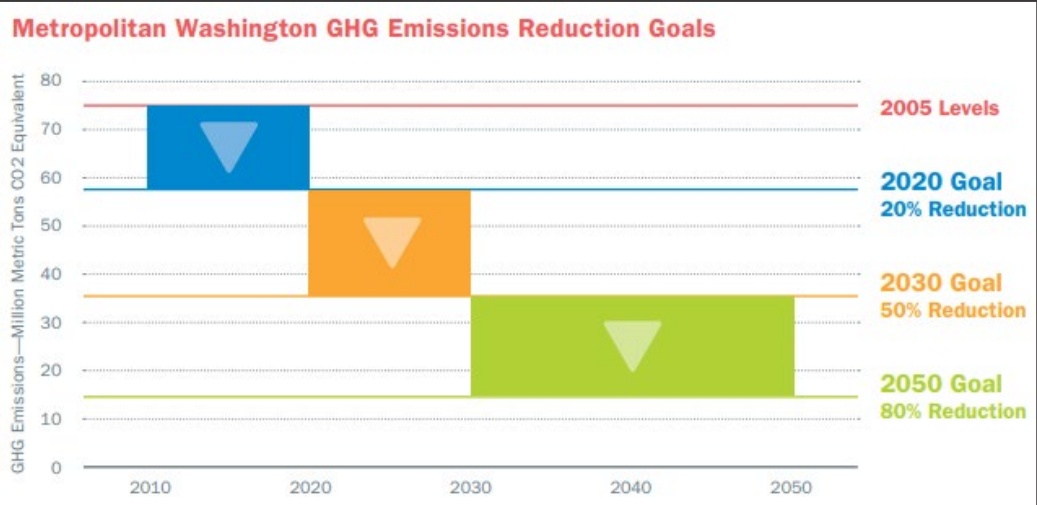


Sustainability

- Advance the region’s sustainability goals and targets
 - Be primary mode of choice for most people
 - Encourage shifts from driving to transit, biking, and walking
 - Help reduce emissions and greenhouse gases



MWCOG’s Region United Framework

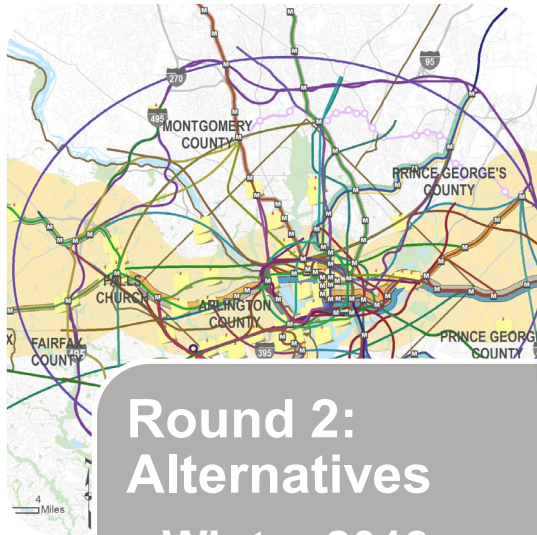


Community Input Helped Shape the Alternatives



Round 1: Awareness/Goals

- Summer 2019
- Complete
- Website
- Pop-ups
- Handouts
- Stakeholder meetings



Round 2: Alternatives

- Winter 2019
- Complete
- Public open houses
- Online survey
- Updated website
- Stakeholder meetings



Round 3: Solution

- Summer 2023
- Public meetings
- In-person outreach at stations
- Online survey
- Stakeholder meetings
- Input on preferred alternative

The LPA Should Meet Four Goals:



Goal 1:
Provide Sufficient Capacity to Serve Ridership Demand



Goal 2:
Improve Reliability & On-Time Performance



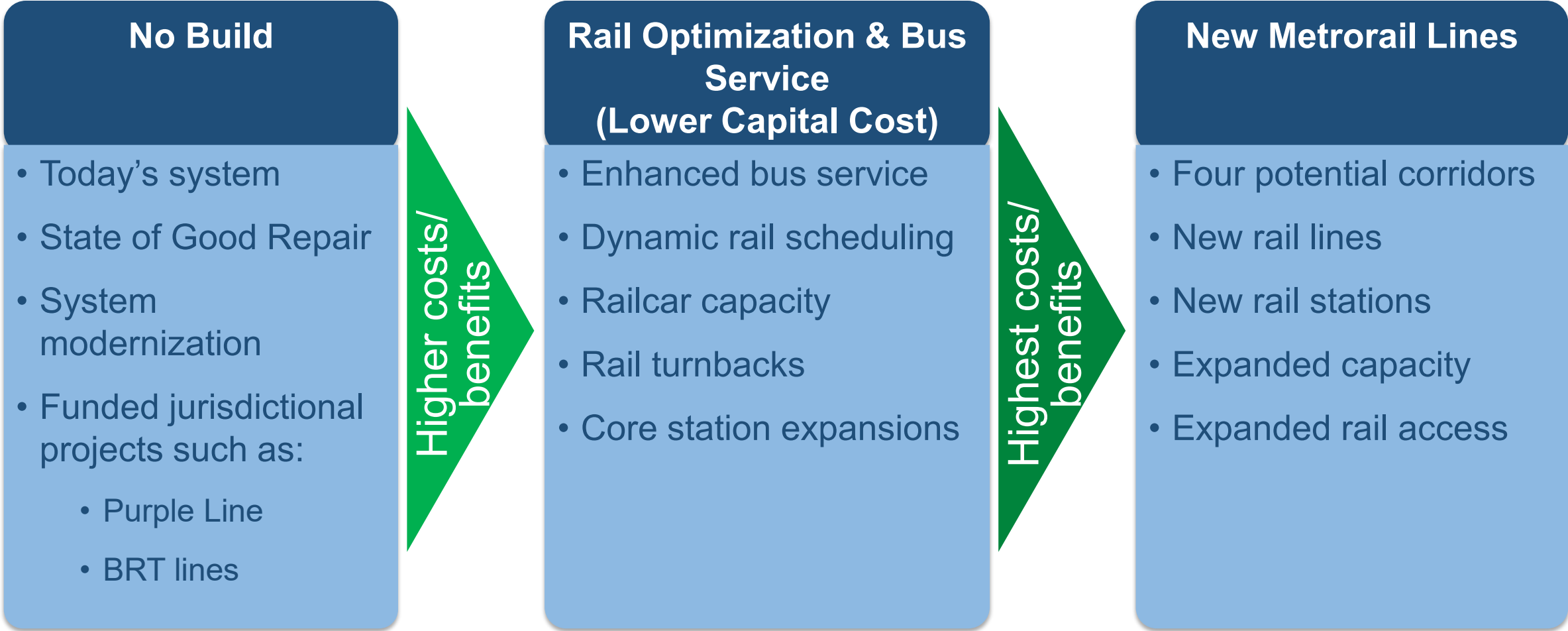
Goal 3:
Improve Operational Flexibility & Cost-Efficiency



Goal 4:
Support Sustainable Development & Expand Access to Opportunity

The Alternatives

Six Alternatives Range in Benefits, Impacts, Costs



Alternative 1: No-Build



The transportation system as it is planned (and funded) to be in 2040, including:

- Existing roads and transit
- State of good repair projects
- Modernization and optimization programs
- Planned/funded new transit services, such as:
 - Purple Line
 - US-1/Richmond Highway BRT
 - Flash BRT

This alternative will improve reliability and sustainability, but would not meet all four goals

* Based on currently funded projects

Alternative 2: Rail Optimization & Bus Service (Lower Capital Cost)

Attempts to meet goals without a new rail line, using:

- New bus rapid transit (BRT) and commuter bus service (approximately 60 routes)**
- Dynamic rail scheduling
- New rail infrastructure to optimize service
- More space in stations
- More room in railcars

Benefits summary:

- Costs far less than rail options
- Could be implemented sooner
- Fewer/lower benefits than rail options
- Only achieves capacity goals if thousands of peak riders switch from rail to bus



* Based on currently funded projects plus this alternative

**See bus maps on next slide

Alternative 2: Rail Optimization & Bus Service Illustrative BRT and Commuter Routes



16,000
New weekday
transit trips



0
New stations



\$3-5 B
Construction
cost



+3%
Trips by transit
vs. other travel
options



+27%
Residents in equity
areas with new
access to high
capacity transit



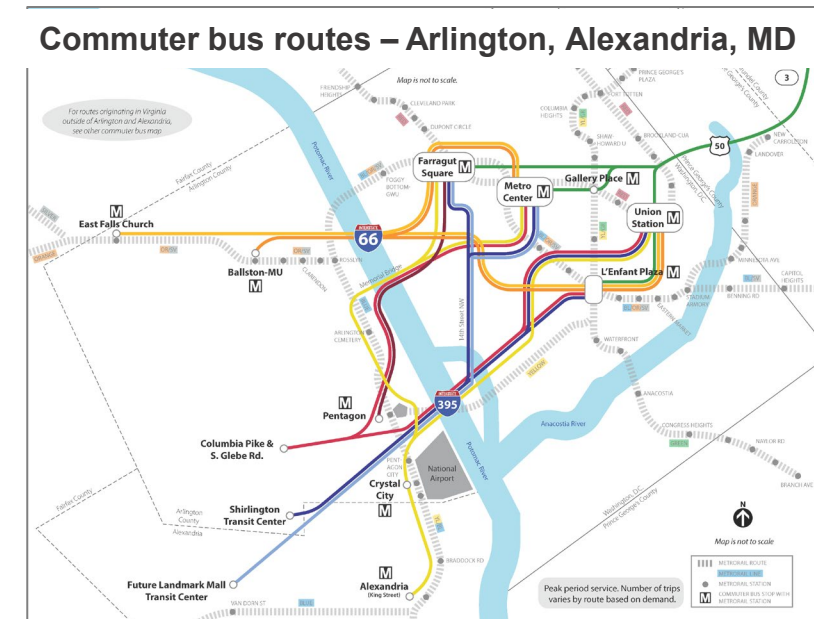
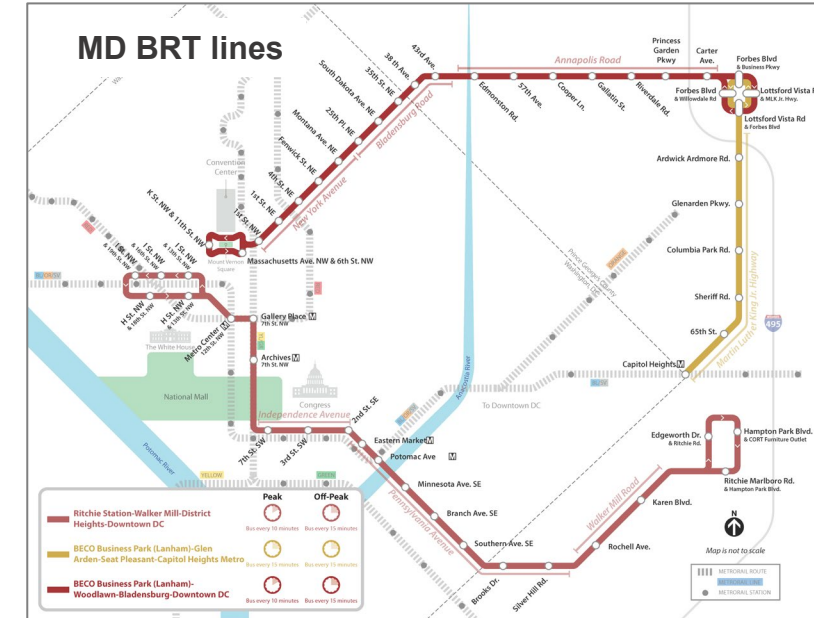
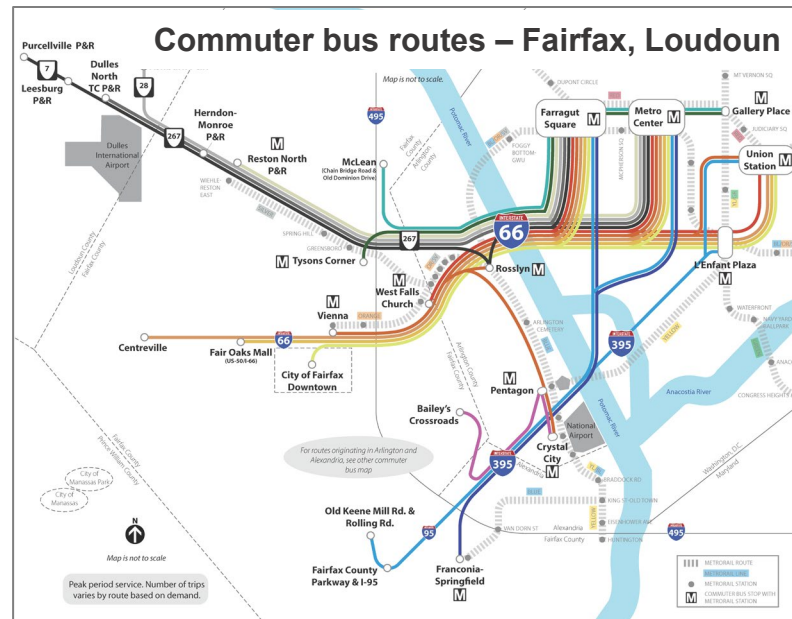
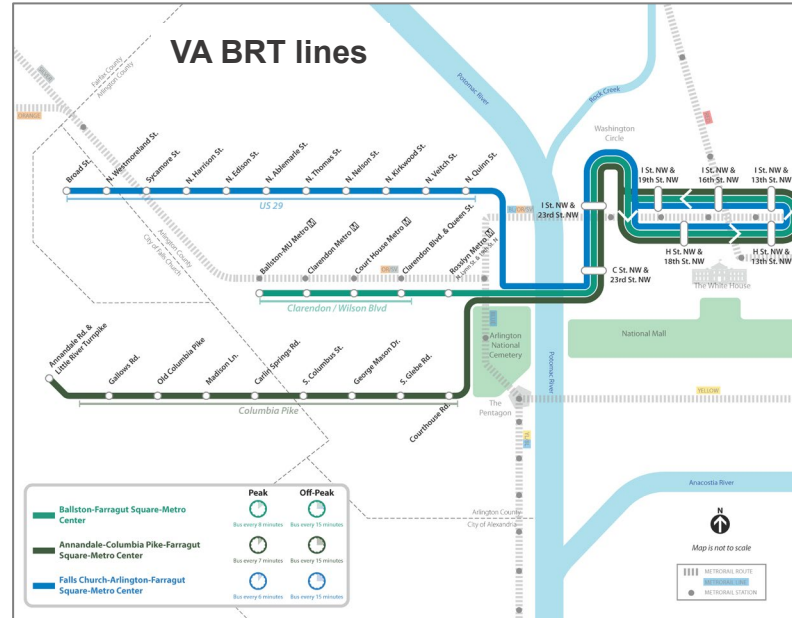
\$75-100 M
New annual
operating cost



-7%
Customers
affected by
service delays



\$34 M
New annual
fare revenue



Alternative 3: BL to Greenbelt

This alternative would serve the following areas:

- Rosslyn
- Georgetown
- Downtown DC
- Union Station
- Union Market
- Ivy City
- Fort Lincoln
- Port Towns
- Hyattsville
- College Park
- Greenbelt

Transfers would be available at the following stations:

- GR Greenbelt
- GR College Park-U of Md
- YL GR Mt Vernon Sq
- OR SV Rosslyn
- RD OR SV Farragut Station
- RD Union Station

Benefits summary: Meets the four goals. Does well in reducing potential customer delays, has lowest construction cost of the rail options





92,000
New weekday
transit trips



14
New stations



\$25-30 B
Construction
cost



+3%
Trips by transit
vs. other travel
options



+20%
Residents in equity
areas with new
access to high
capacity transit



\$125-150 M
New annual
operating cost



-13%
Customers
affected by
service delays



\$79 M
New annual
fare revenue

* Based on currently funded projects plus this alternative

Alternative 4: BL to National Harbor



This alternative would serve the following areas:

- Rosslyn
- Georgetown
- Downtown DC
- Union Station
- Navy Yard
- Buzzard Point
- St. Elizabeths
- Forest Heights
- Oxon Hill
- National Harbor
- Alexandria

Transfers would be available at the following stations:

- GR Navy Yard-Ballpark
- YL GR Mt Vernon Sq
- OR SV Rosslyn
- OR SV Capitol South
- RD OR SV Farragut Station
- RD Union Station

Benefits summary: Meets the four goals. Best at reducing crowding, growing ridership, increasing connectivity, and expanding access in equity areas



180,000
New weekday
transit trips



16
New stations



\$30-35 B
Construction
cost



+11%
Trips by transit
vs. other travel
options



+35%
Residents in equity
areas with new
access to high
capacity transit



\$175-200 M
New annual
operating cost



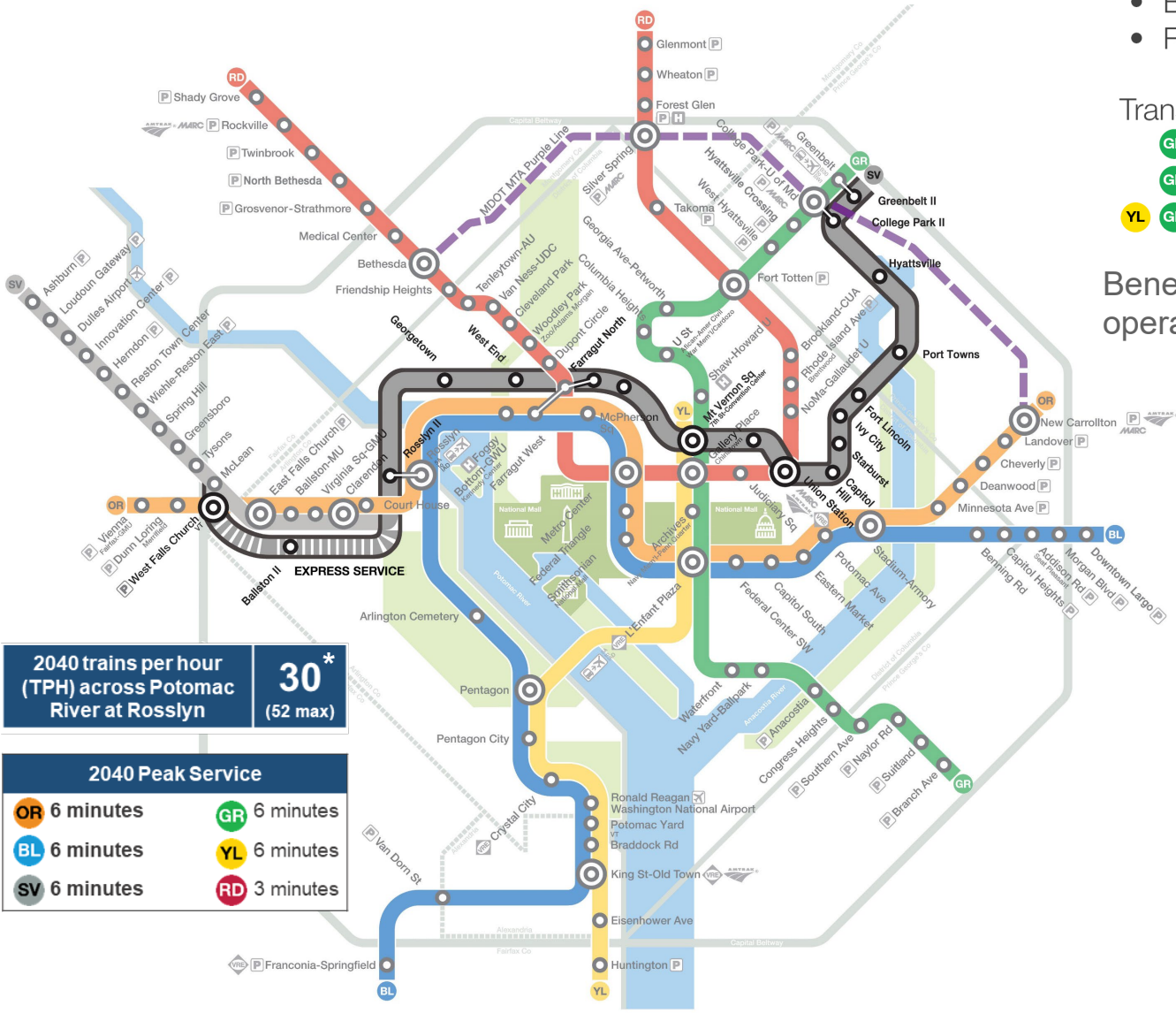
-15%
Customers
affected by
service delays



\$154 M
New annual
fare revenue

* Based on currently funded projects plus this alternative

Alternative 5: sv Express in VA




This alternative would serve the following areas:

- West Falls Church
- Ballston
- Rosslyn
- Georgetown
- Downtown DC
- Union Station
- Capitol Hill
- Ivy City
- Port Towns
- Hyattsville
- College Park
- Greenbelt


Transfers would be available at the following stations:

- GR Greenbelt
- OR West Falls Church
- RD Union Station
- GR College Park-U of Md
- BL Rosslyn
- BL Farragut Station
- YL GR Mt Vernon Sq


Benefits summary: Meets the four goals. Maximizes train throughput, increases operational flexibility and resilience, and provides customers path choices




139,000
New weekday
transit trips




18
New stations




\$35-40 B
Construction
cost




+3%
Trips by transit
vs. other travel
options




+27%
Residents in equity
areas with new
access to high
capacity transit



\$175-200 M
New annual
operating cost



-32%
Customers
affected by
service delays



\$119 M
New annual
fare revenue

* Based on currently funded projects plus this alternative

Alternative 6: sv to New Carrollton

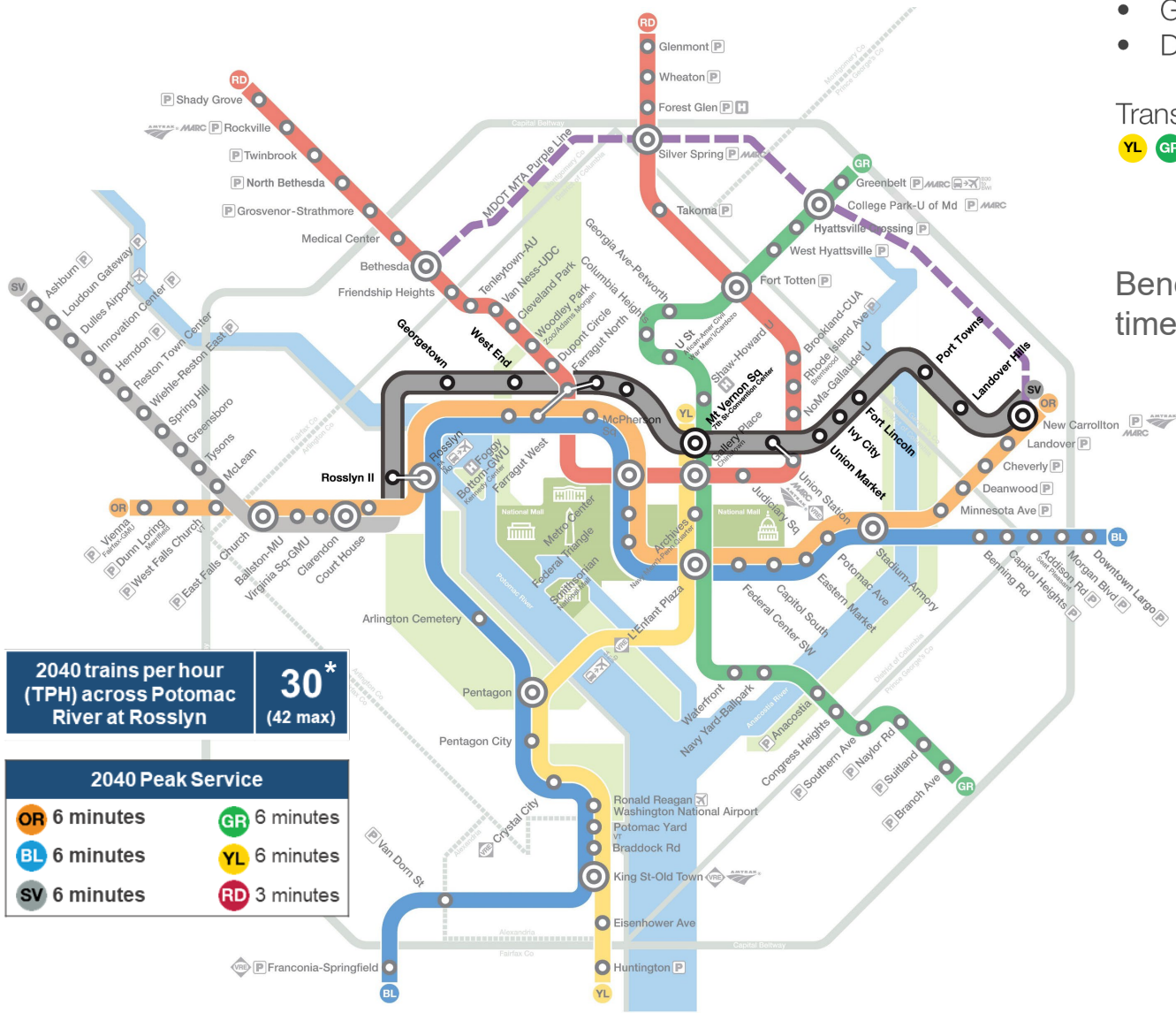
This alternative would serve the following areas:

- Rosslyn
- Georgetown
- Downtown DC
- Union Station
- Union Market
- Ivy City
- Fort Lincoln
- Port Towns
- Landover Hills
- New Carrollton

Transfers would be available at the following stations:

- YL GR Mt Vernon Sq
- OR New Carrollton
- RD Union Station
- BL OR Rosslyn
- RD BL OR Farragut Station

Benefits summary: Meets the four goals. Does best at reducing travel times between Downtown DC and areas near the eastern Orange Line.



94,000
New weekday
transit trips

12
New stations

\$25-30 B
Construction
cost

+3%
Trips by transit
vs. other travel
options

+17%
Residents in equity
areas with new
access to high
capacity transit

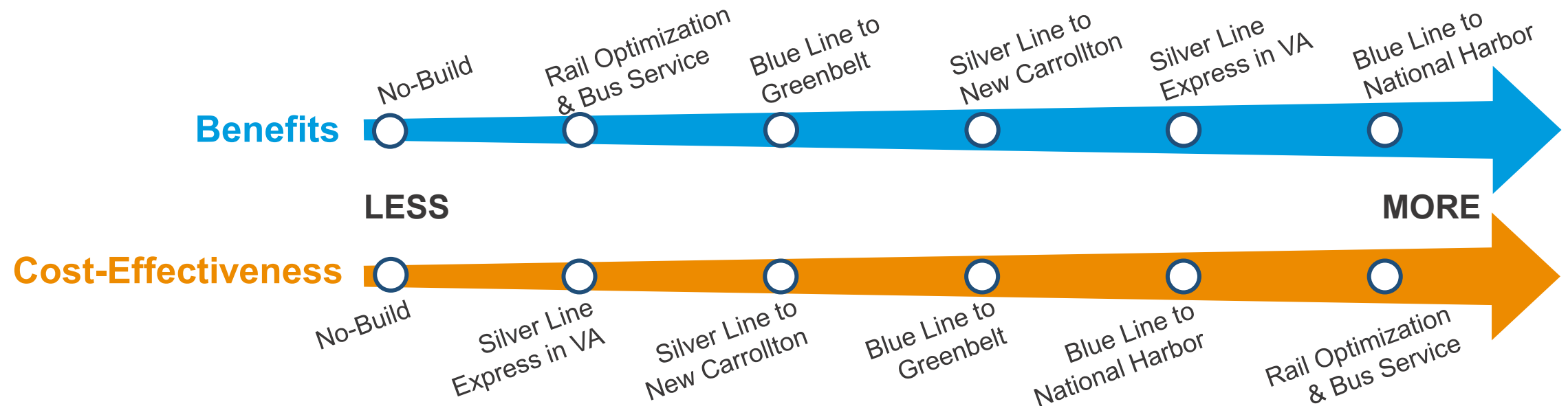
\$125-150 M
New annual
operating cost

-34%
Customers
affected by
service delays

\$80 M
New annual
fare revenue

* Based on currently funded projects plus this alternative

Comparing Costs, Benefits, and Impacts

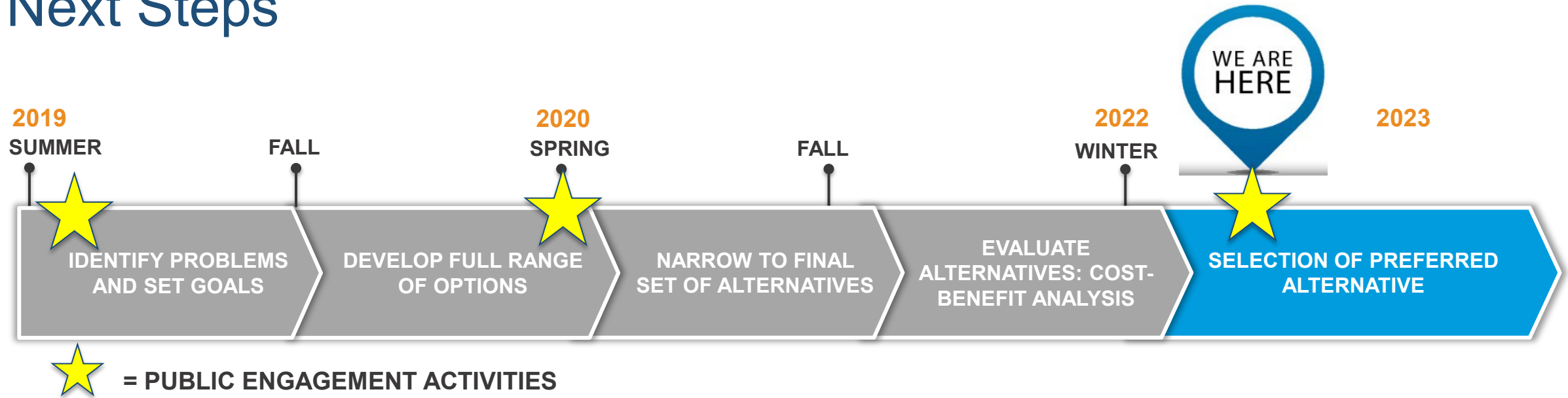


Estimated New Ridership, Fare Revenue, and Costs, 2023 Dollars (in addition to the No-Build Alternative)					
Alternative	How well it meets goals	New weekday rail trips	New annual fare revenue (\$M)	Construction costs (\$B)	Annual operating/ maintenance costs (\$M)
Alt 4: Blue Line to National Harbor	●	180K	\$154.2	\$30-35	\$175-200
Alt 5: Silver Line Express in VA	●	139K	\$119.4	\$35-40	\$175-200
Alt 6: Silver Line to New Carrollton	●	94K	\$80.4	\$25-30	\$125-150
Alt 3: Blue Line to Greenbelt	●	92K	\$79.1	\$25-30	\$125-150
Alt 2: Rail Optimization & Bus Service	●	16K	\$33.9	\$3-5	\$75-100
Alt 1: No-Build	■	0	\$0	\$0	\$0

How Well Alternative Meets Goals ■ Does not meet goals ● Meets goals ● Performs better ● Performs best

Next Steps

Next Steps

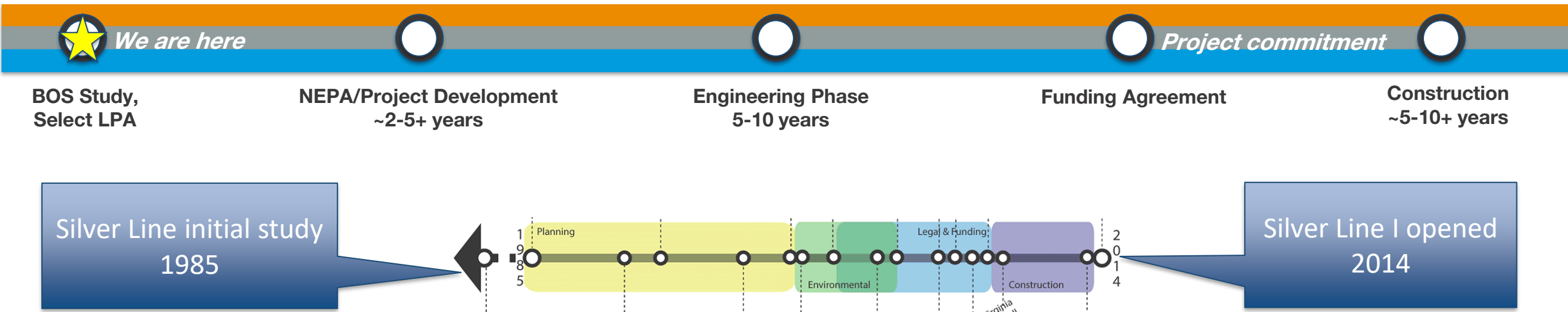


- Finish public engagement
- Discuss results with stakeholder committees and elected officials
- Support Board of Directors in selecting an LPA

Why Now?

- Metro's process follows federal requirements to be eligible for federal funding
- This study is only the first step in a long process
- Major capital projects can take 20+ years to deliver (like the Silver Line)
- No commitment to build unless/until there's a funding agreement

Illustrative Major Project Delivery Timeline



THANK YOU!

Don't forget to take the online survey at
wmata.com/BOSstudy

For questions or additional information, email
BOSstudy@wmata.com