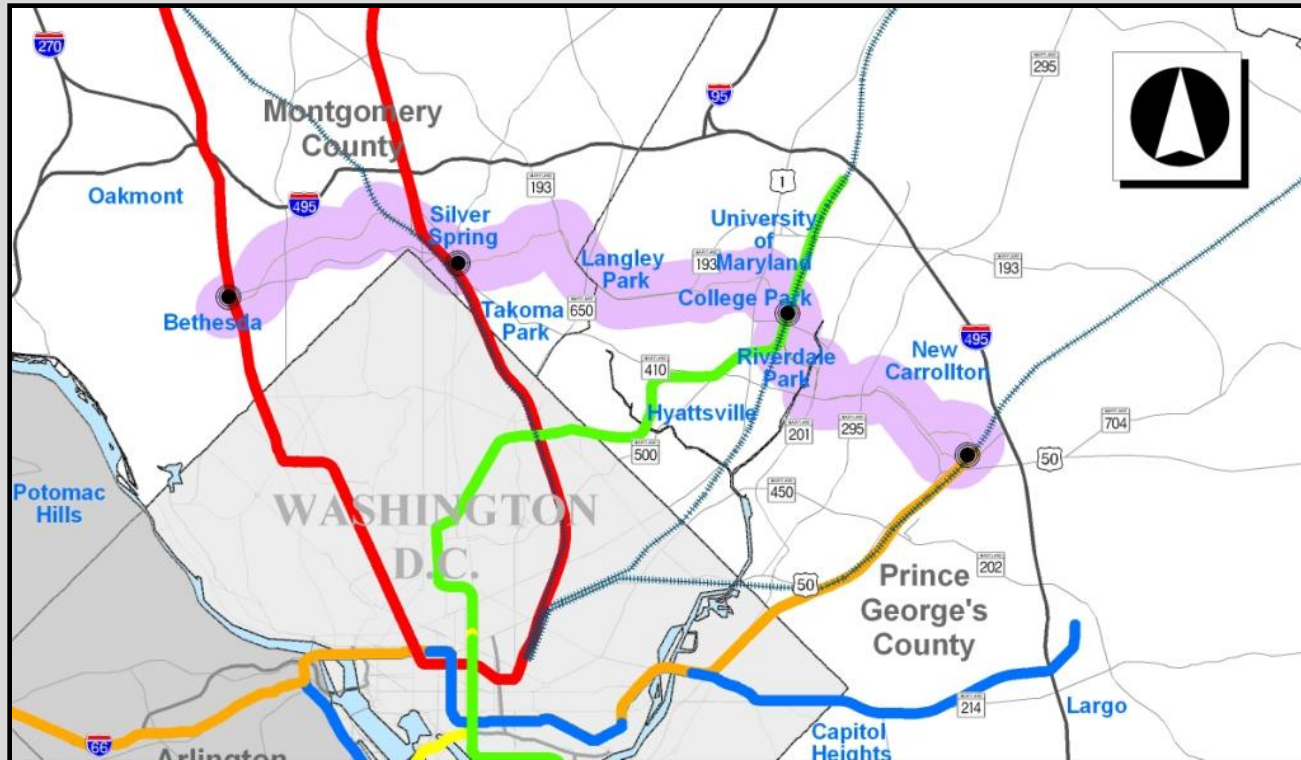


Purple Line Briefing

M-NCPPC - Commission Meeting

March 18, 2009



Project Purpose

- To enhance mobility and accessibility by providing a faster, more direct and more reliable east-west transit option
- Improve system connectivity by:
 - Making it easier to get to Metrorail through connections to both branches of the Metrorail Red line, the Green line and Orange line
 - Connecting to all three MARC lines and Amtrak's Northeast Corridor
 - Connecting to major local and regional bus services
- Provide direct links between major central business districts and key activity centers.
- Support economic viability, community revitalization, and transit oriented development

Project Description

- 16-mile transitway in Montgomery and Prince George's Counties
- Provides 21 stations
- Primarily street-running with segments aerial or below grade at key areas
- Serves local community by walk and bus access
- Adds an important link in regional transit system
- Only opportunity to improve east-west transportation inside the Beltway

Project Performance

- LRT capital costs range from \$1.2 to \$1.6 billion
- LRT O&M costs range from \$26.4 to \$22.8 million
- Projected daily ridership up to 68,000; compares favorably to other systems in the US
- 40% of riders will use Metrorail for part of their trips
- All alternatives meet federal cost-effectiveness criteria

Public Outreach

- Extensive public outreach since 2003
- Open houses, website, newsletters, community meetings, community focus groups, stakeholder meetings, county and agency coordination
- AA/DEIS published October 17, 2008
- Review period continued through January 14, 2009
- Four Public Hearings,
- Attendance: 750 people,
- Over 450 comments received at hearings
- Strong support for light rail from both Counties, major stakeholders, and the public
- Over 3,000 comments submitted during the comment period

Capital Crescent Trail

Develop design details for the Capital Crescent/Georgetown Branch Trail including, among other items, mitigation for tree loss.

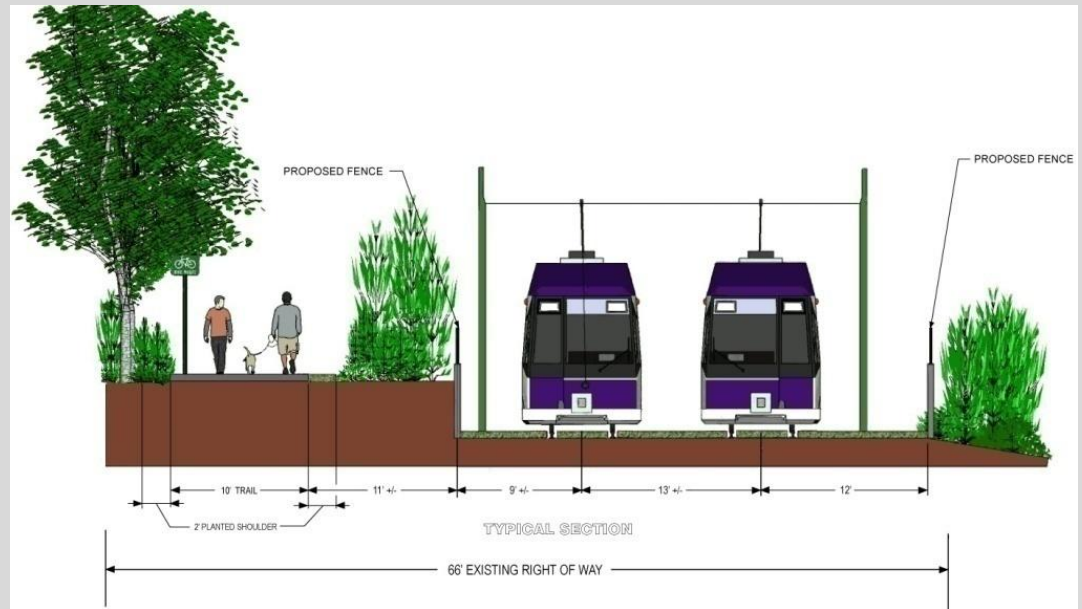


Capital Crescent Trail



Capital Crescent Trail

- Continue the trail through the tunnel under Wisconsin Avenue
- Where feasible and where no additional right of way is required, widen trail to 12 feet with two foot soft shoulders on both sides.



Columbia Country Club

- County-owned Georgetown Branch right of way bi-sects the Country Club
- Design focus is on compatibility



Wayne Avenue In Silver Spring

- Surface alignment – in shared lanes – is preferred
- Surface alignment keeps station at proposed new library site
- Tunnel alternative undergoing review by MTA prior to selection of Locally Preferred Alternative



The Crossroads

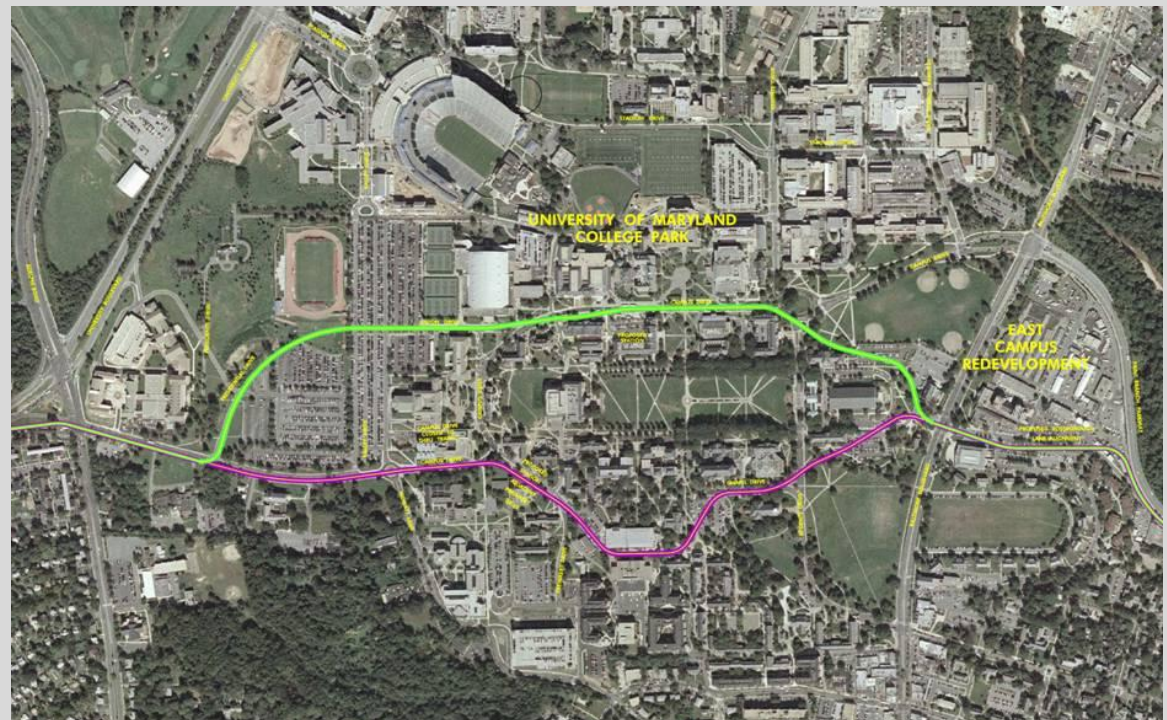
- Transit Center Station
- University Blvd Median
- Focus On Pedestrian Safety



University of Maryland

Campus Drive Alignment

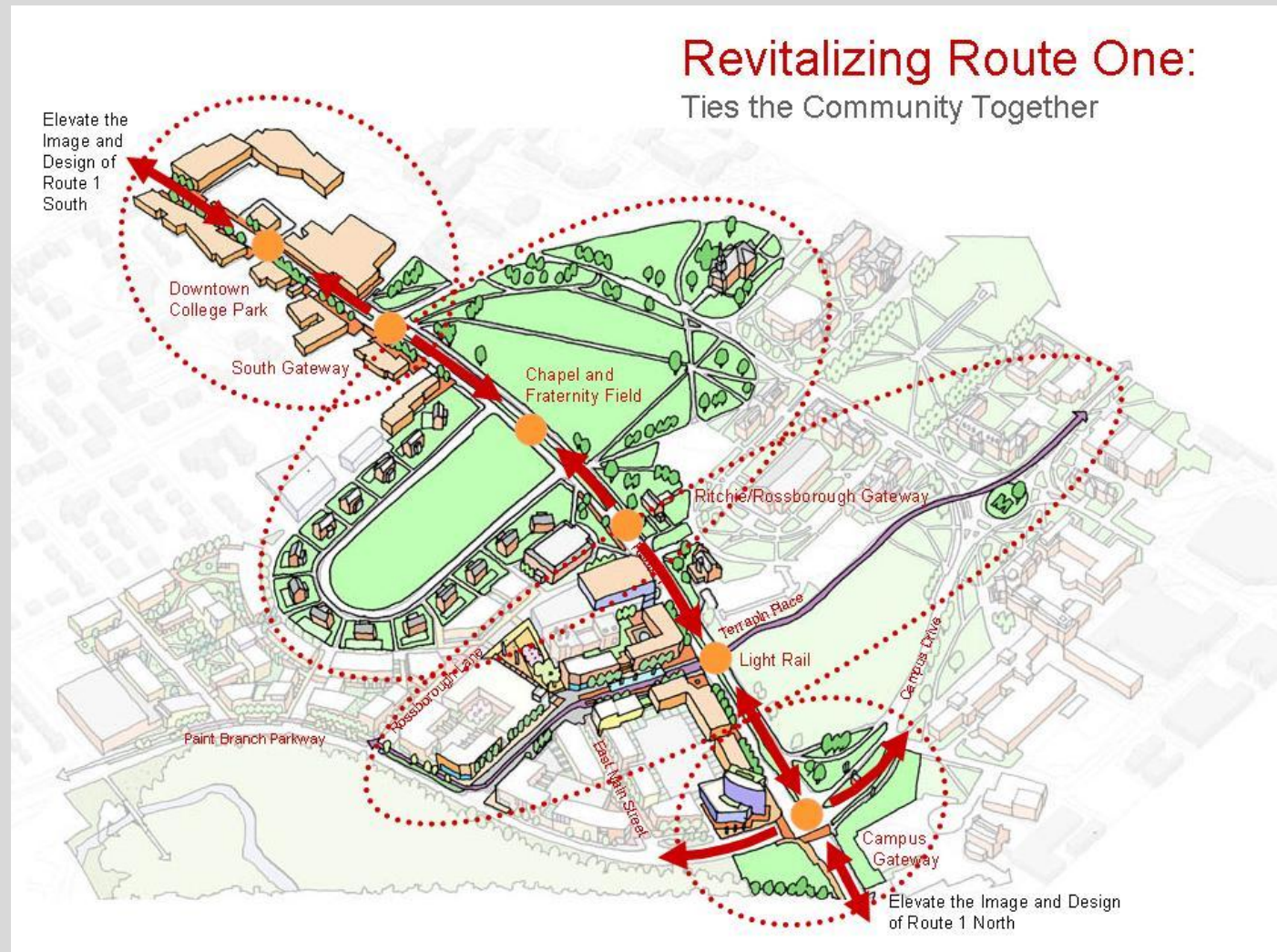
- MTA preferred option
- Planning Department & Master Plan of Transportation recommended option
- Consistent with Campus Master Plan
- Best option: future West Campus stop & International Corridor revitalization
- Best operational “fit”



East Campus

Potential multi-modal transit center:

- Metrorail Green Line
- Purple Line
- MetroBus
- TheBus
- University Shuttle
- Future US 1 shuttle



East Campus Transit Center

- Mixed use, transit-oriented development
- 38 acre parcel
- Bordered by US Route 1 & Paint Branch Parkway
- Office, retail, hotel/conference, residential
- Multi-modal connects: main campus, US 1 and College Park.



Prince George's County Challenges

- **Paint Branch Parkway**

- Operationally critical
- MTA: shared lane
- County: Purple Line dedicated right-of-way
- Safety concerns
- Cost and maintenance responsibilities
- On-going coordination: DPW&T, SHA and MTA

- **Maintenance facility (S&I yard)**

- Light duty
- North Glenridge (Veteran's Parkway & Riverdale Road)
- Major Parks & Recreation Department facility
- Operationally ideal
- Noise, site acquisition and operations transfer challenges
- Coordination: M-NCPPC, MTA and DPW&T

Prince George's County Challenges

- MD 201 & MD 401
- At-grade vs. aerial alignment
- Concerns: Frontage property and PL alignment with B-W Parkway concerns
- Future Purple Line connection: Rhode Island Ave. Transitway (DC)
- Riverdale and East Pines Transit-oriented Redevelopment



Next Steps

- Addressing county requests for additional studies
- Refinement of Phase II travel forecasting model
- Risk assessment
- Continuing community outreach
- Continuing coordination with counties on Locally Preferred alternative

Project Schedule

- LPA selection anticipated Spring 2009
- Request to enter Preliminary Engineering Fall 2009
- New Starts submission Fall 2009
- Final Environmental Impact Fall 2011
- Begin Final Design Fall 2011
- Begin Construction 2013