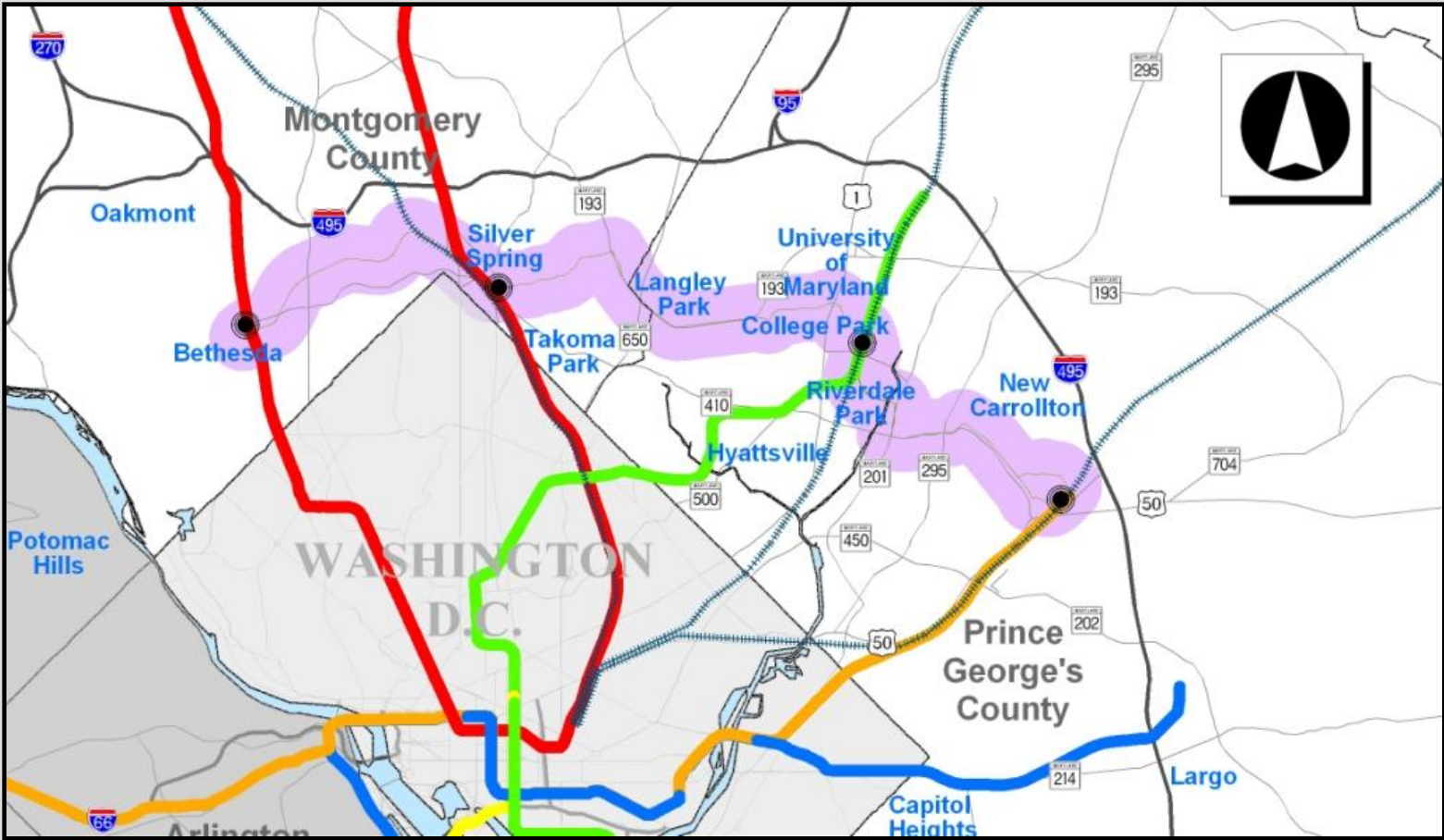
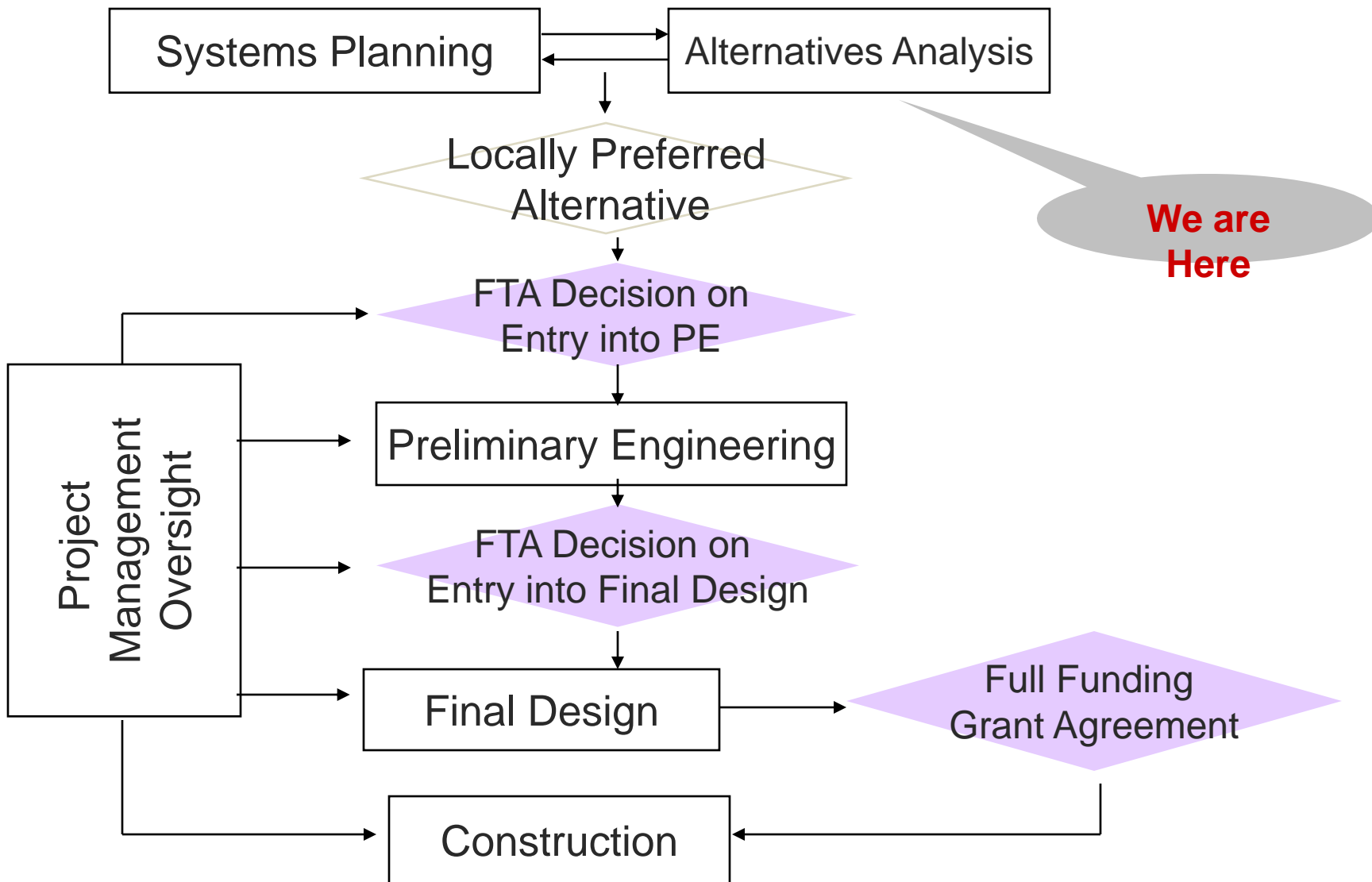


Purple Line Work Session



New Starts Project Development Process



New Start Steps – Next Year

- Locally Preferred Alternative – February - March 2009
 - Phase II Travel Forecasting Model Refinement – Start January 2009
 - Phase II Model Application – April - May 2009
 - Future No Build
 - Future Baseline
 - LPA
- New Start Criteria Submission →
June 2009
- Project Rating – July 2009
- Request for Permission for Entry into Preliminary Engineering – August 2009
- Preliminary Engineering/FEIS – Fall 2009

- | |
|---|
| <ul style="list-style-type: none">- Project Justification- Land Use- Financial- Project Management Plan- Institutional/Technical Capacity |
|---|



Next Steps and Schedule

Circulation of the AA/DEIS (public comment period)	October 17, 2008 – Jan 14, 2009
Public Hearings	November 2008
Selection of Locally Preferred Alternative	February – March 2009
New Starts Submission	June 2009
Request Permission to Enter Preliminary Engineering	August 2009
FEIS/ROD	2010
Request Permission to Enter Final Design	2010
Full Funding Grant Agreement	2011
Construction	2012 - 2015

Capacity for LRT compared to BRT

- 120 Pass/Bus x 10 Buses/Hour = 1,200 spaces per direction
- 120 Pass/Bus x 15 Buses/Hour = 1,800 spaces per direction
- Too Close For Comfort Given Interface With Rail?
- Are Ridership Forecasts Considered Conservative?

Alternative	Location	Direction	Peak Hour Directional Line Load	Peak Hour Capacity
Low Investment BRT	Rt. 1/UM East to Metro	Eastbound - PM	1,087	2,100
Med Investment BRT	SSTC to 16 th Street	Eastbound - PM	1,652	2,100
High Investment BRT	SSTC to 16 th Street	Eastbound - PM	1,858	2,100
Low Investment LRT	SSTC to 16 th Street	Eastbound - PM	2,147	2,800
Medium Investment LRT	SSTC to 16 th Street	Eastbound - PM	2,239	2,800
High Investment LRT	SSTC to 16 th Street	Eastbound - PM	2,533	2,800

60 Foot Stylized Articulated **New Flyer DE60LF-BRT**
Step low-floor bus with advanced styling, diesel electric drive and amenities



Dimensions
 Length 61 ft
 Width 102 in
 Height 136 in
 (with roof mount battery pack)

Curb Weight
 43,700 lbs

Price
 Call for Quote

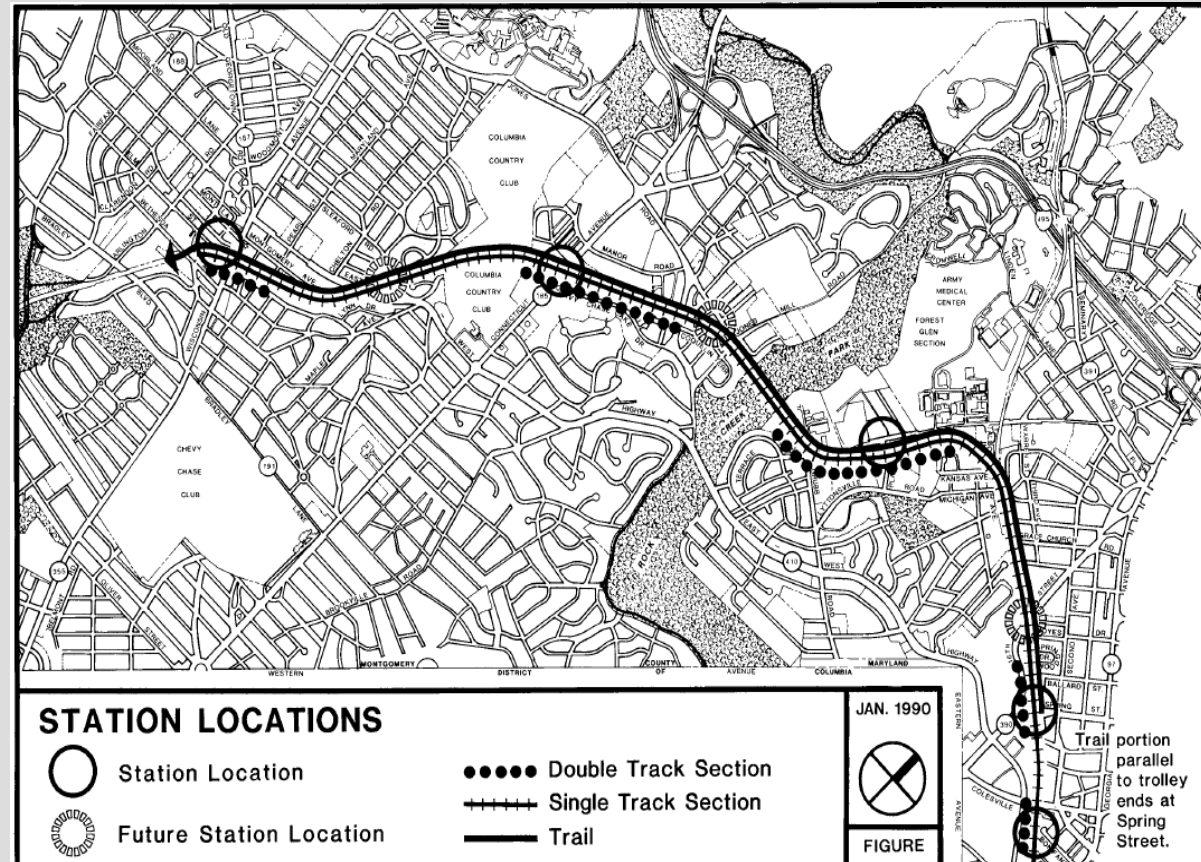
Capacity, Floor & Doors	Comfort Items and Amenities
<ul style="list-style-type: none"> • Seats – 47 to 53 (75% forward facing) • Perimeter seating available • Standees - 53 • Flip out wheelchair ramp • Low floor at all doors, rear riser • 3 to 5 Slide and Glide Doors 	<ul style="list-style-type: none"> • 5.1 mpg fuel economy with Hybrid • Up to 40% better mileage than diesel alone • 50% reduction in NOx • 90% reduction in PM, CO, HC • Quiet, smooth take off • Also available in 40 ft configuration
Electronics Options	Propulsion and Fuel
<ul style="list-style-type: none"> • GPS, AVL • Automatic Passenger Counting • Luminator Destination Signs • Onboard Routing/Travel Time/Stop • Voice Messaging • Video Surveillance • Onboard Diagnostics • Vehicle Monitoring • Transit Signal Priority • Automatic Guidance Ready 	<ul style="list-style-type: none"> • Diesel (Allison, ZF, Voith) • Diesel Hybrid-Electric (Allison EP50 with 330 hp CAT C9) • Gasoline Hybrid-Electric (ISE) <p style="text-align: center;"><u>Fuel</u> - <u>Economy</u> - <u>Storage</u></p> <ul style="list-style-type: none"> • ULSD 3.8 mpg 1 floor tank • ULSD H-E 5.1 mpg 1 floor tank
Construction	<ul style="list-style-type: none"> • Welded monocoque carbon steel using high tensile steel plate and tubing
Customers and Applications	<ul style="list-style-type: none"> • Lane Transit (Eugene, OR) • Greater Cleveland RTA (Cleveland, OH)

Website: www.newflyer.com **Contact:** buses@newflyer.com
 Revised: June, 2006

Single Track vs. Double Tracking

Single Track & Impacts on Capacity

- Number of Stations On Single Track Segments
- Length of Single Track Segment
- Whether Multiple Or Single Track Segments
- How Much Variability In Running Time



Single Track vs. Double Tracking

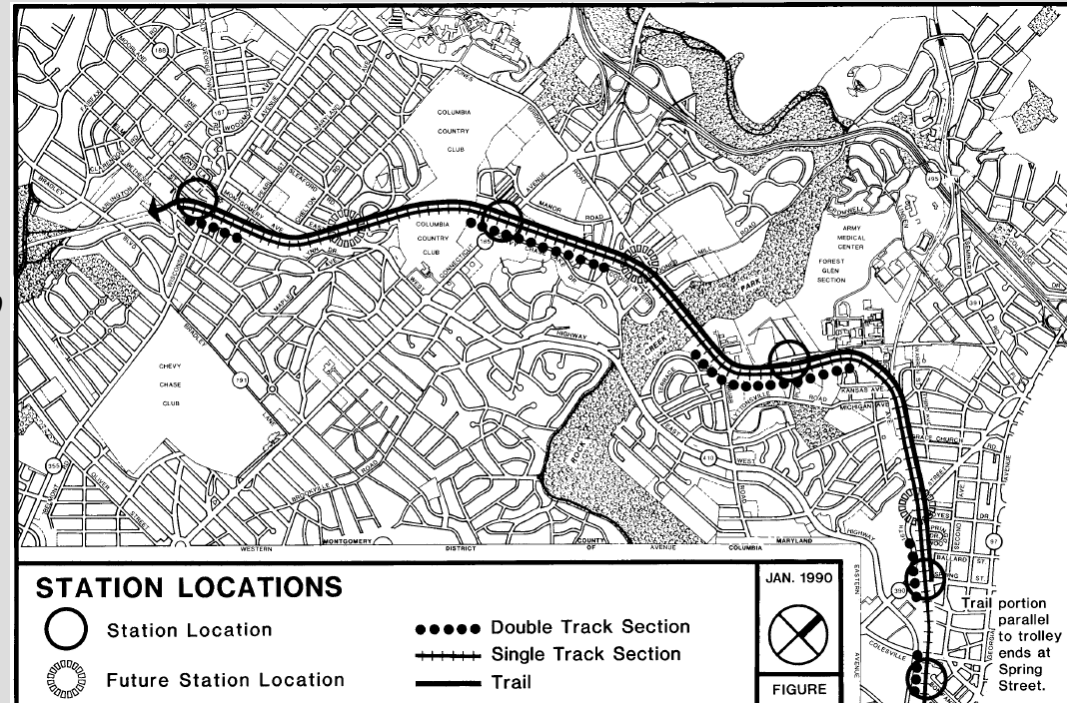
Purpose and Outreach Report

“The Georgetown Branch Trolley track between Bethesda and Silver Spring is a distance of 4.4 miles (22,585 feet). Of the 22,585 feet of track, only 8,320 linear feet consisted of double track.

All of the light rail alternatives being examined in the DEIS/AA now underway include a double track corridor.

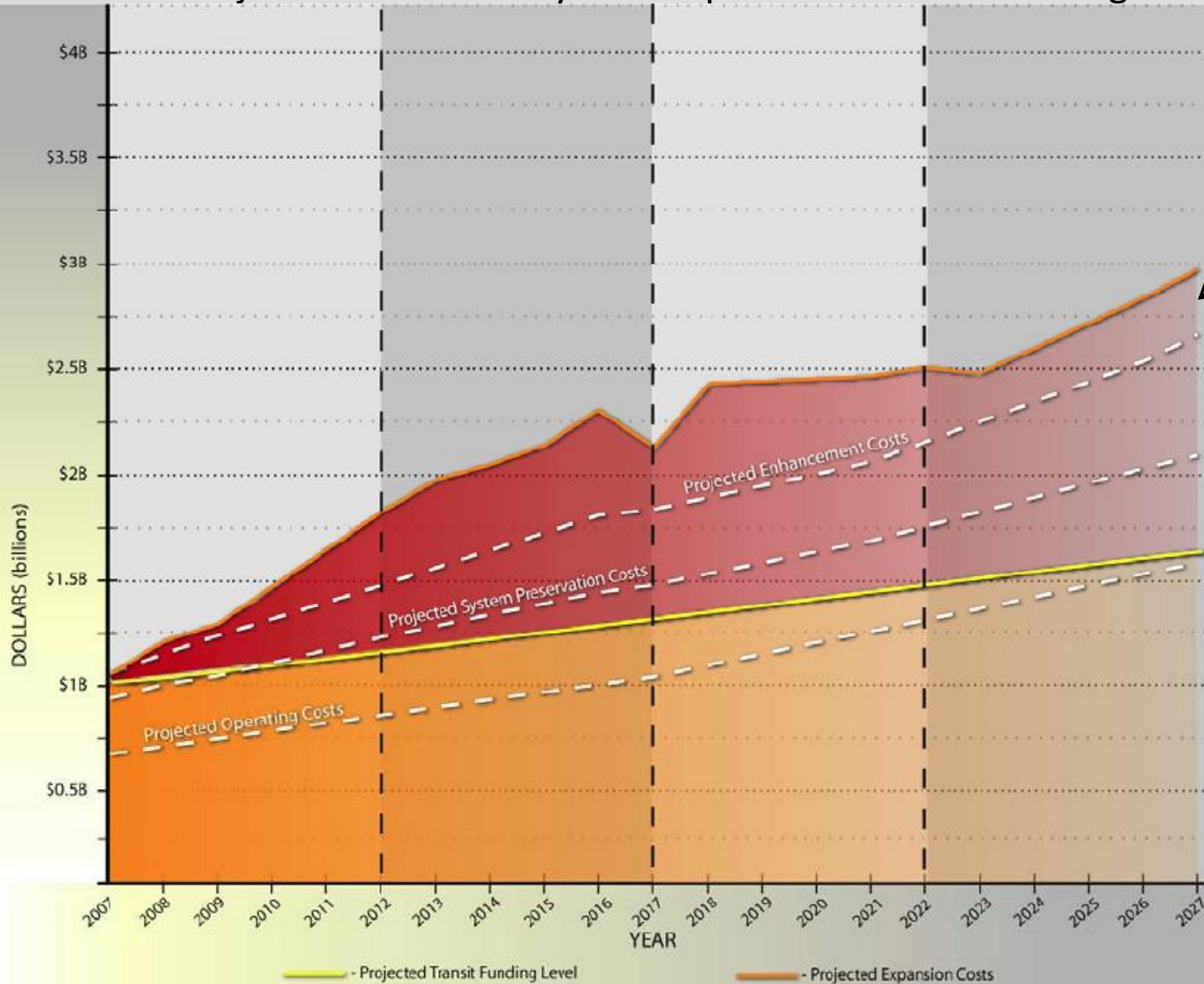
As a result, the Functional Master Plan will either confirm or modify what is currently a single-track alignment (going east) over the following (approximate) segments.

- *Pearl Street through Columbia Country Club to a point just west of Connecticut Avenue (MD 185)*
- *Beginning just west of Jones Mill Road and extending over Rock Creek Park*
- *From Stewart Avenue south along the CSX right of way to Springwood Drive South*
- *Apple Avenue to just south (or east) of Colesville Road”*



Funding the Purple Line

20 Year Projection of Transit System Expansion Costs – “The Big Four”



“The Big Four”

- Purple Line
- CCT
- Red Line
- Green Line

WMATA 8 - Car Trains
Ride-On Expansion

System
Preservation

Operating
Costs



**The Maryland Transit
Funding Study
Steering Committee**

Committee Report

January 2007



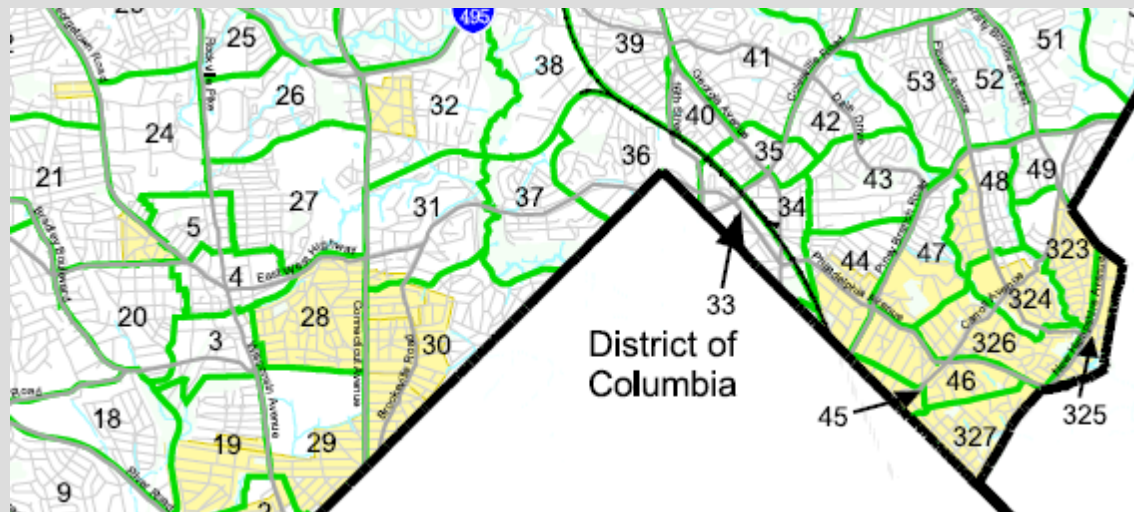
Jones Bridge Road Alternatives

Alternative	Total Capital Costs (2007)	Annual Operating Costs (2007)	Cost Effectiveness (CE) Measure – Annualized Cost Per Hour Of User Benefit	Average Weekday Boardings – 2030	Notes
Medium Investment BRT	\$579,820,000	\$17,300,000	\$14.01	51,800	
Medium Investment BRT via Jones Bridge Road	\$597,000,000	\$17,300,000	\$15.62	50,000	Reviewed In Response To Town of Chevy Chase Concerns
Medium Investment BRT via Branch & Extended To Medical Center	\$585,000,000	\$18,300,000	\$13.34	58,000	Included By MTA For Comparison With Medium Investment BRT via Jones Bridge Road



Jones Bridge Road Alternatives

Description	TAZ #	HH / - 2005	HH / - 2030	% Increase Over 25 Years	Jobs / - 2005	Jobs / - 2030	% Increase Over 25 Years
Area							
NIH/National Library of Medicine	24	1	1	0%	50	61	22%
Bethesda CBD	5	21	48	133%	62	68	10%
Bethesda CBD	4	16	30	89%	137	158	15%
Bethesda CBD	3	18	28	61%	76	87	15%
National Naval Medical / USUHS	26	0	0	0%	25	32	31%



Trail on Georgetown Branch ROW

Transitway & hiker/biker trail require

- Current interim trail

- Purple Line & permanent trail

- Transitway

- Trail

- Separation/walls/structures/noise barriers/visual screening

66' ROW

15 - 20'

60 - 66'

30'

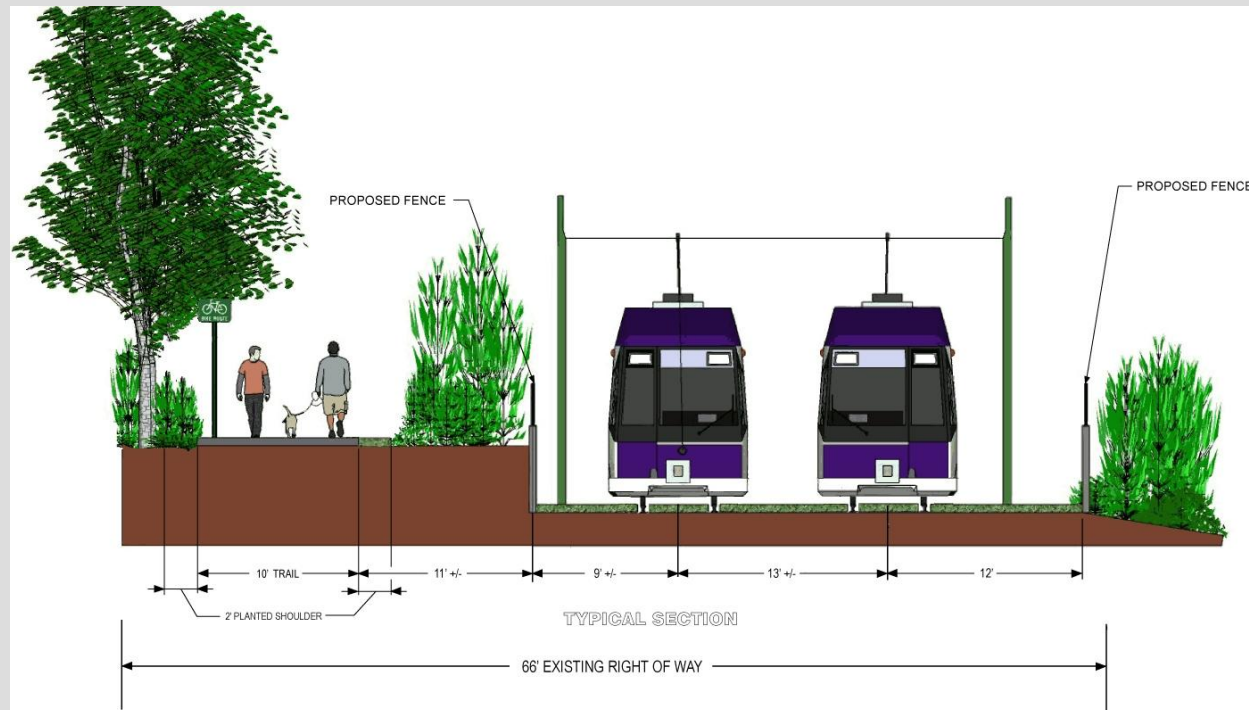
14'

16 - 22'

GOALS

- Trail 3-4' above level of transitway (approx 1-1.5 mi)

- 7-10' landscaped buffer between trail & transitway where possible



Trail on Georgetown Branch ROW

Issues

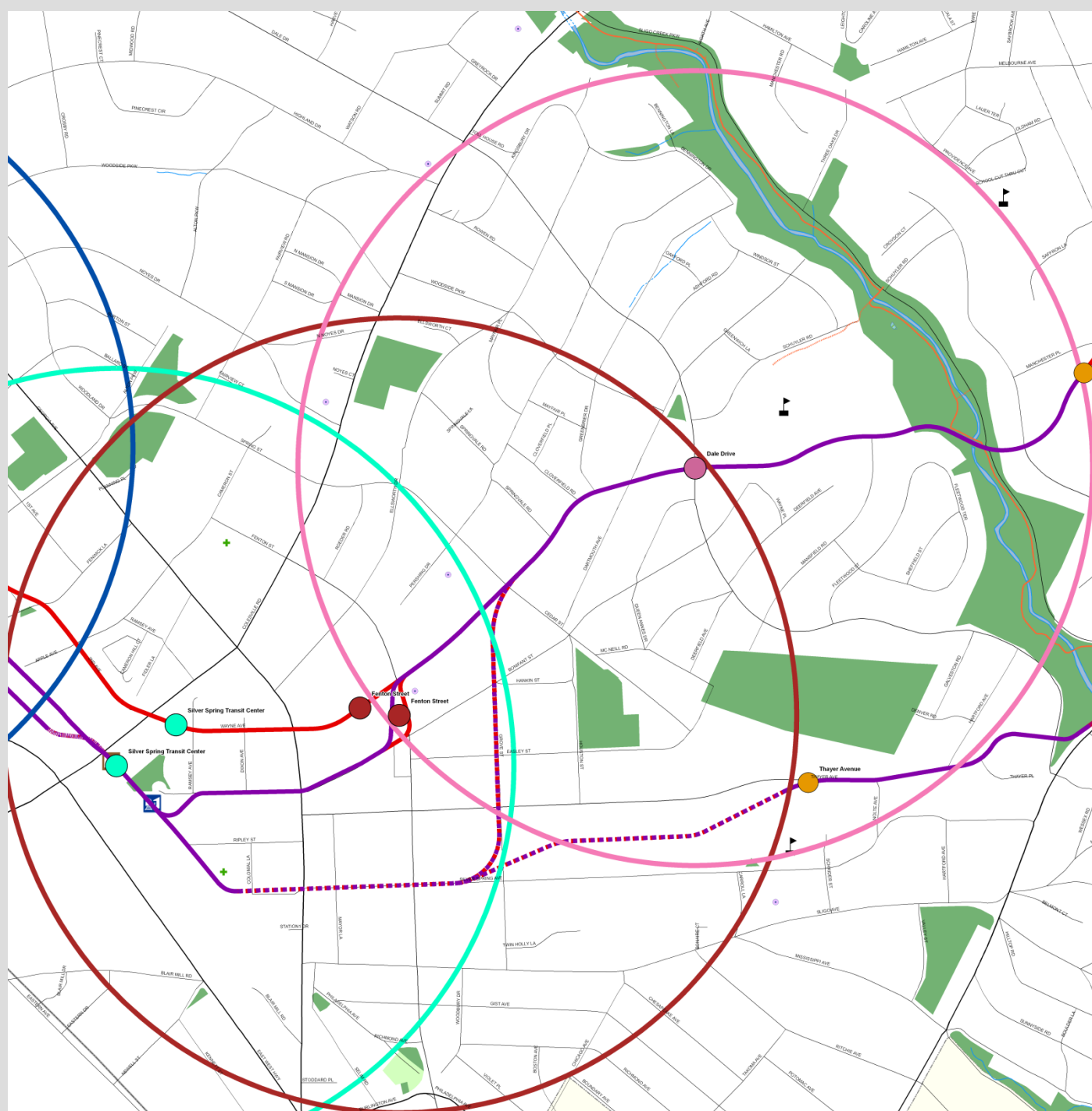
- Funding – “Separate Funding Program”
- Trail Width – Is 2’ + 12’ + 2’ Feasible?
- Minimization & Mitigation



Silver Spring & Wayne Ave. Alignment

Alternative	Total Capital Costs (2007)	Annual Operating Costs (2007)	Cost Effectiveness (CE) Measure – Annualized Cost Per Hour Of User Benefit	Average Weekday Boardings – 2030	Notes
Medium Investment LRT	\$1,220,150,000	\$25,000,000	\$22.82	62,600	
Medium Investment LRT With Tunnel From SSTC To East Of	\$1,330,000,000	\$24,000,000	\$22.89	64,700	“Hybrid” Alternative Analyzed By MTA At Request Of Staff
High Investment LRT	\$1,634,840,000	\$22,200,000	\$23.71	68,100	





Prince George's County & Takoma Park

City of Takoma Park

Favors Medium Investment

LRT...

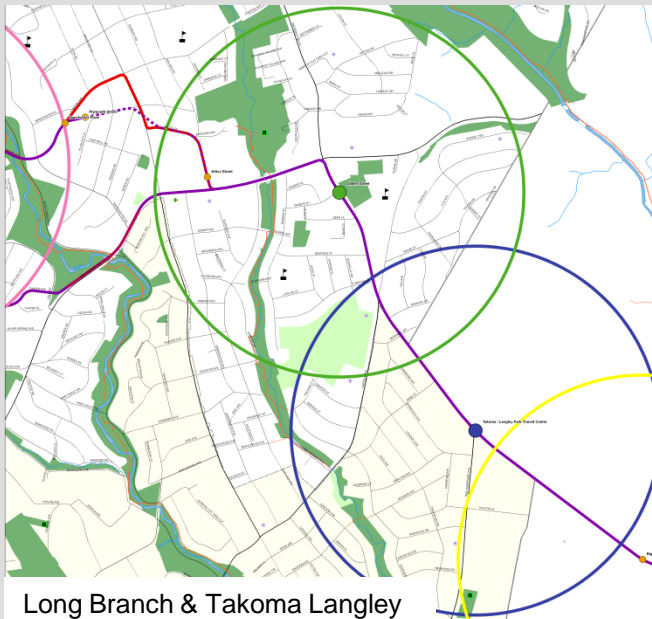
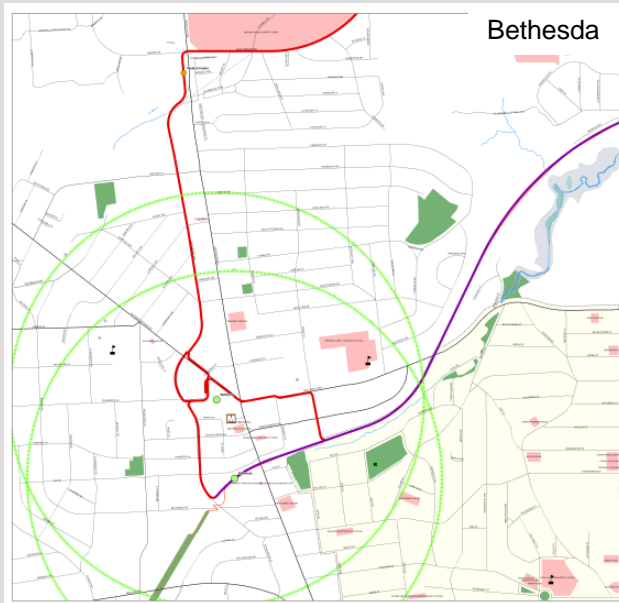
- Critical to joint economic revitalization efforts in the Takoma/Langley commercial district
- Essential to efforts to serve transit dependent population
- BRT would not meet ridership demand
- BRT would not give the strong economic “shot in the arm”

Prince George's County – Council Chairman's Statement

Favors Light Rail...

- In Adopted 2002 General Plan
- Connects Metrorail Green & Orange Line
- Critical to vision of Area & Sector Plans for our Developed Tier
- Promotes transit oriented growth that is both smart & sustainable

Station Area Planning




- Station Function / Role Refinement
- Land Use
- Pedestrian Connectivity
- Gentrification
- Workforce Housing Inventory
- Other Issues

Public Hearing Sample Summary

- AA/DEIS Does Not Recognize True Impact On Trail Environment & Setting – Takes Legal View - Not Realistic View – Wholesale Removal of Trees and Vegetation Downplayed – No Mitigation Proposed
- Purple Line Impact On Adjacent Homes Not Fully Examined
- Cost and Funding Largely Ignored In Document
- Purple Line Offers Only Real Opportunity For Lasting Improvement Providing Connection With Regional Trail Network
- Consistent With Master Plan Vision For Trail & Train To Co-Exist On ROW
- Trail Needs To Be Wider Than $2 + 10 + 2 = 14$ Feet – $2 + 12 + 2 = 16$ Feet Would Be Better

Interim Trail



Purple Line Public Hearings

Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS)

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What Is the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS)?

The National Environmental Policy Act of 1969 (NEPA) and the Section 106 of the National Historic Preservation Act require any project using federal money to consider the environmental impacts of the project. These include impacts not only to natural resources, but also to neighborhoods, communities, historic sites and cultural resources. NEPA requires presentation of the needs for the project, consideration of reasonable alternatives to address the needs, and documentation of potential impacts, both positive and negative.

These potential impacts of the alternatives under consideration are presented in the AA/DEIS along with information on each alternative's benefits and costs. This document also proposes ways to avoid or reduce the possible impacts that could result from the alternatives under consideration. In addition, the AA/DEIS estimates the capital and operating and maintenance costs, the ridership, and cost effectiveness of each alternative. The AA/DEIS for the Purple Line follows the relevant FTA guidelines.

The AA/DEIS will be available for public review for 90 days, from October 17, 2008 to January 14, 2009. During this time, the MTA will accept and record public comments on the document and the project. The Maryland Department of Transportation and MTA will consider the public comments in making the decision on which alternative to select.

Let Us Hear From You!

Public Hearing Schedule


Saturday, November 15, 2008	Tuesday, November 18, 2008	Wednesday, November 19, 2008	Saturday, November 22, 2008
New Carrollton Municipal Center	National In-Yaugh Conference Center	Ritchie Coliseum University of Maryland	Montgomery College Takoma Park/Silver Spring Campus Falcon Hall

See inside for more details.

Public Hearing Sample Summary

Jones Bridge Road

- Was Not Seriously Examined As True Alternative In AA/DEIS
- Alignment Was Previously Rejected By Planning Board – Significant Impact & Not Consistent With Master Plan
- Only Alignment That Acknowledges BRAC Impact



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See inside for more details.

Public Hearing Sample Summary

Bethesda – Chevy Chase

- Purple Line is Smart Growth – Connecting Trails, Metrorail, Commuter Rail, Local & Regional Bus.
- Purple Line Travel Time Advantage Is Real & This Is Last Opportunity To Provide That In Built Up Area.



Purple Line Public Hearings

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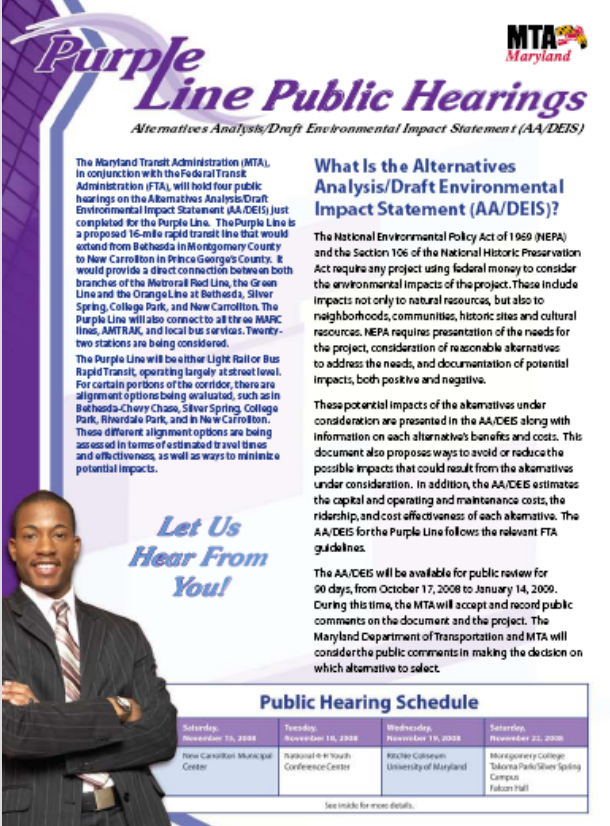
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See inside for more details.

Public Hearing Sample Summary

Silver Spring

- Silver Spring / Thayer Ave Tunnel Design Option Should Be Dropped Entirely – Most Impacts Of Any Alternative
- Tunnel Under Wayne Ave. To Around Mansfield Road Is Cost-Effective, Would Reduce Impacts On Adjacent Properties, and Is Not Being Given Adequate Consideration. AA/DEIS Fails To Adequately Analyze Impacts Upon Key Intersections
- Surface Alignment On Wayne Ave. Is Both Preferable and More Cost-Effective - Adds a Library Stop, Improves Traffic Flow, and Helps Activate Streets In CBD Core
- Do Not Need Station At Dale Drive
- Purple Line Will Open Door For More Development, Gentrification, and Loss Of Affordable Housing
- Purple Line Will Improve Job Access, Mobility, and Quality of Life



Purple Line Public Hearings
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See inside for more details.

Public Hearing Sample Summary

Long Branch & Takoma/Langley

- Favor Purple Line But Concerned About Gentrification and Affordable Housing
- Small Businesses Could Be Vulnerable
- Place Emphasis On Pedestrian Safety



Purple Line Public Hearings

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