



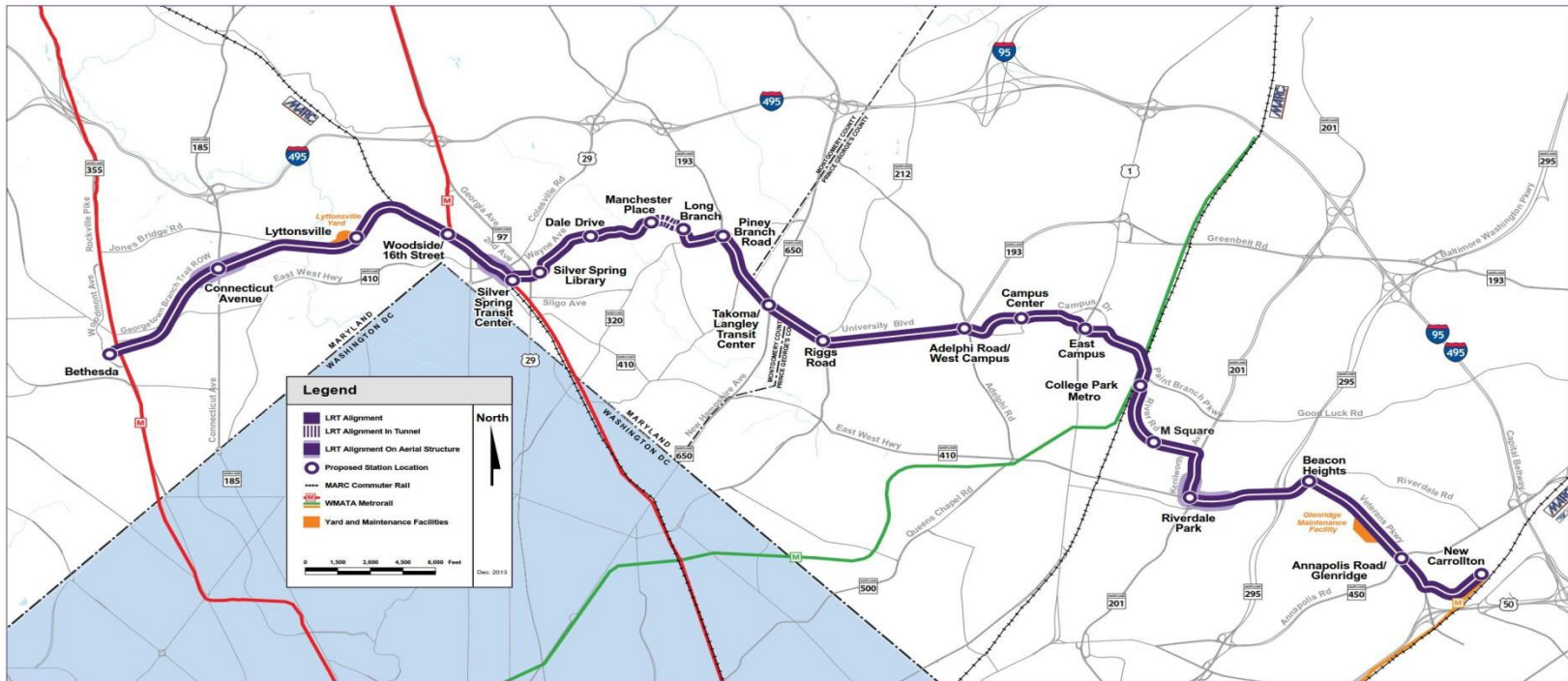
**Metropolitan Washington Council of Government  
Transportation Planning Board Commuter  
Connections Meeting**

January 16, 2018



# Project Overview

- A new 16 mile east-west light rail line between Bethesda in Montgomery County and New Carrollton in Prince George’s County
- Operates mostly on the surface with 21 stations





# Project Overview

- Connects with:
  - 4 Metrorail Stations
  - All 3 MARC Commuter Rail
  - Amtrak's NE Corridor
  - Regional and local buses
- Travel, economic, social and environmental benefits





# Project Overview



69,000 daily riders in 2030 and more than 74,000 daily riders in 2040



Span of service generally matches Metrorail hours



Trains every 7 ½ minutes initially during peak period, 10-12 minutes off-peak



Approximately 30% of riders will use Metro for a portion of their trips



End-to-end travel time estimated at 63 minutes; majority of riders will take short trips



## Project Status

- Purple Line is being delivered as a Public-Private Partnership (P3) to complete design, construction, operation, maintenance and financing
- Selection of P3 concessionaire announced in March 2016
- Maryland Board of Public Works approved P3 Concessionaire contract with the Purple Line Transit Partners (PLTP) in April 2016
- Right-of-Way offers and property settlements are continuing
- Pre-construction activities such as survey work and geotechnical investigations are continuing
- Construction began in August 2017
- Environmental lawsuit dismissed by U.S. Court of Appeals in December 2017
- Service targeted to begin in 2022





# Commencement of Construction

Ground Breaking and FFGA Signing  
- August 28, 2017

## Start of Construction

- Site protection
- Tree removal
- Demolition
- Establishing construction offices
- Construction staging





## Purple Line P3 Basics

- 6 year design/construction + 30 year O&M period
- Shares risk between MTA and the Concessionaire
- Allows the Concessionaire to manage costs and innovate to mitigate risk and earn return on investment
- Based on performance standards, not detailed specifications
- Payments are tied to construction, financing, capital renewal and operating performance
- 30-year handback standards protect long-term public interest



## P3 Contract – Accountability and Strong Incentives

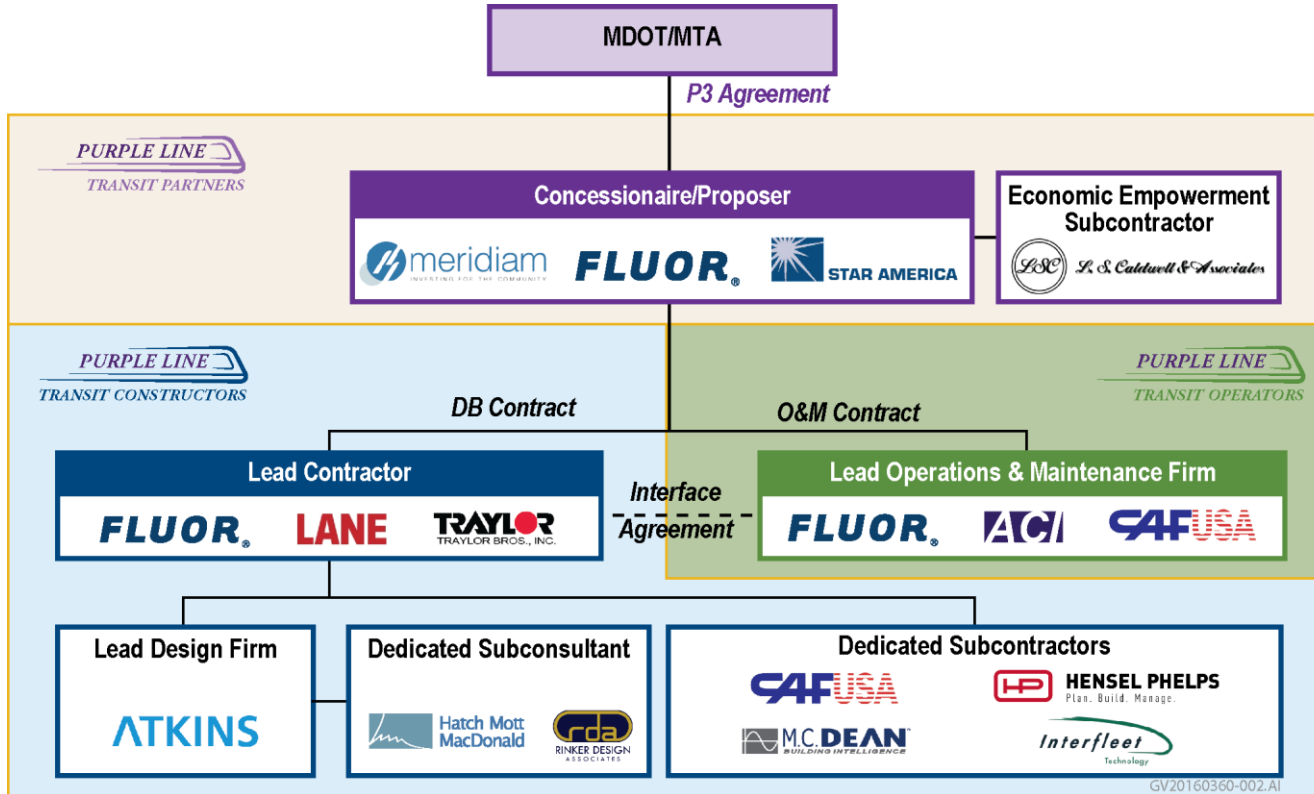
- A few examples:
    - Availability Payments are a fixed price (tied to inflation)
      - Cost overruns are the concessionaire's risk
      - Vehicle or infrastructure failures are entirely the concessionaire's cost to fix
    - Concessionaire forfeits Availability Payments if it is late in opening the project for revenue service
    - Up to 100% of the monthly Availability Payment can be deducted for poor operating performance\*
      - Largest factor is on-time performance of trains
      - Deductions also possible for other issues
- Contract can be terminated (resulting in equity and debt lender losses) if there is sustained poor performance

*\*Excluding Insurance and Capital Renewal payments*





# Concessionaire: Purple Line Transit Partners





## PLTP – World Class Team With Strong P3 Experience

- Long term investor who:
  - Intends to stay invested over entire life of the contract.
  - Embraces the Owner's goals and objectives of safety and performance.
- Relevant projects include:
  - I-495/I-95 Express Lanes P3 in Virginia (Fluor/Lane)
  - Eagle P3 Commuter Rail project in Denver (Fluor/ACI)
- Safety culture:
  - Key PLTP firms all have accident rates below industry averages.
  - Proposed community and passenger safety program exceeds minimum requirements.
- Emphasis on partnering:
  - Co-location with Owner for over-the-shoulder design reviews and quality assurance.



## PLTP - Innovative Ideas and a Strong Design

- PLTP offered more innovative ideas and Alternative Technical Concepts (ATCs) than any other proposer, such as:
  - Using a 1500 Volt power system to cut the number of traction power substations by nearly 50% and reduce the need to acquire property
  - Using jet fans for the Bethesda tunnel to avoid constructing a ventilation tower in Woodmont Plaza
  - Relocating Purple Line station to southeast side of Silver Spring Transit Center to save costs and make the station more convenient to community
  - Relocating Purple Line station at New Carrollton to Ellen Road to maximize space available for future development and minimize impacts to WMATA



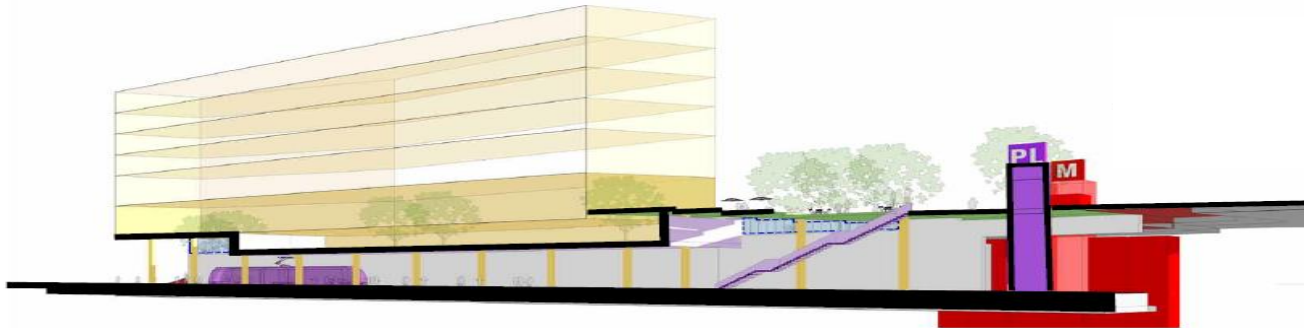
## CAF Light Rail Vehicle



- Articulated 5-module LRV with a total length of 140'
- 80 seats are provided
- 80% Low Floor
- Specifically designed to meet ADA requirements
- Eight wheelchairs and eight bicycles can be accommodated simultaneously



## Bethesda Station ATC Conceptual Plan

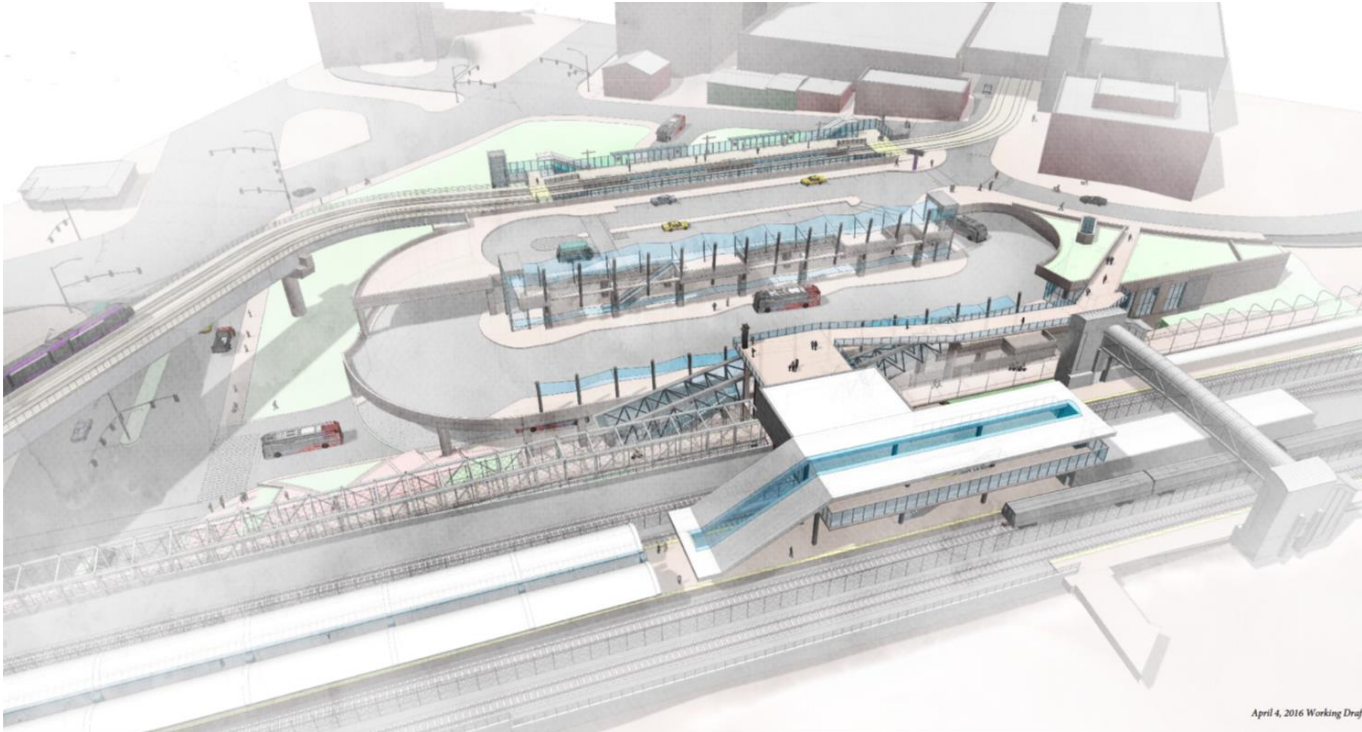


- Eliminates 80' vent tower
- Shorter distance to the Metrorail Red Line elevators
- Existing Apex building being replaced by new, high-density development





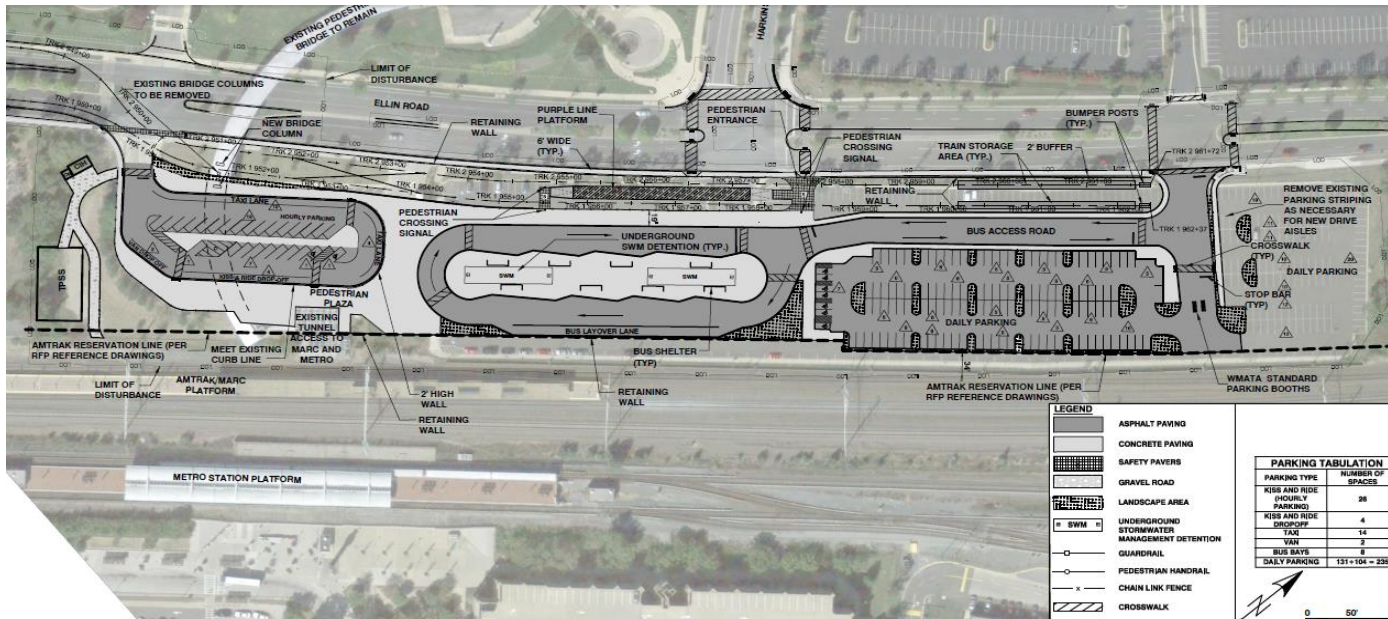
## Silver Spring Transit Center Station ATC



- Reduces station height from 80' above Colesville Road to even with SSTC upper level
- Improves Purple Line transfers to Metrobus and Ride-On
- No longer displaces 1110 Bonifant Street office building



# New Carrollton Station ATC

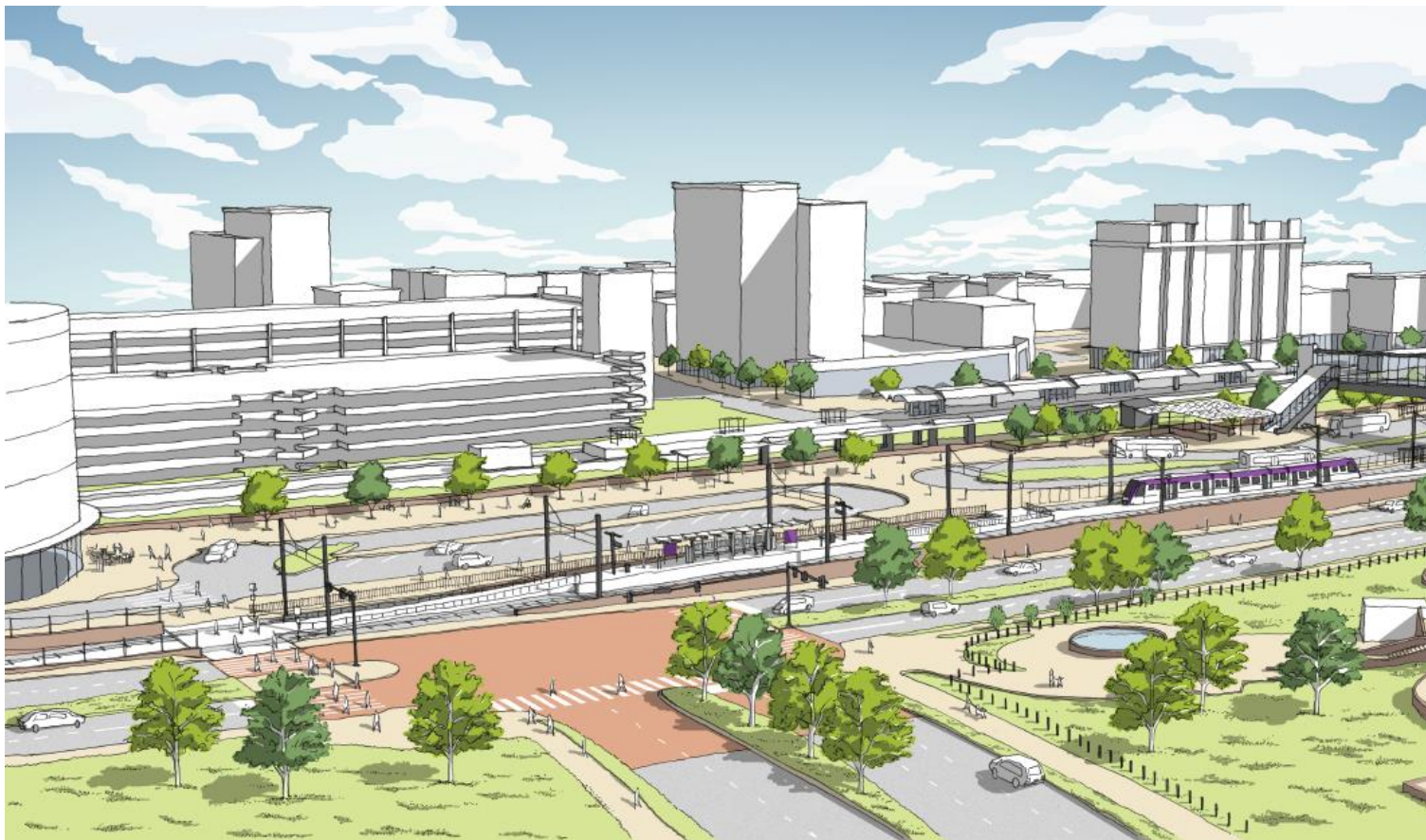


- Relocates Purple Line station to Ellin Road
- Maintains existing IRS pedestrian bridge
- Reduces construction impacts and improves passenger access to pedestrian plaza
- Simplifies construction phases
- Reduces number of lost parking spaces by up to 80%





# New Carrollton Station





## Community Advisory Teams (CATs)

- 16-mile corridor divided into eight segments
- Structure based on geographic location and a similar set of concerns focused on construction
- Composed of representatives of the community/civic associations, business organizations and at-large groups
- Designed to promote two-way information sharing between MTA/Concessionaire and community
- “Work around the table” format
- Launched in Fall 2017
- CATs will function through the construction period



## Project Schedule

- Utility Relocation: Winter 2017 – Fall 2018
- Wall Installation: Spring 2018 – Winter 2019
- Grading: Winter 2019 – Spring 2020
- Track Installation: Summer 2020 – Winter 2020
- Train Communication Installation: Summer 2021 – Winter 2021
- Testing/Commissioning: Summer 2021 – Winter 2021
- Beginning of Operations: Spring 2022





## Public Outreach

- Sign up for construction notices @ Purplelinemd.com
- For construction related questions and concerns contact PLTP at [outreach@pltcllc.com](mailto:outreach@pltcllc.com)
- Or call the 24/7 Hotline—240-424-5325
- For general project questions and comments please contact MTA public outreach at [outreach@purplelinemd.com](mailto:outreach@purplelinemd.com)
- Or call 443-451-3706 (Español) 443-451-3705
- William Parks, MDOT MTA  
[wparks@mta.maryland.gov](mailto:wparks@mta.maryland.gov)