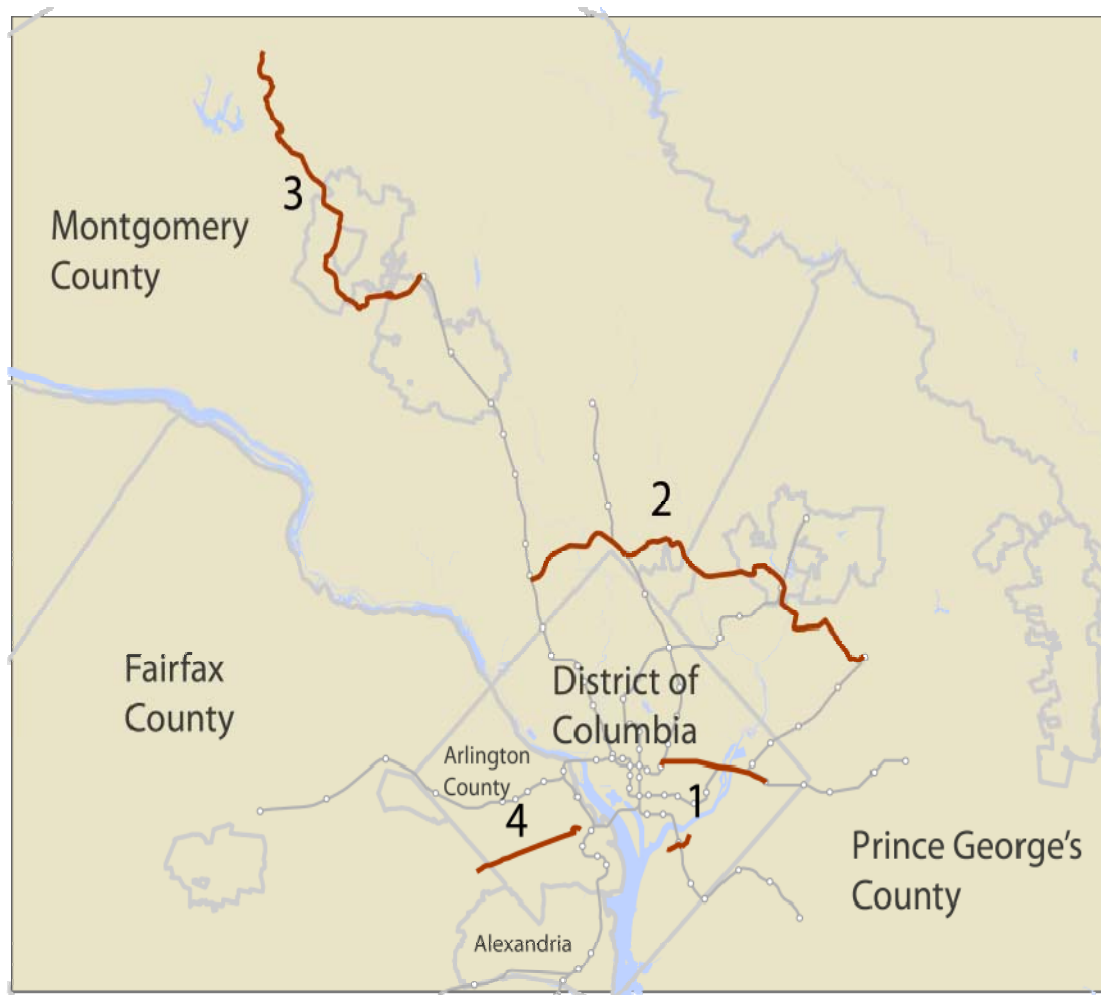


Overview of Light Rail & Streetcar Projects and Proposals in the Washington Region

**National Capital Region
Transportation Planning Board
December 15th, 2010**

Eric Randall
Department of Transportation Planning

Light Rail & Streetcar Projects in the 2010 CLRP



1. DC Streetcar (Initial Phase)
2. Purple Line
3. Corridor Cities Transitway (CCT)
4. Columbia Pike Streetcar

Why Light Rail and Streetcar?

- Provide dedicated, high-quality surface transit services within activity centers and along activity corridors.
 - Closely integrated with land use development plans.
 - Electric-powered, quiet, comfortable transit that attracts greater public transportation ridership.
 - Complement and connect longer-distance Metrorail and commuter rail services.



DC Streetcar System Plan

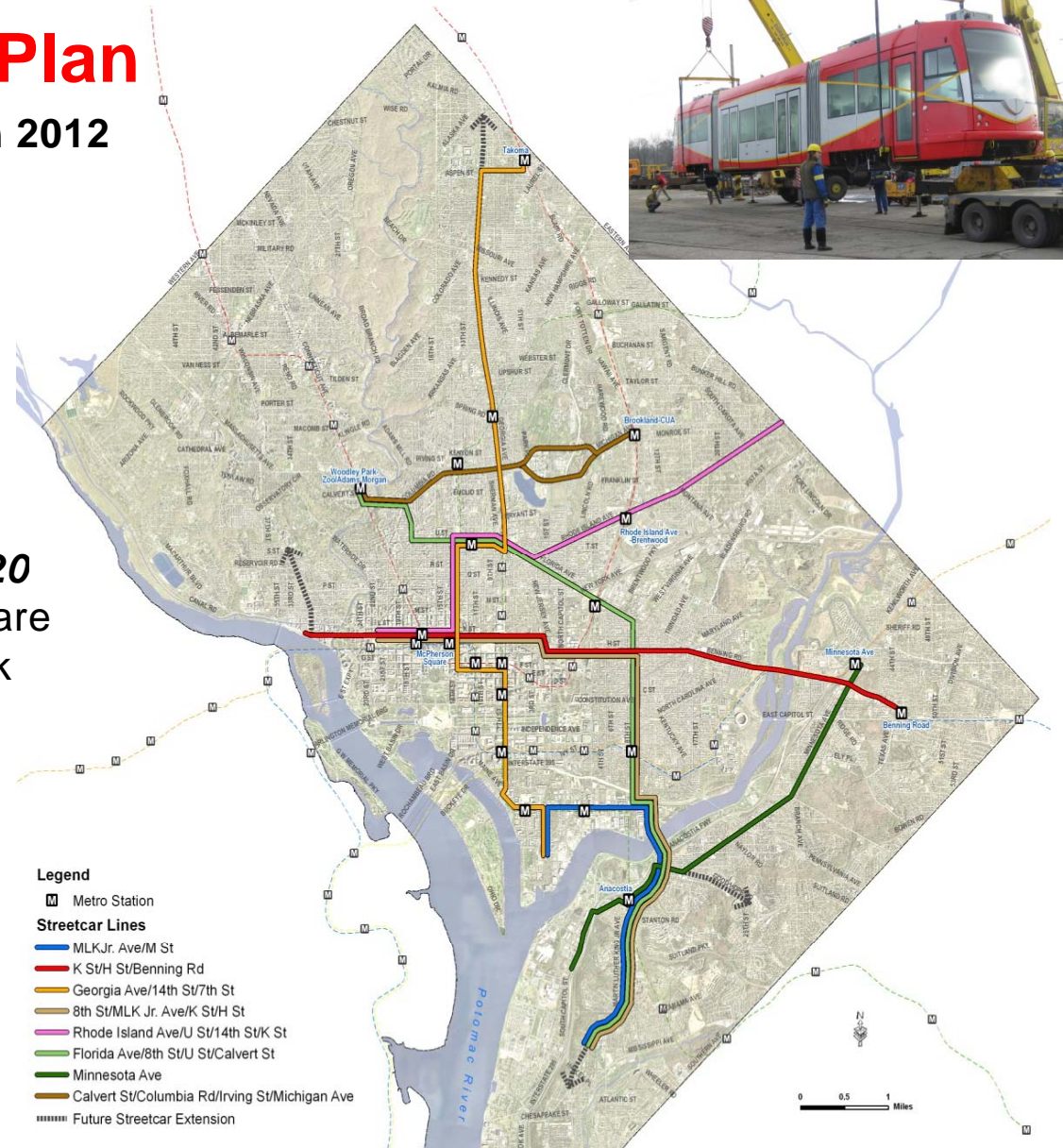
Initial Phase (in CLRP) – Opening in 2012

- Anacostia (0.5 miles)
- H Street / Benning Rd (2.1 miles)
- In Design:
 - Union Station
 - Benning Road Metro
 - Good Hope Road

Additional Proposed Phases for 2020

Three phases of additional segments are proposed, leading to a 37 mile network for the city. New segments include:

- K Street NW
- Georgia Avenue
- Minnesota Avenue
- Columbia Road



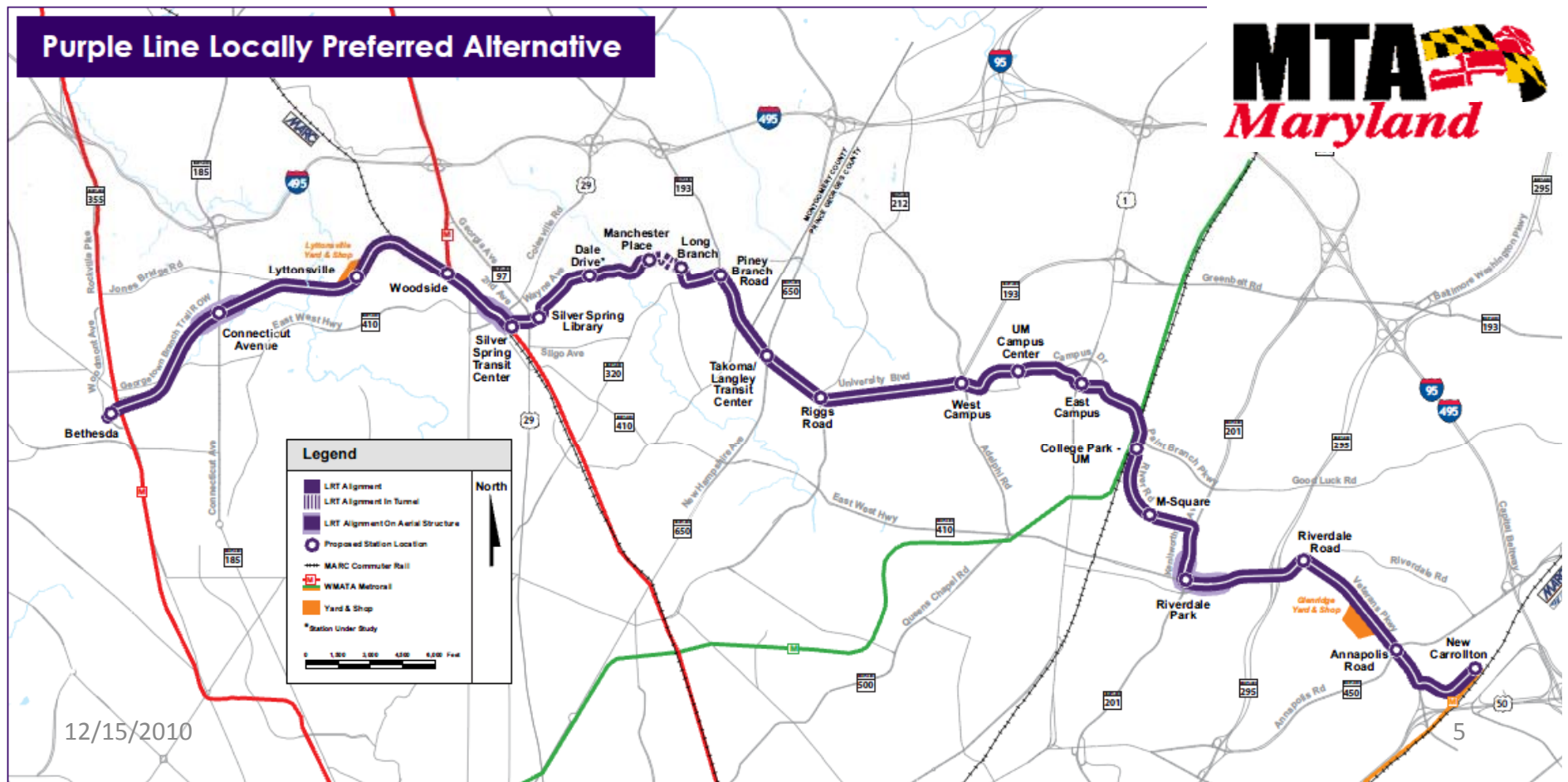


Purple Line



Light rail circumferential route across Montgomery and Prince George's Counties, to begin service in 2018

- Connect four Metrorail radial lines, at the activity centers of Bethesda, Silver Spring, College Park-U of MD, and New Carrollton

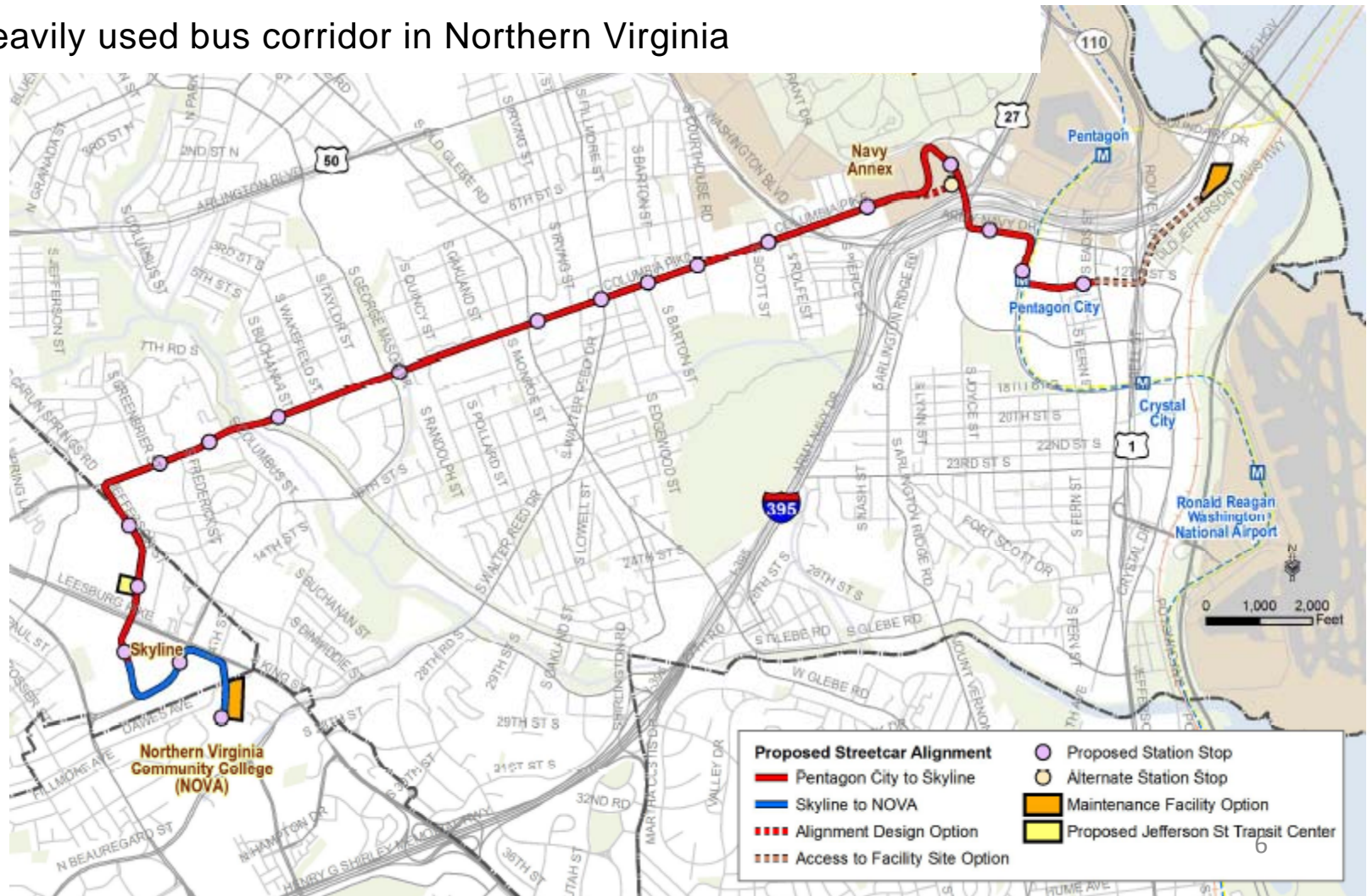


Columbia Pike Streetcar



Streetcar in Arlington County, with extensions into Fairfax County and possibly into the City of Alexandria, to begin service in 2016

- Connect Skyline to Pentagon City
- Most heavily used bus corridor in Northern Virginia



Corridor Cities Transitway

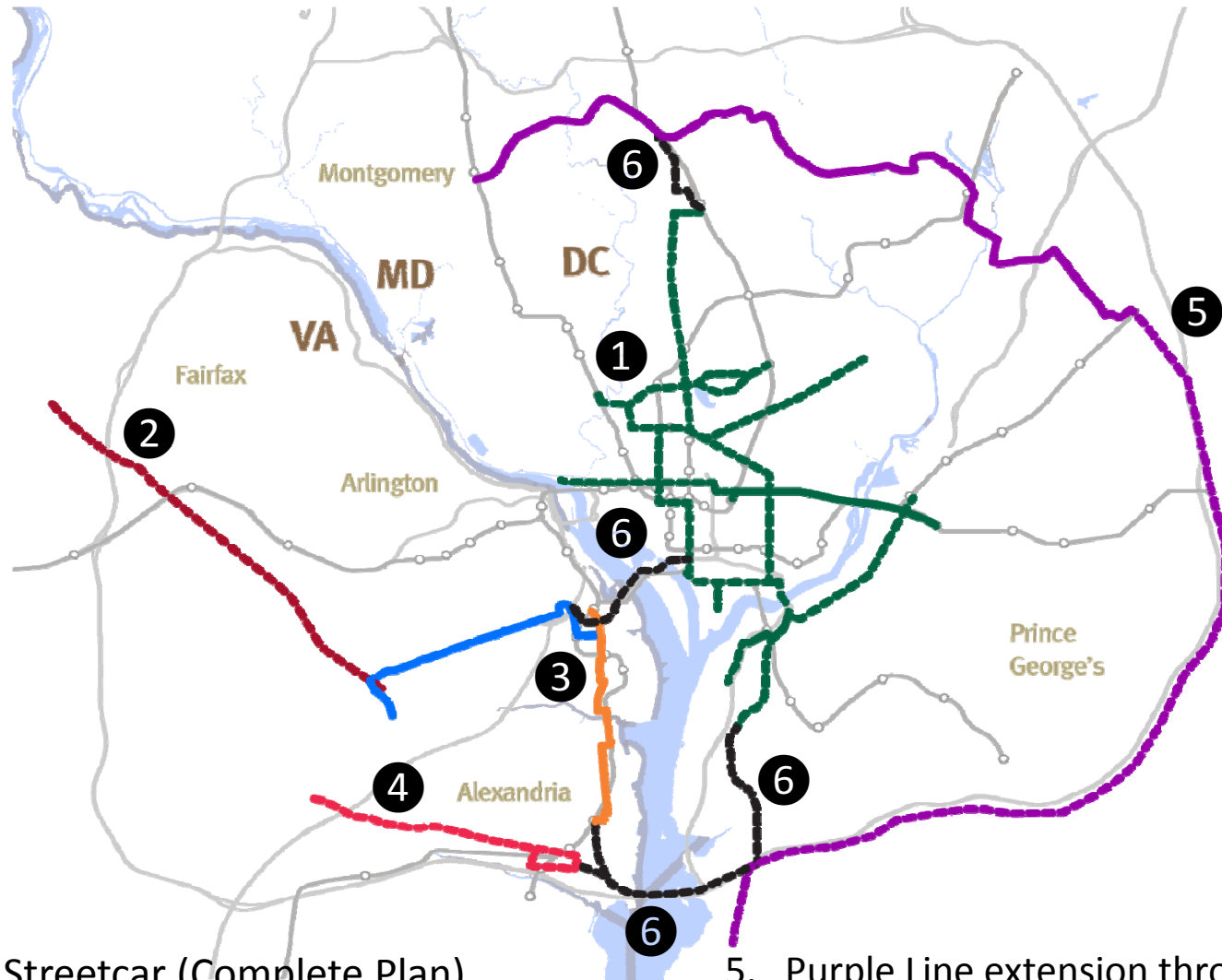
Part of I-270 / US-15 Multimodal study, to begin service in 2020

- Transit Element to be studied separately going forward
- Light Rail (LRT) and Bus Rapid Transit (BRT) alternatives under consideration



12/15/2010

Additional Concepts for Light Rail and Streetcar



1. DC Streetcar (Complete Plan)
2. Bailey's Crossroads to Tysons Corner.
3. Crystal City Streetcar
4. Duke Street in Alexandria, VA.

5. Purple Line extension through Prince George's County, and on to Alexandria
6. Extend DC Streetcar to Silver Spring, across the 14th Street Bridge, or south to National Harbor.

System Planning and Implementation Considerations

1. Combined total capital cost for the complete DC Streetcar, Purple Line, CCT, and Columbia Pike Streetcar is estimated at ~\$4.2 billion.
 - Financing plans call for 60% local / 40% federal funding.
 - Potential local funding sources include: tax-increments on commercial and residential property, parking fees, developer contributions, general funds, and bond issues.
 - Federal share would be ~12% of total FTA New Starts funds for the next decade.

2. Integration with Bus Services
 - BRT and express bus services are a first step towards some light rail proposals (Potomac Yard Transitway, Corridor Cities Transitway)
 - Light rail / streetcar will generate new ridership and also gain ridership from bus services, which may reduce the need for current levels of bus service.

System Planning and Implementation Considerations

3. Impact on Roads and Traffic

- Average operating speeds of streetcar and light rail in Mixed Right-of-Way are similar to bus
- Transit signal priority must compete with other demands on signal cycle time

4. Light Rail / Streetcar Connectivity

- Operational and procurement considerations include: fare payment technology; customer information; vehicle size, weight & height; track gauge; and station platform heights.
- WMATA has begun a *Light Rail and Streetcar Interoperability Study* with regional sponsors to evaluate these issues



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Questions?

