YOUR RIDE IS HERE.

Purple Line

FTA Real Estate Workshop
November 2, 2012
16 mile east-west light rail line inside the Capital Beltway, between Bethesda and New Carrollton, serving major activity centers:

- Bethesda
- Silver Spring
- Takoma/Langley Park
- UMD College Park campus
- New Carrollton
Overview

- Links 4 branches of the Metro
  - Red Line at Bethesda
  - Red Line at Silver Spring
  - Green Line at College Park
  - Orange Line at New Carrollton

- Connects to all three MARC lines
  - Brunswick at Silver Spring
  - Camden Line at College Park
  - Penn Line at New Carrollton

- Connects to Amtrak Northeast Corridor at New Carrollton
Need for the Project

• Currently no fast and reliable transit service for travel east-west in the corridor
• Congested roadways make bus service slow and unreliable
• Poor access to Metro system for communities in the “wedges” between the Metro lines
• Changing land uses – more jobs outside downtown DC
Purpose of the Project

• Provide faster more direct and more reliable east-west transit service connecting the major activity centers in the corridor

• Provide better connections to Metrorail

• Provide better connectivity to the communities in between the Metro lines
Overview

- 21 stations planned
- 2 yard and shops (one in each county)
- 55 vehicles
- Trains every 6 minutes during peak hours
  - 10-12 minutes off peak
- Ridership
  - Over 60,000 daily riders
  - 1/3 will use Metro for part of their trip
  - 20,000 cars off the road
- Cost $1.9B (Year of Expenditure)
Project Corridor

- Developed corridor
- Mix of residential and commercial areas
- Purple Line would generally operate on or adjacent to existing streets
• Georgetown Branch railroad right-of-way is proposed for abandonment

• Purchased by Montgomery County for transitway and trail in 1988

• County and MTA study Georgetown Branch Transitway – 4.4 miles from Bethesda to Silver Spring
• 2003 – project extended to New Carrollton - 16 miles end to end

• 2008 – Alternatives Analysis/Draft Environmental Impact Statement completed, evaluated both LRT and BRT alternatives

• August 2009 – Locally Preferred Alternative selected by the Governor
Stakeholders

• Elected officials
• Community members
• Business community
• Major Stakeholders
  – Montgomery and Prince George’s Counties
  – MD State Highway Administration
  – University of Maryland
  – WMATA (Metro)
• Sister agency of MTA
• 45% of project is on or adjacent to SHA roadways
• Extensive coordination with SHA throughout the planning and design of the project
• SHA Real Estate Staff to support MTA in the real estate acquisition process
Challenges: University of Maryland

• Initial concerns about potential adverse impacts (pedestrian safety, traffic, EMI) have been addressed

• Now a strong project supporter

• Collaborative working process with Facilities Master Plan Committee
Current Activities

- Preliminary Engineering phase
- Refining alignment
- Station design
- Public involvement
- Agency coordination
- Preparation of Final EIS
Schedule

• Completion of FEIS April 2013
• Record of Decision from FTA July 2013
• Preliminary Engineering completed August 2013
• Enter Final Design September 2013
• Initiate Major Construction July 2015
• Begin Revenue Service November 2020
Real Estate Overview

- Acquisitions
- Relocations
- Challenges
- Team Organization
- Real Estate: Existing Conditions

Potential residential displacement

Potential business acquisition along University Boulevard

Potential Gas station to be acquired
Acquisitions

• Over 500 properties involved with the Purple Line Real Estate acquisition program totaling approximately 86 acres.

• Partial Acquisitions: 82%

• Full Acquisitions: 18%

• 45% of Purple Line located within/alongside State-owned Right of Way

• Total Acquisitions include:
  - Gas Stations
  - Apartment Units
  - Strip Retail Centers
  - Office Properties
  - Single Family Dwellings
Relocations

• Approximate Relocations:
  – 40 Residential Relocations
  – 50:50 owner versus tenant occupied
  – 100 Business Relocations
    • Gas Stations, Auto Repair, Bakery, Restaurants, Retail and Industrial

Sunoco Gas Station Riverdale Road

Apartment complex at Plymouth Street tunnel
6 units
Challenges

- Large number of acquisitions
- Project Schedule
- Railroad Property Acquisition
- HAZMAT/Environmental Clearance
- Staff Resources
Team Organization

MTA REAL ESTATE DIVISION
  MTA Real Estate Manager

MTA Property Management
  Purple Line Property Acquisitions
  Project Management: DPS

SHH OFFICE OF REAL ESTATE
  OFFICE OF THE ATTORNEY GENERAL

TITLES/SETTLEMENTS
  APPRAISAL COORDINATION
  RELOCATIONS

ACQUISITIONS
  APPRAISAL REVIEW
  REVIEW & COMPLIANCE
New Carrollton Metro/Purple Line Terminus
MD 410/Riverdale Road

To College Park

Sunoco

East Pines Shopping Center

Exxon

To New Carrollton

Riverdale Road
MD 410/Riverdale Road
MD 410/Riverdale Road
MD 410/Riverdale Road
Updated Kenilworth Option-Impacts
MD 193/University Boulevard
MD 193/University Boulevard
Plymouth Tunnel
Wayne Avenue

TYPICAL SECTION - WAYNE AVENUE
MAINLINE WITH LEFT TURN LANE
SSTC/Bonifant Street
Lyttonsville

To Washington

To Connecticut Avenue

Lyttonsville Place Station

Lyttonsville Yard
Bethesda Tunnel

Georgetown Branch Trail looking West
Silver Spring Transit Center
Silver Spring Transit Center