

YOUR RIDE IS HERE.



# *Purple Line*

FTA Real Estate Workshop

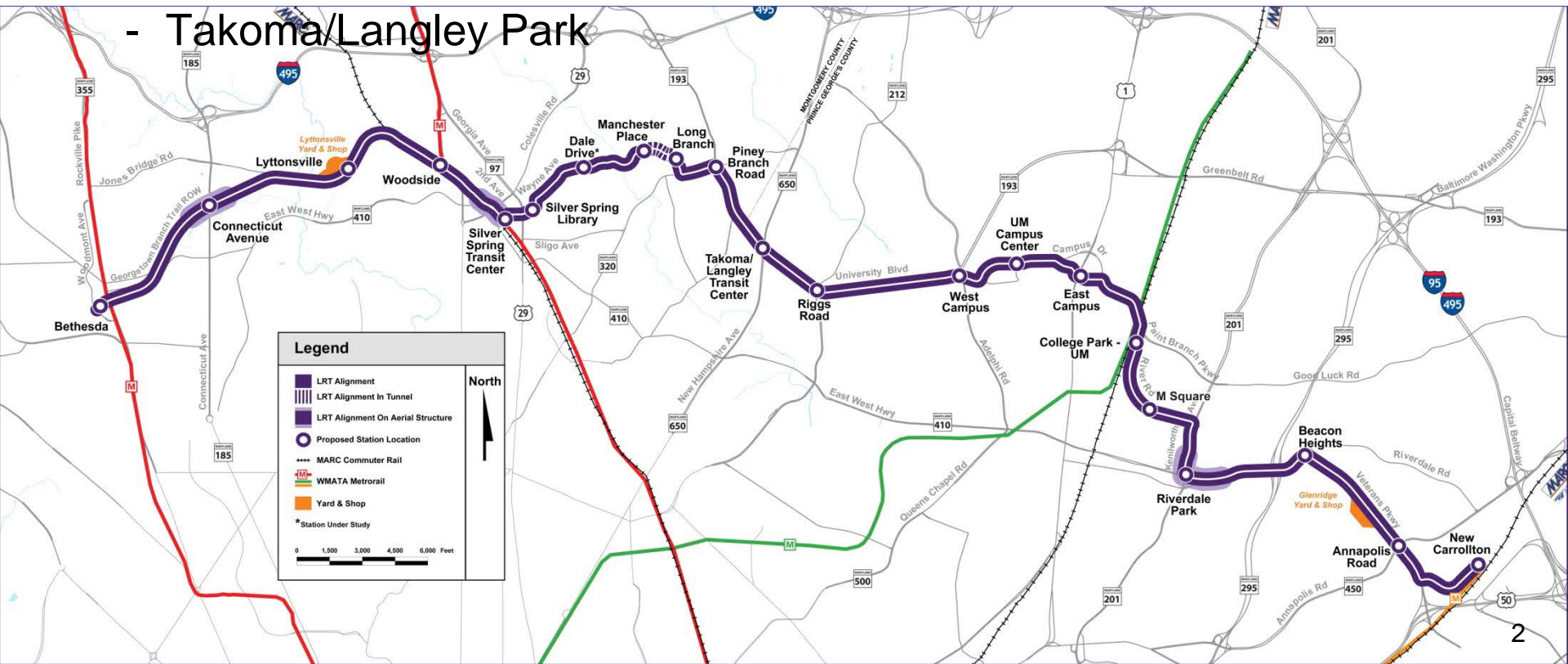
November 2, 2012



# Overview

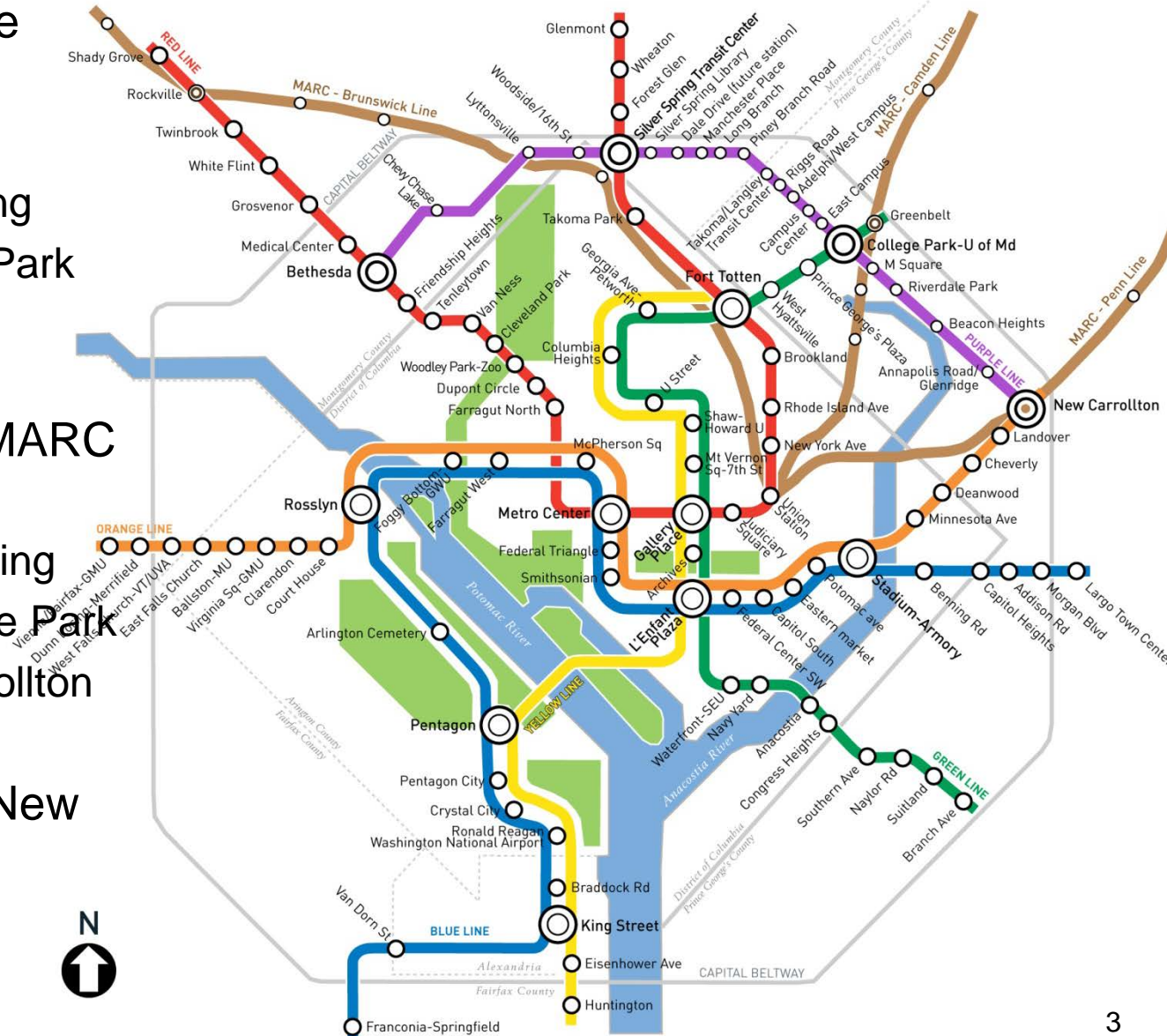
16 mile east-west light rail line inside the Capital Beltway, between Bethesda and New Carrollton, serving major activity centers:

- 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





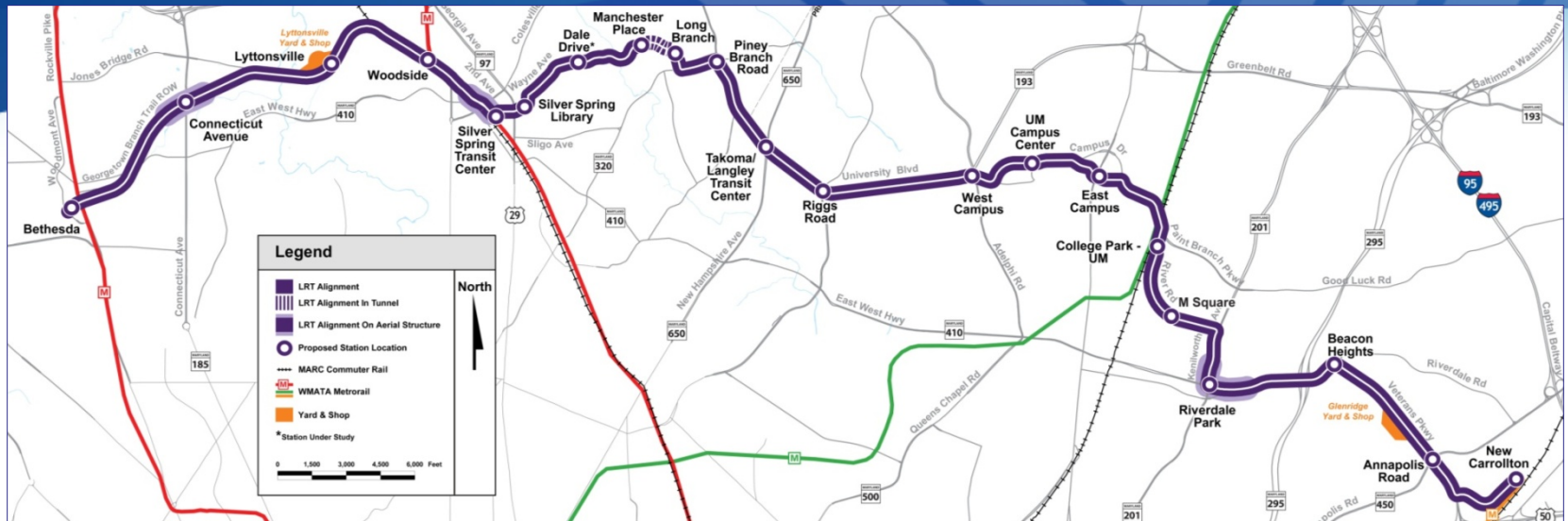
# History

- 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





# History



- 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)

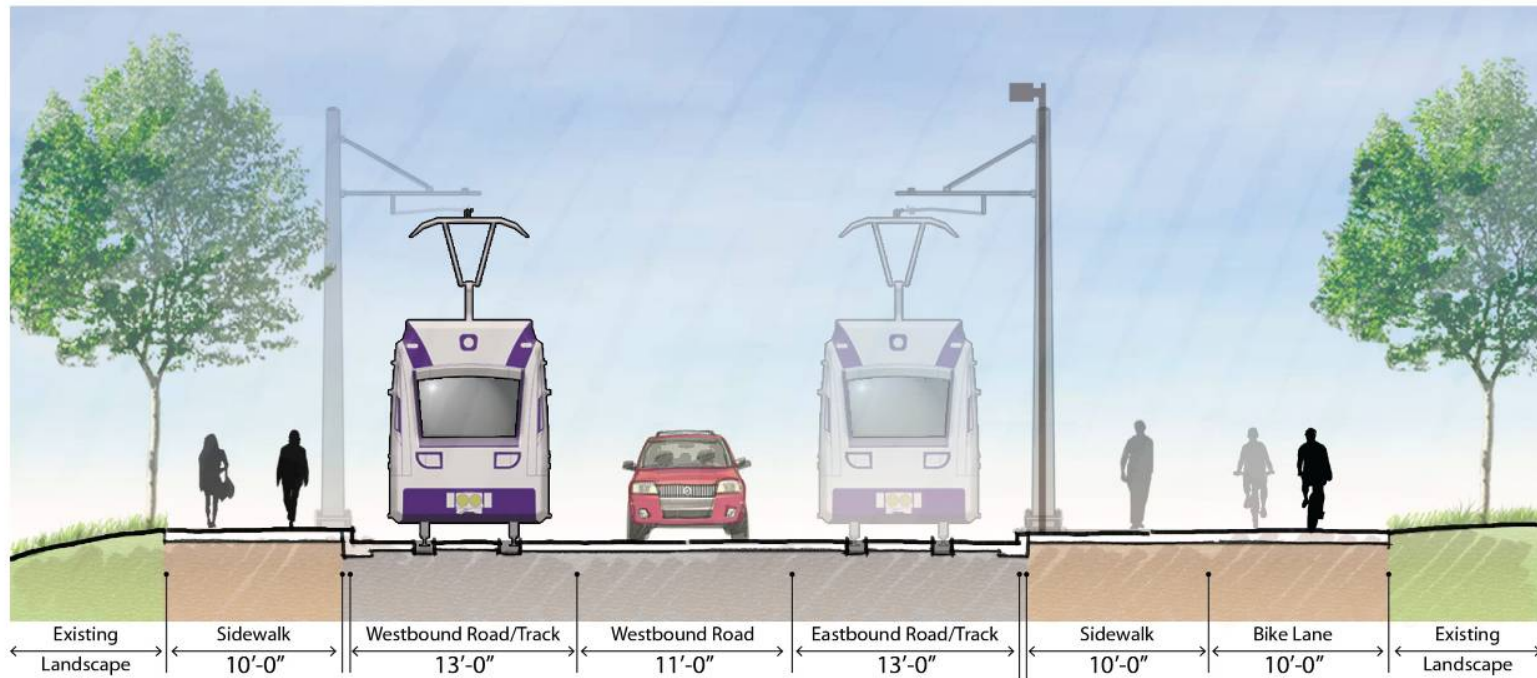
# MD State Highway Administration

- 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



Business Acquisitions at Brookville Road



# 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

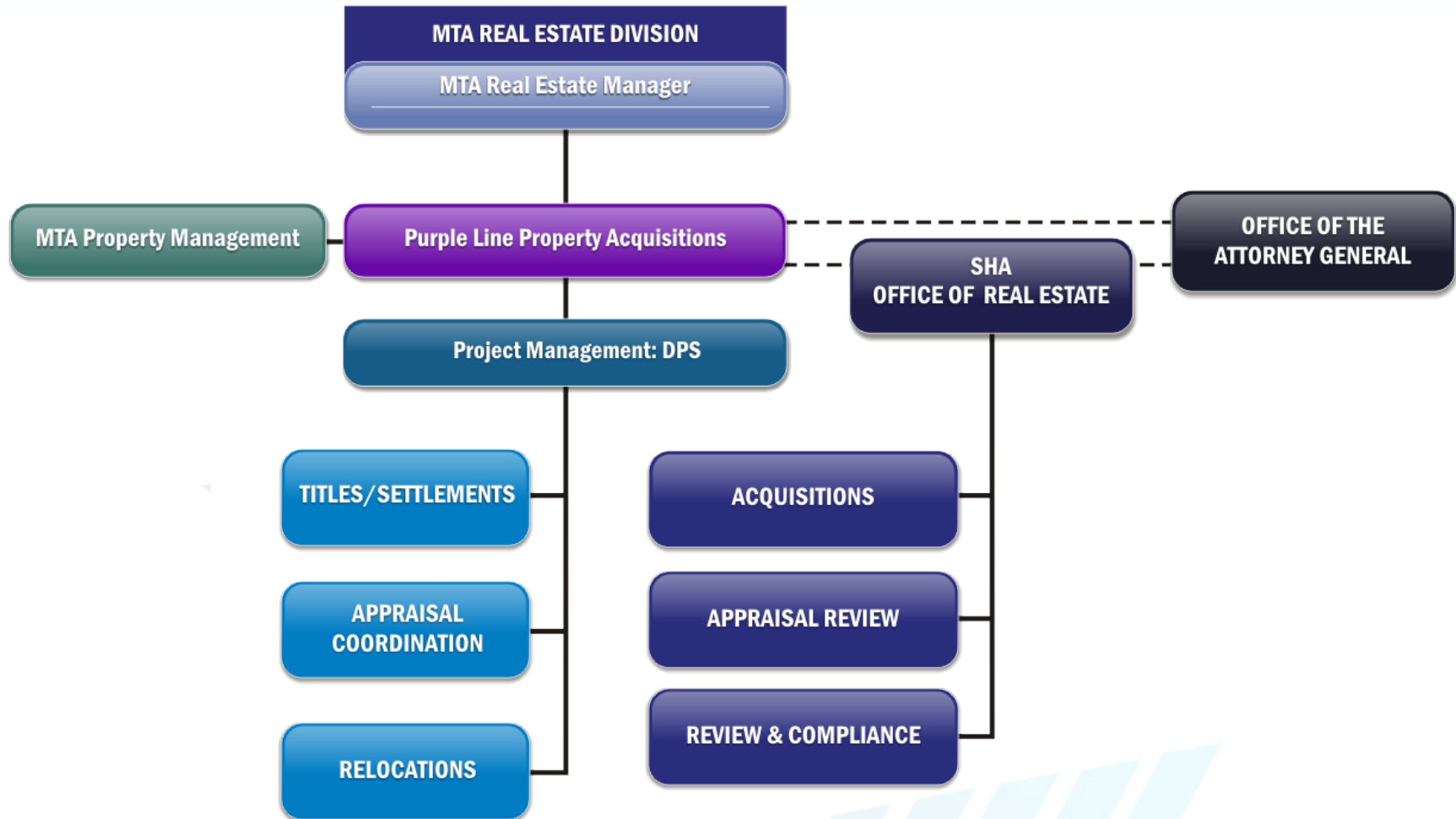


MD 384/Colesville Road.  
View of CSX railroad bridge



16<sup>th</sup> Street Shopping Center

# Team Organization





# New Carrollton Metro/Purple Line Terminus

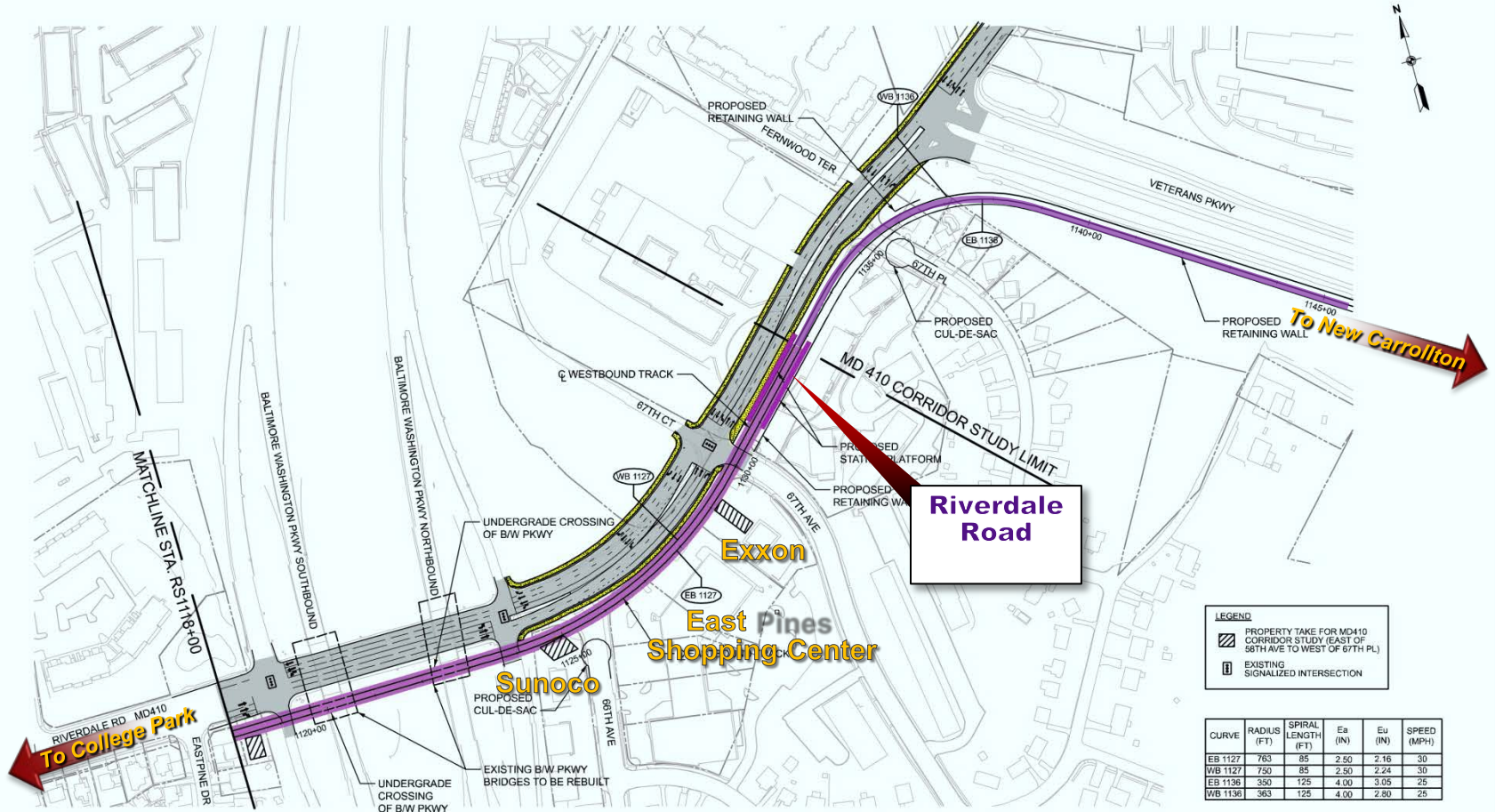




# MD 410/Riverdale Road



# MD 410/Riverdale Road



## DRAFT WORK-IN-PROGRESS

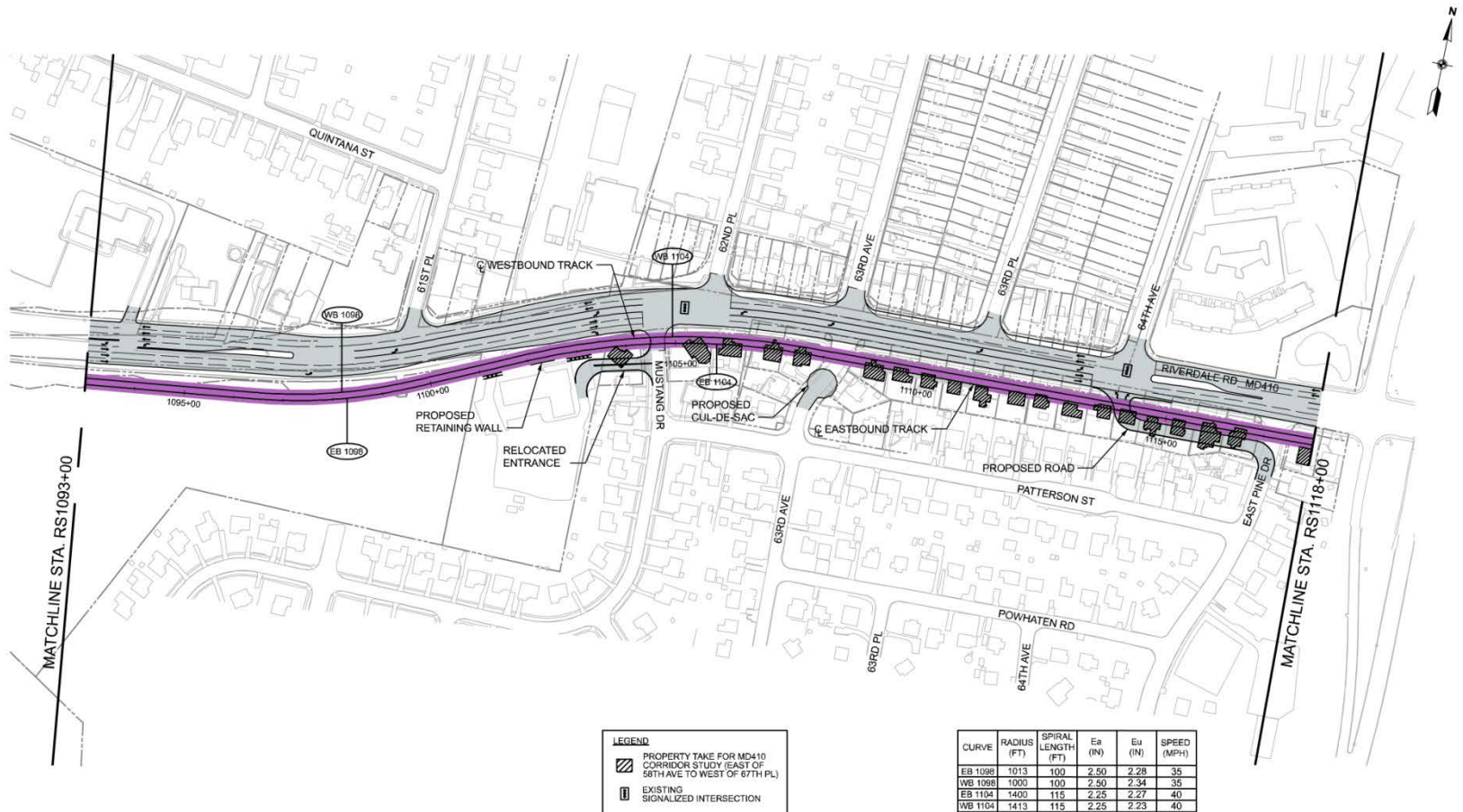
The Purple Line Transit Study information shown shall be used for general planning/information only. The locations of the proposed transit facilities and/or proposed roadway reconstruction/relocation are approximate and subject to change during subsequent stages of project development.



# MD 410/Riverdale Road



# MD 410/Riverdale Road



## DRAFT WORK-IN-PROGRESS

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# MD 201/Kenilworth Avenue

## Previous Alignment





# MD 201/Kenilworth Avenue Present Alignment





# Updated Kenilworth Option-Impacts





# MD 193/University Boulevard

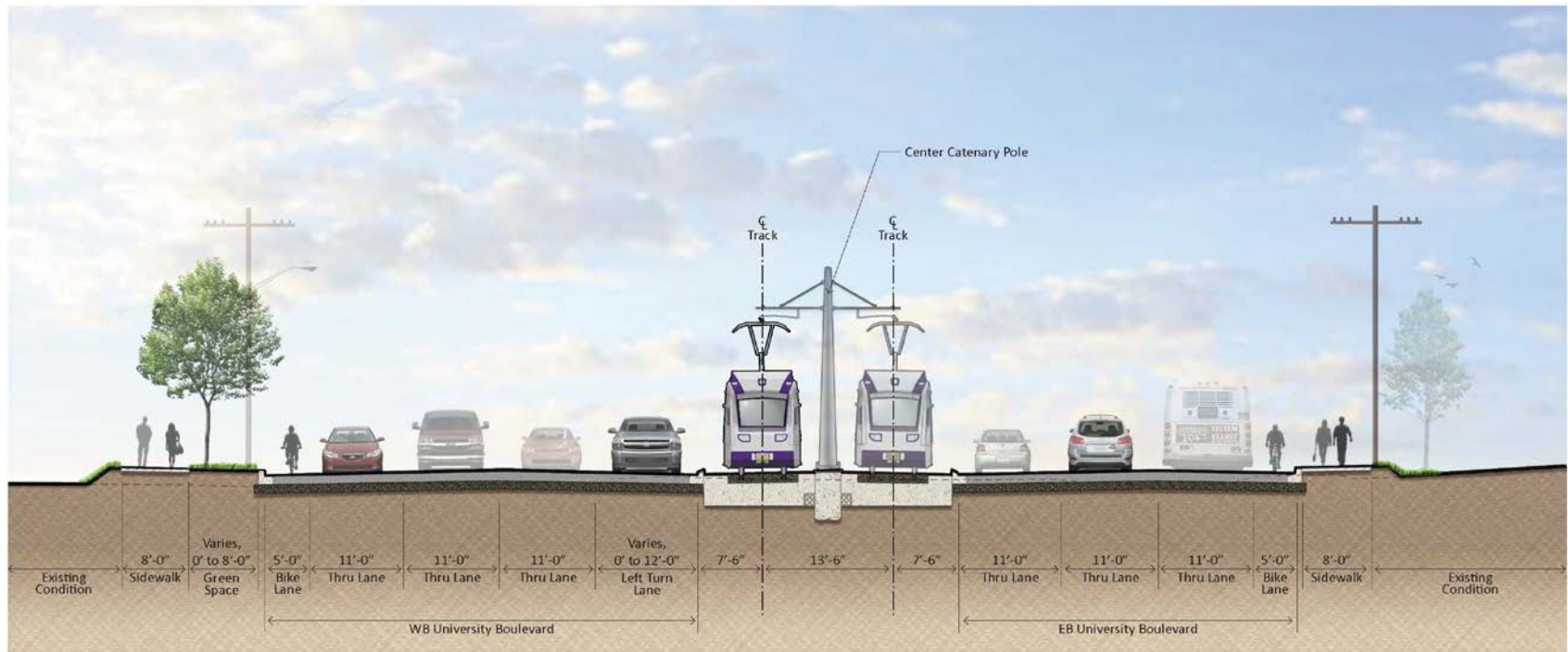




# MD 193/University Boulevard



# MD 193/University Boulevard



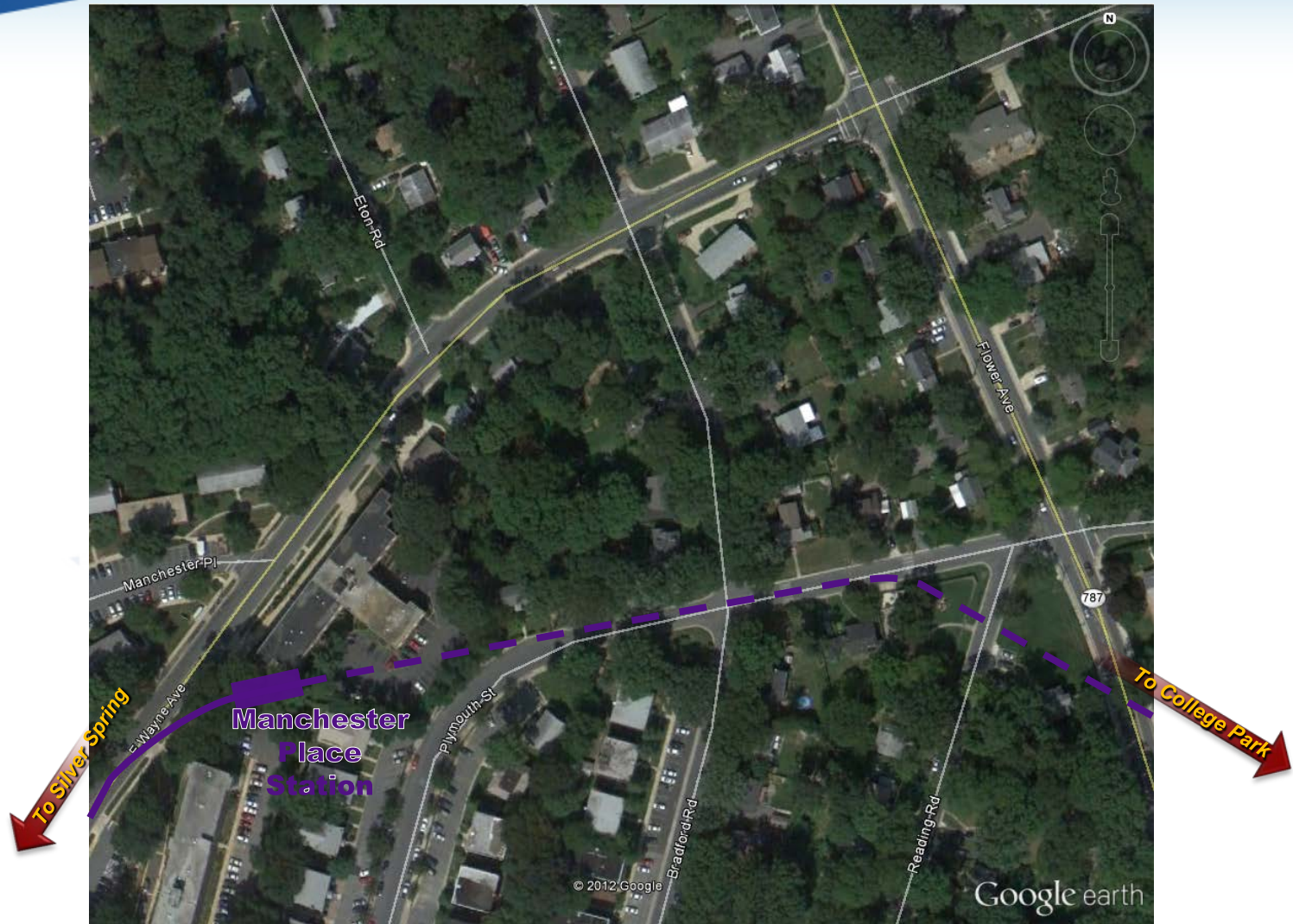
0' 5' 10' 20'



Typical Section  
Along MD 193 (University Boulevard)  
October 2012

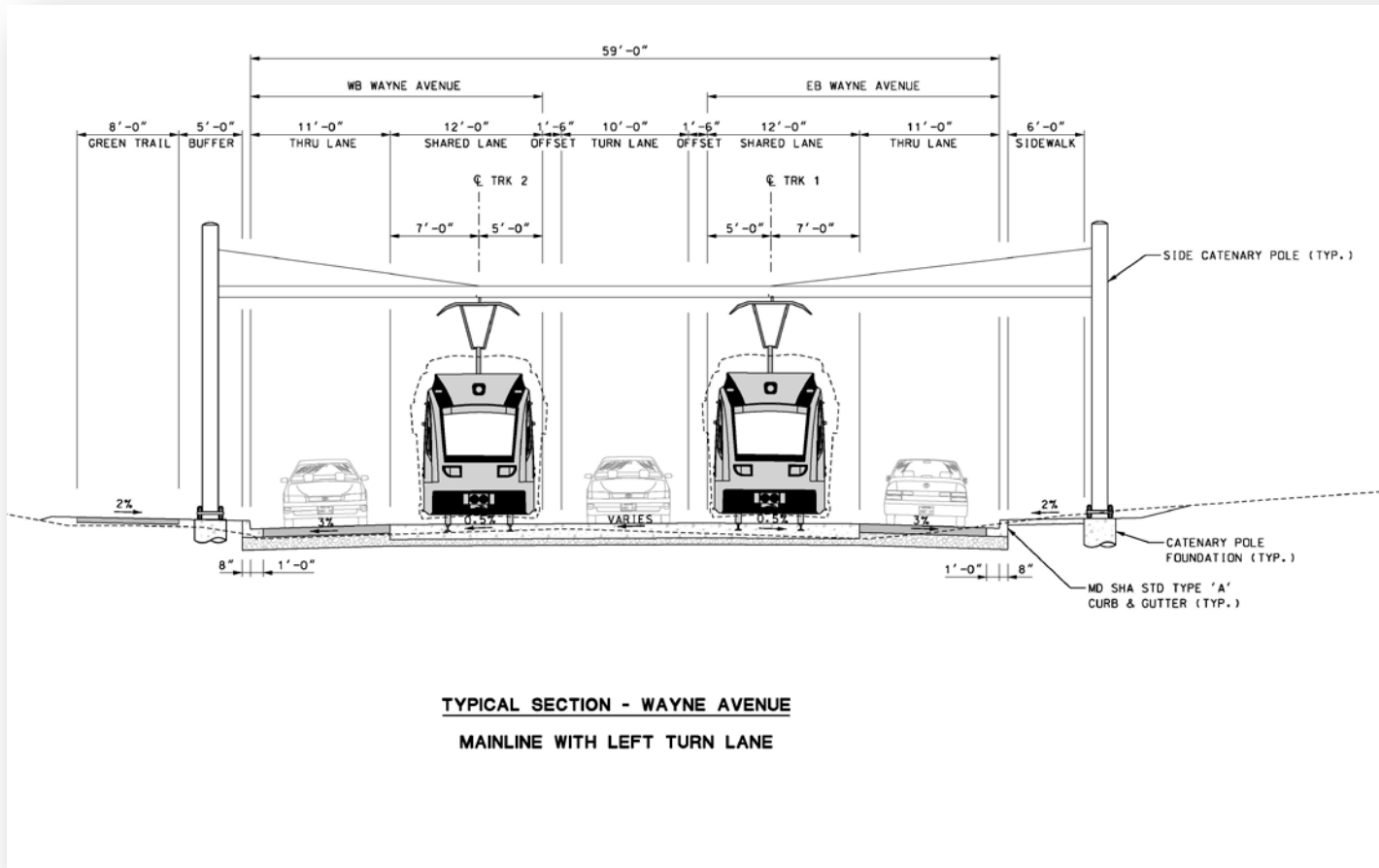


# Plymouth Tunnel

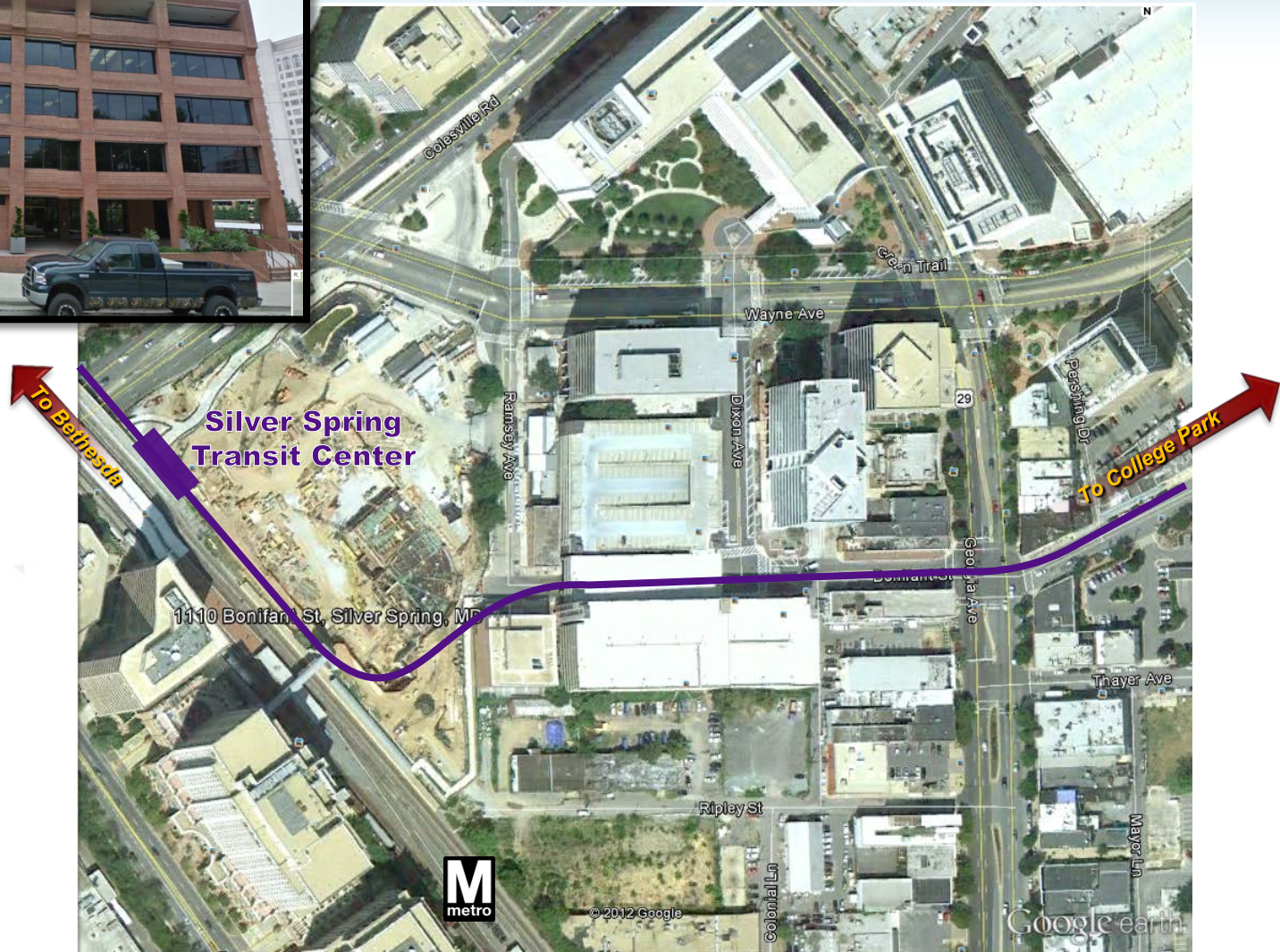




# Wayne Avenue



# SSTC/Bonifant Street





# CSX Corridor



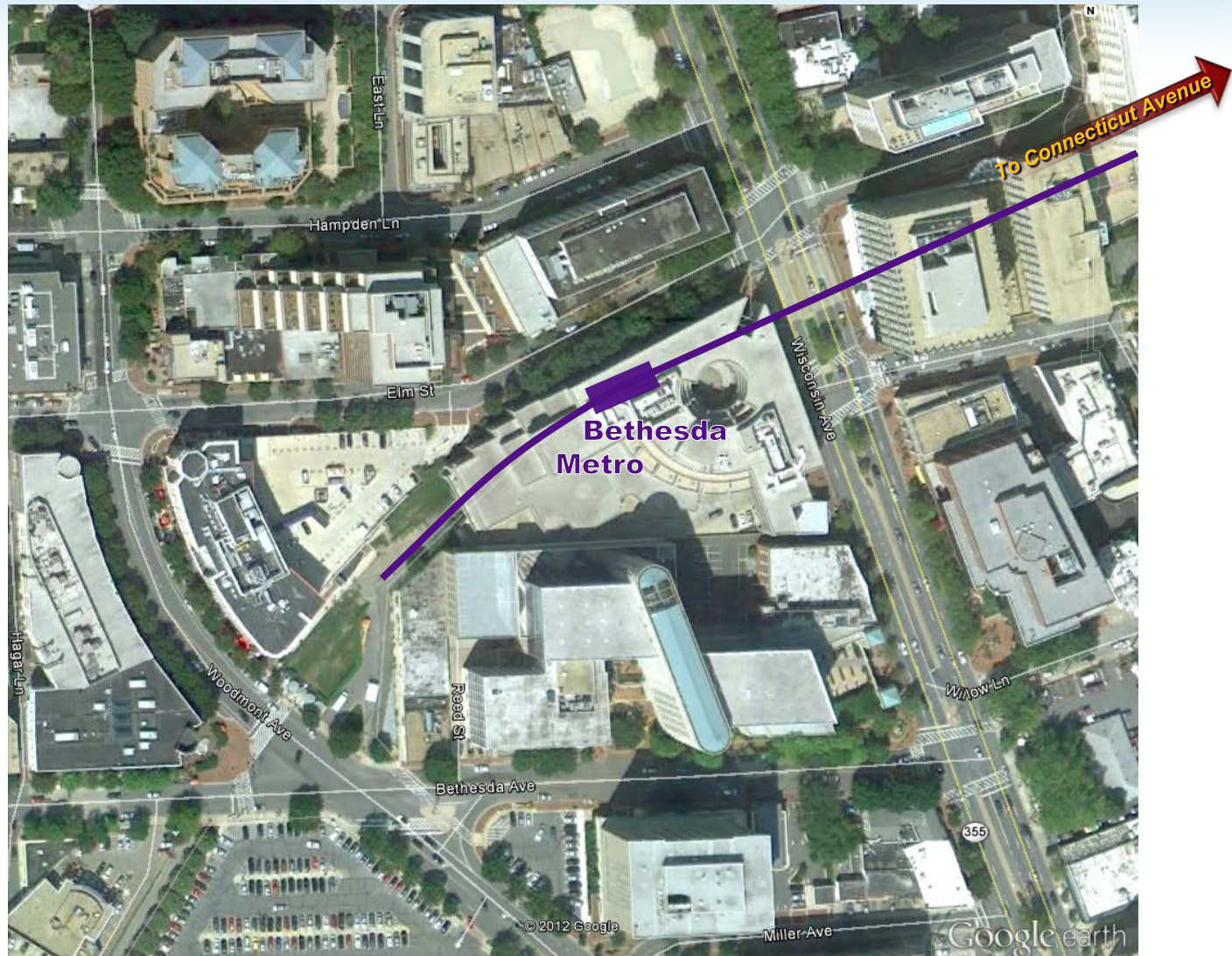


# Lyttonsville





# Bethesda Tunnel





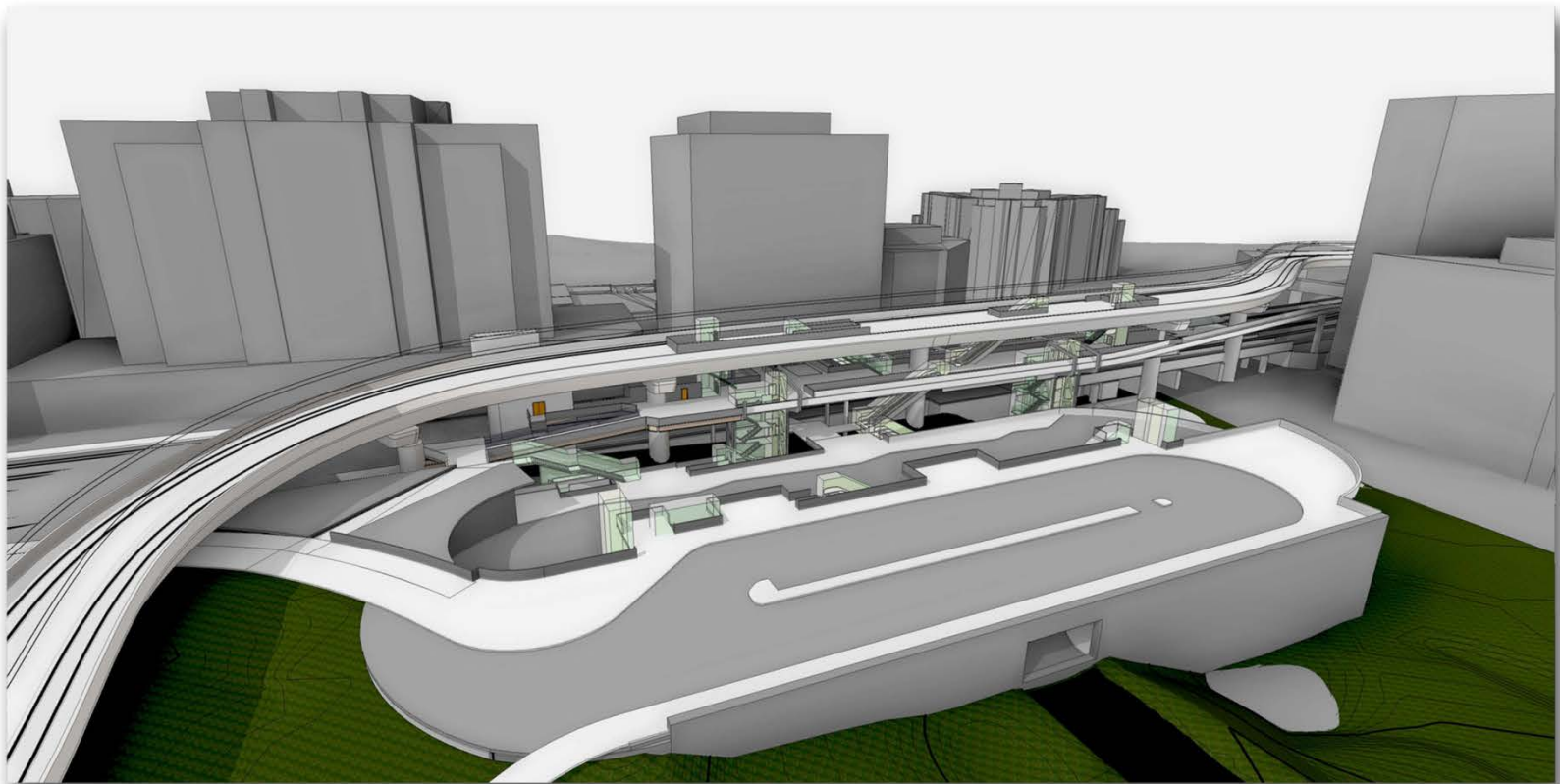
# Bethesda Tunnel



Georgetown Branch Trail looking West



# Silver Spring Transit Center



**SILVER SPRING TRANSIT CENTER STATION**

# Silver Spring Transit Center



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