








# COMPARING THE ALTERNATIVES

Five alternatives were identified and compared using 14 measures relative to the No-Build Alternative. The measures were grouped under the four project goals shown in the graphic below.

	ALTERNATIVE 1 No-Build	ALTERNATIVE 2 Rail Optimization & Bus Service	ALTERNATIVE 3 to Greenbelt	ALTERNATIVE 4 to National Harbor	ALTERNATIVE 5 Express in VA	ALTERNATIVE 6 to New Carrollton
 <b>Capacity:</b> Provide sufficient rail capacity to serve ridership demand		○	○	★	★	○
 <b>Reliability:</b> Improve reliability and on-time performance		○	★	★	○	★
 <b>Flexibility:</b> Improve operational flexibility and cost-efficiency		○	★	★	★	○
 <b>Sustainability &amp; Equity:</b> Provide transportation options to support sustainable development & expand access to opportunity		○	○	★	★	○

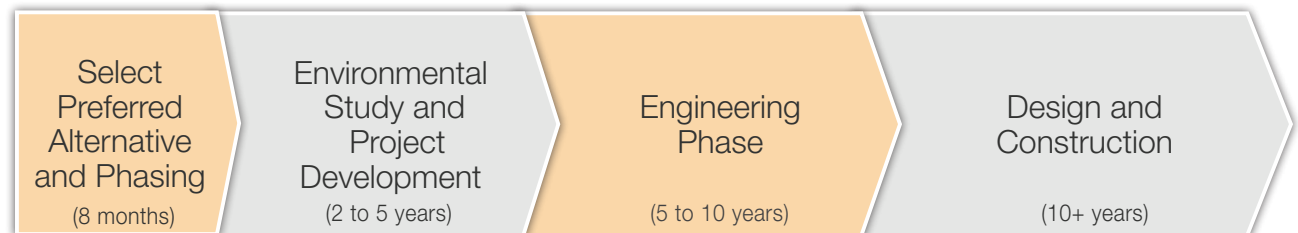
 alternative meets goal
  alternative performs better than some alternatives
  the best-performing alternative for this goal

## About the Study

Metro identified long-standing issues and opportunities on the Blue, Orange, and Silver lines including crowding, capacity, reliability, equity, and long-term sustainability. To address these needs, the Blue/Orange/Silver Corridor Capacity & Reliability Study used deep data analysis and intensive engagement with community partners to identify alternatives to address the issues. The study concludes when Metro's Board of Directors selects a locally-preferred alternative.

## What Happens After the Study?

Selecting the preferred alternative is the first step in a process that could take 10-20 years. The goal is to have the project operational by 2040, but no funding is committed yet.





The No-Build Alternative assumes that the transportation network would be as it is planned and funded today with no new investments. It is used as a baseline to compare benefits and costs of the New Metrorail Alternatives and the Lower Capital Cost (LCC) Alternative.

## How would this alternative perform?

(Performance estimates are relative to the No-Build Alternative.)

This alternative does not meet the four goals established for this study.



Capacity



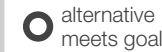
Reliability



Flexibility



Sustainability & Equity



alternative meets goal



performs better than some alternatives



the best-performing alternative for this goal

The No-Build Alternative includes the existing regional transportation system plus the projects the region has already committed to fund and deliver by 2045, such as:

- Metro's Capital Improvement Program Projects, including:
  - Station systems and modernizations
  - Rail systems state of good repair
  - Rail car and bus fleet acquisition
  - Track and structures rehabilitation
- Transportation Planning Board (TPB)'s fiscally-constrained long-range transportation projects from Visualize 2045, including:
  - Purple Line; DC Circulator Expansion; DC Streetcar
  - US-1 Bus Rapid Transit; West End Transitway
  - Montgomery County BRT Corridors

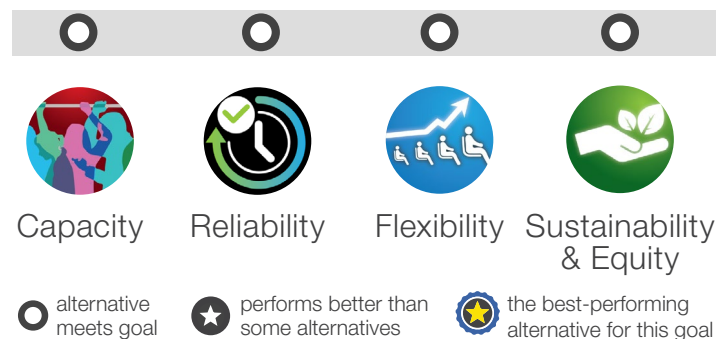


## How would this alternative perform?

(Performance estimates are relative to the No-Build Alternative.)

This alternative offers lower benefits than rail options but would cost less and could be implemented sooner.

*\*Only meets capacity goals if many customers switch from rail to bus.*

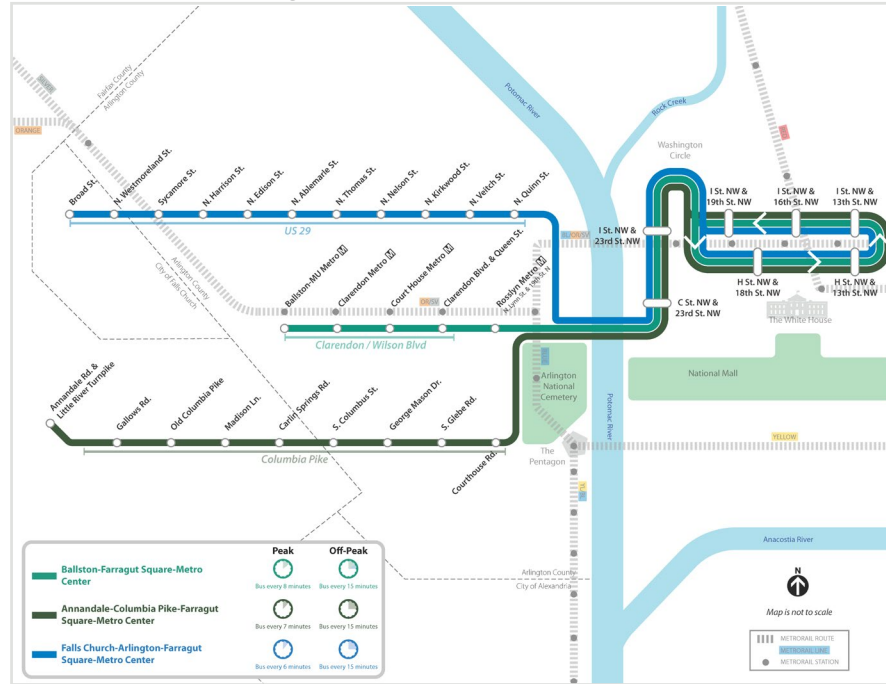


This alternative includes a variety of changes that do not require building a new Metrorail line, some of which are already underway:

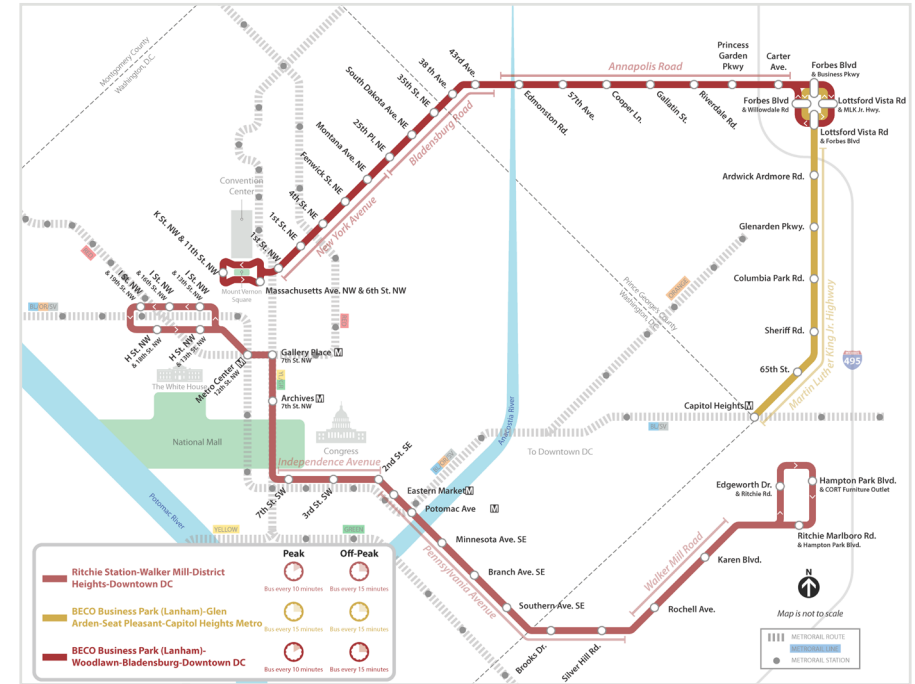
- Improvements to Bus Rapid Transit (BRT) and commuter bus service (see next page)
- Adjusting railcar seating to increase capacity
- Introduction of dynamic rail scheduling to improve reliability
- Expanding core Metro stations to reduce crowding
- Updating rail infrastructure to provide operational flexibility using “turnbacks”



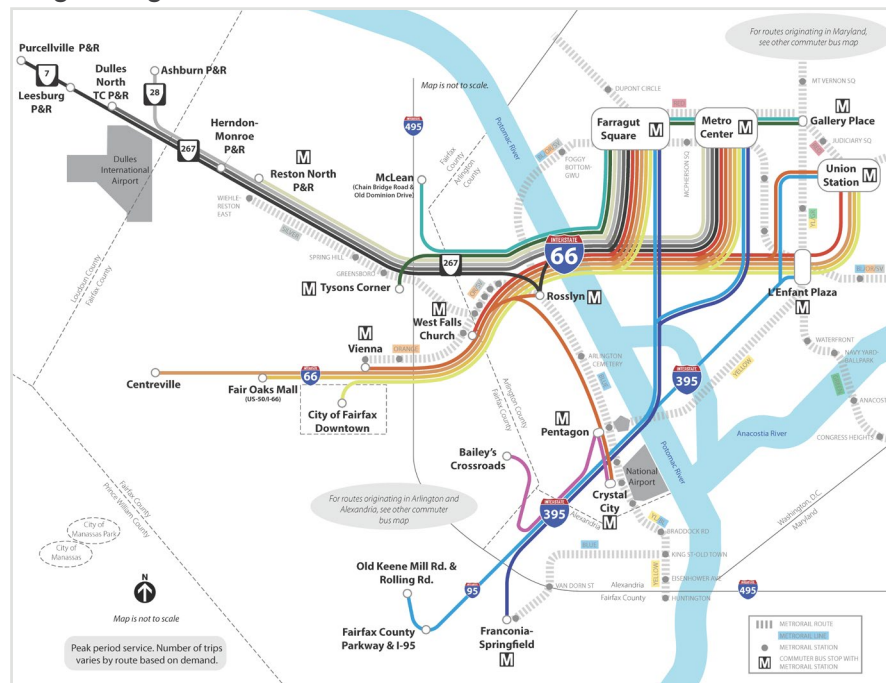
## BRT Routes – Virginia



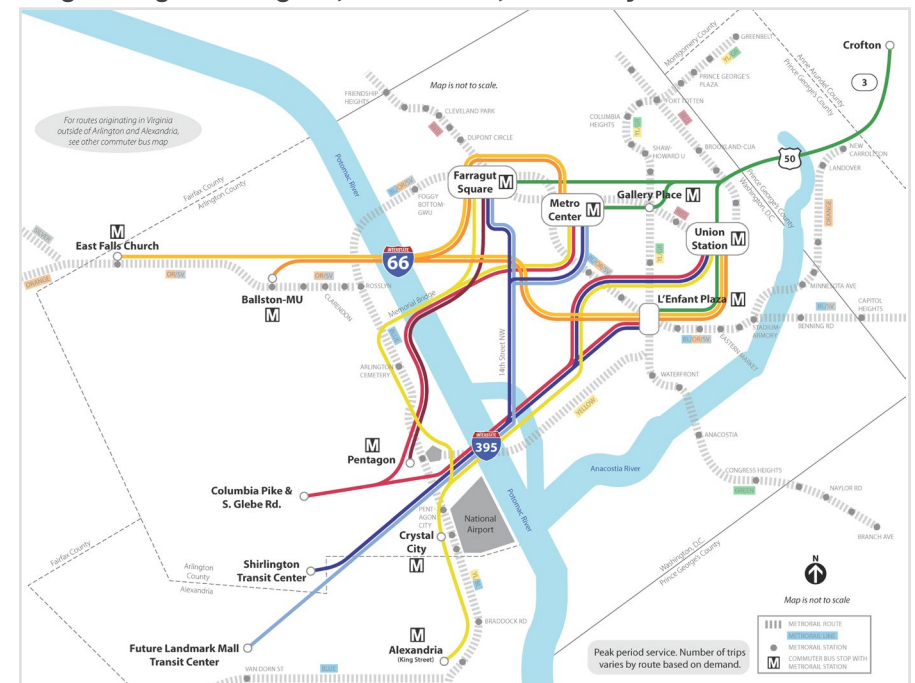
## BRT Routes – Maryland



## Commuter Bus Routes – Originating in Fairfax and Loudoun



## Commuter Bus Routes – Originating in Arlington, Alexandria, and Maryland





This alternative would serve the following areas:

- Rosslyn
- Georgetown
- Downtown DC
- Union Station
- Union Market
- Ivy City
- Fort Lincoln
- Port Towns
- Hyattsville
- College Park
- Greenbelt

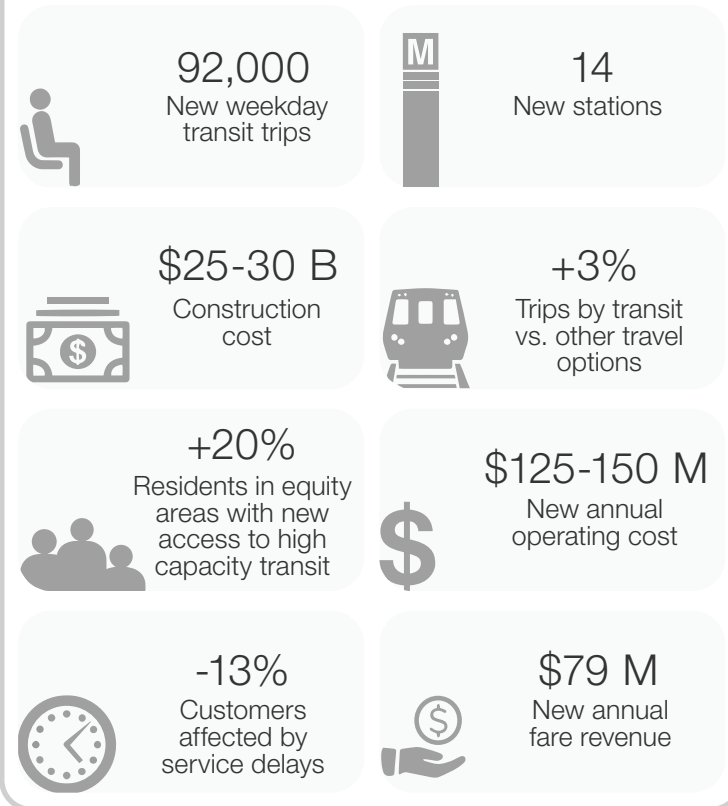
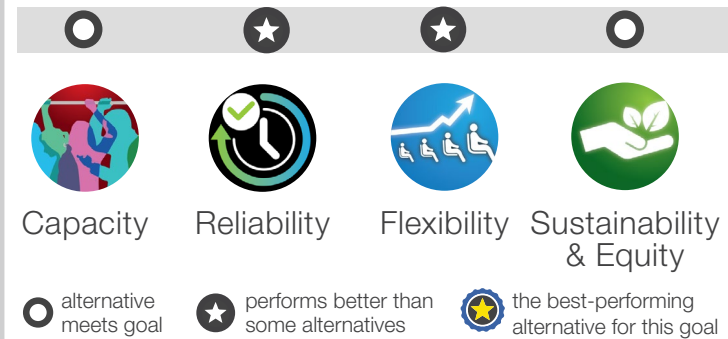
Transfers would be available at the following stations:

- GR** Greenbelt
- GR** College Park-U of Md
- YL** **GR** Mt Vernon Sq
- OR** **SV** Rosslyn II
- RD** **OR** **SV** Farragut Station
- RD** Union Station

## How would this alternative perform?

(Performance estimates are relative to the No-Build Alternative.)

This alternative would reduce potential trip delays at a lower construction cost than the other rail options.







This alternative would serve the following areas:

- Rosslyn
- Georgetown
- Downtown DC
- Union Station
- Navy Yard
- Buzzard Point
- St. Elizabeths
- Forest Heights
- Oxon Hill
- National Harbor
- Alexandria

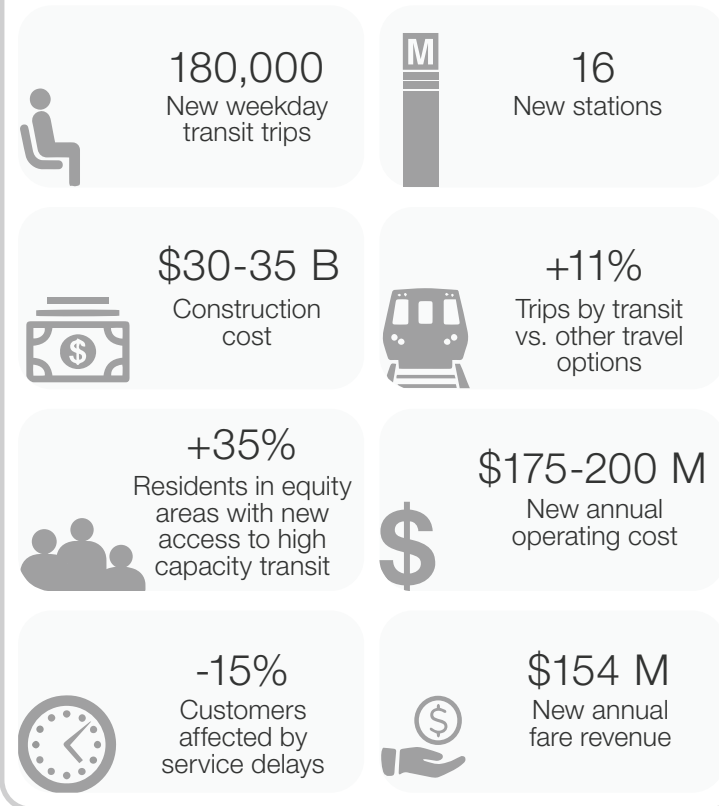
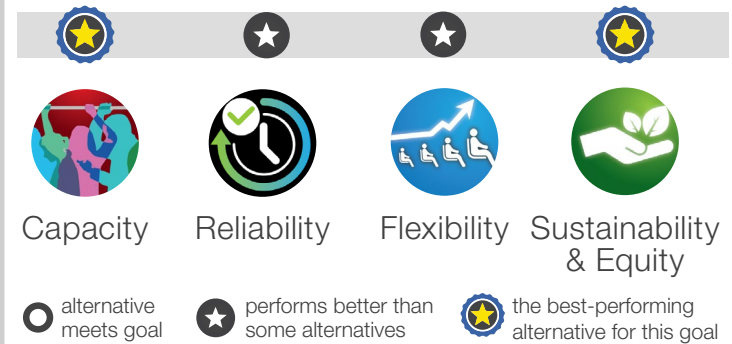
Transfers would be available at the following stations:

- GR** Navy Yard-Ballpark
- OR** **SV** Rosslyn II
- RD** Union Station
- YL** **GR** Mt Vernon Sq
- OR** **SV** Capitol South
- RD** **OR** **SV** Farragut Station

## How would this alternative perform?

(Performance estimates are relative to the No-Build Alternative.)

This alternative would perform best at reducing crowding, growing ridership, and providing access to transit and jobs in equity areas.





This alternative would serve the following areas:

- West Falls Church
- Ballston
- Rosslyn
- Georgetown
- Downtown DC
- Union Station
- Capitol Hill
- Ivy City
- Port Towns
- Hyattsville
- College Park
- Greenbelt

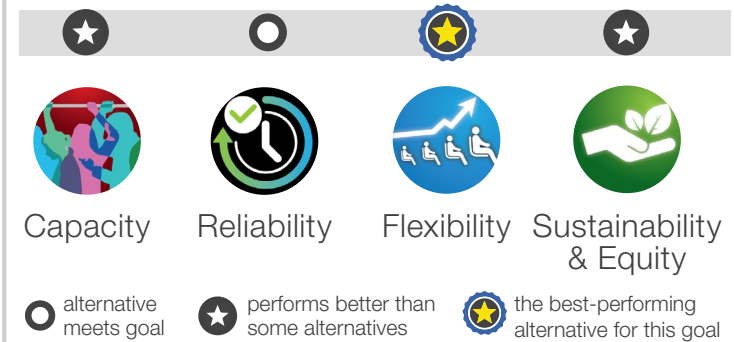
Transfers would be available at the following stations:

- GR Greenbelt
- GR College Park-U of Md
- YL GR Mt Vernon Sq
- OR West Falls Church
- BL OR Rosslyn
- RD BL OR Farragut Station
- RD Union Station

## How would this alternative perform?

(Performance estimates are relative to the No-Build Alternative.)

This alternative would maximize train throughput, increase operational flexibility, and provide customers with multiple route options.







This alternative would serve the following areas:

- Rosslyn
- Georgetown
- Downtown DC
- Union Station
- Union Market
- Ivy City
- Fort Lincoln
- Port Towns
- Landover Hills
- New Carrollton

Transfers would be available at the following stations:

- YL** **GR** Mt Vernon Sq
- OR** New Carrollton
- RD** Union Station
- BL** **OR** Rosslyn
- RD** **BL** **OR** Farragut Station

## How would this alternative perform?

(Performance estimates are relative to the No-Build Alternative.)

This alternative would perform best at reducing travel times between Downtown DC and areas near the eastern Orange Line.

