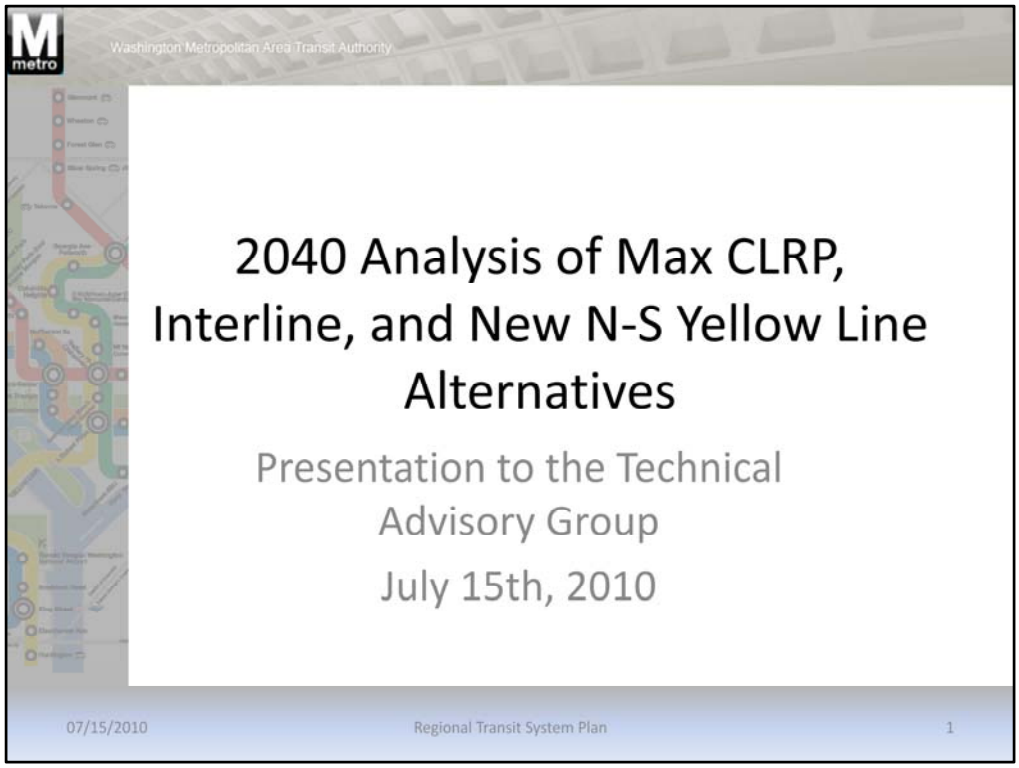
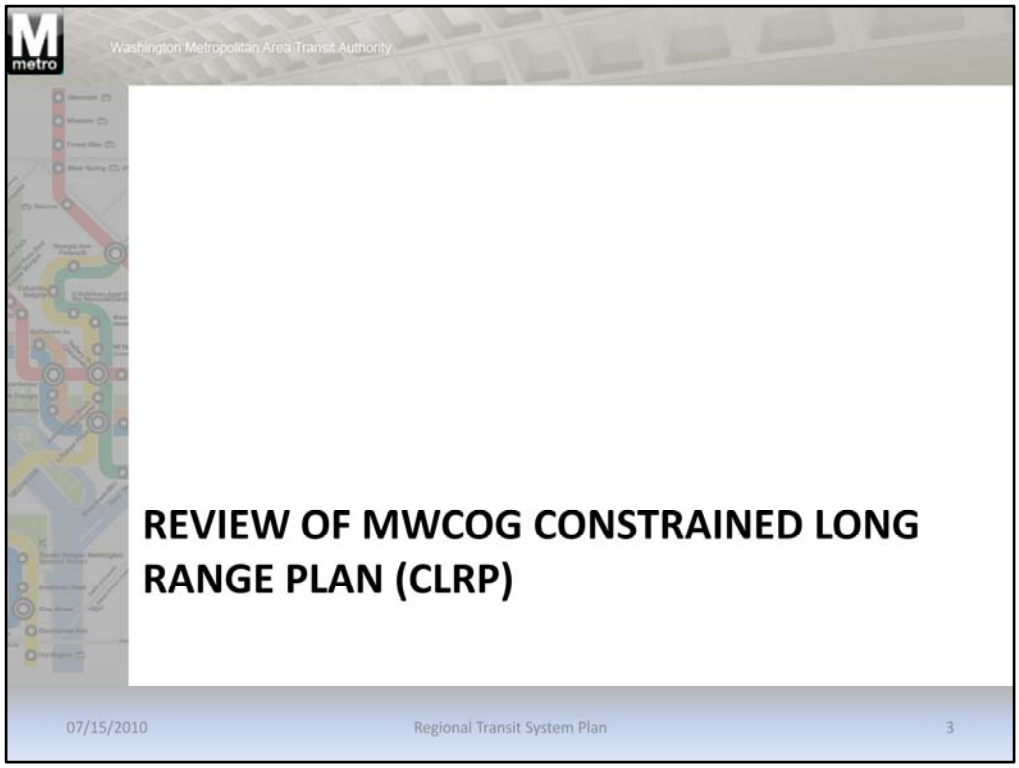


On July 15th, the TAG was presented with results from the first set of model results of the 2040 CLRP and the Rail Interline and North-South Yellow Line Strategies.

Overview of Presentation

- Review of MWCOG Constrained Long Range Plan (CLRP)
- Definition of Alternatives
  - Max CLRP
  - Interline Connection Option 1
  - New North-South Yellow Line 10th St. SW/NW
  - New North-South Yellow Line 2nd St. SE/NE
- Impact on Ridership and Capacity
- Preliminary Evaluation


Washington Metropolitan Area Transit Authority
REVIEW OF MWCOG CONSTRAINED LONG RANGE PLAN (CLRP)
07/15/2010
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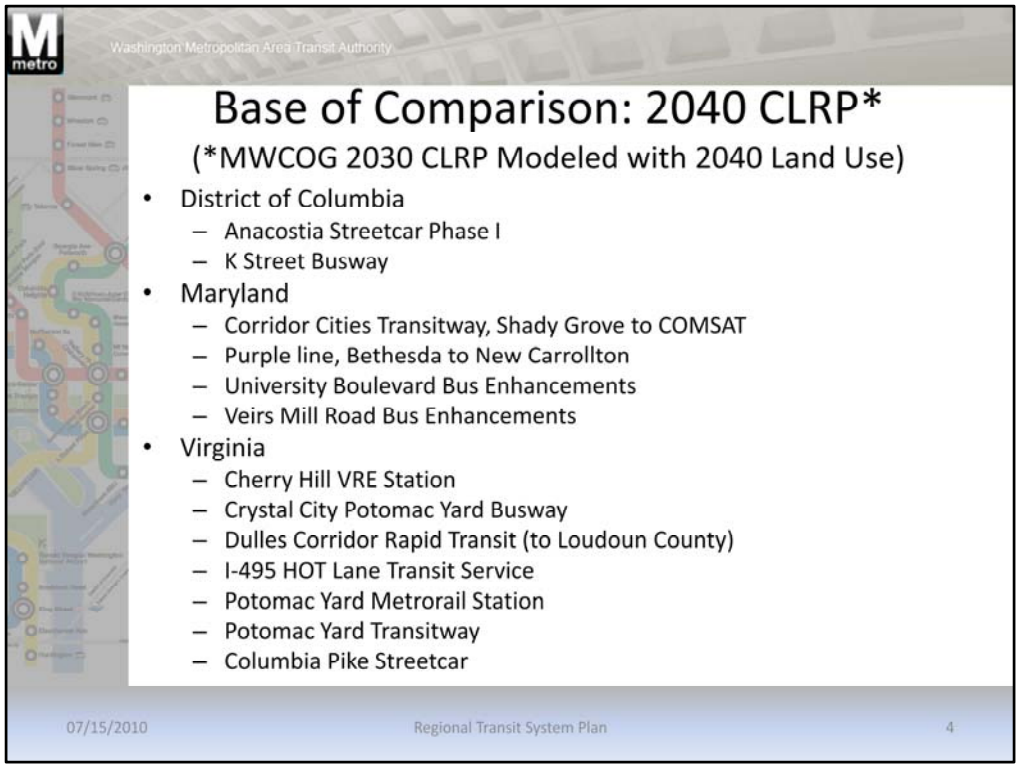
3

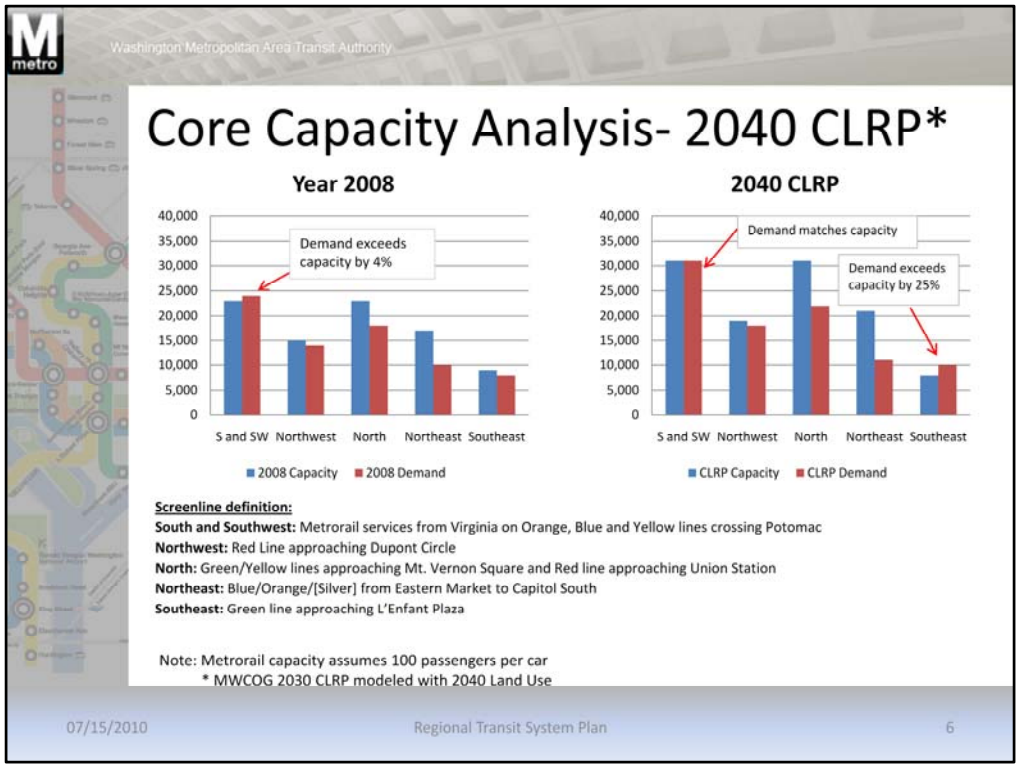


The projects above were included in the modeled 2030 CLRP with 2040 Land Use projections.

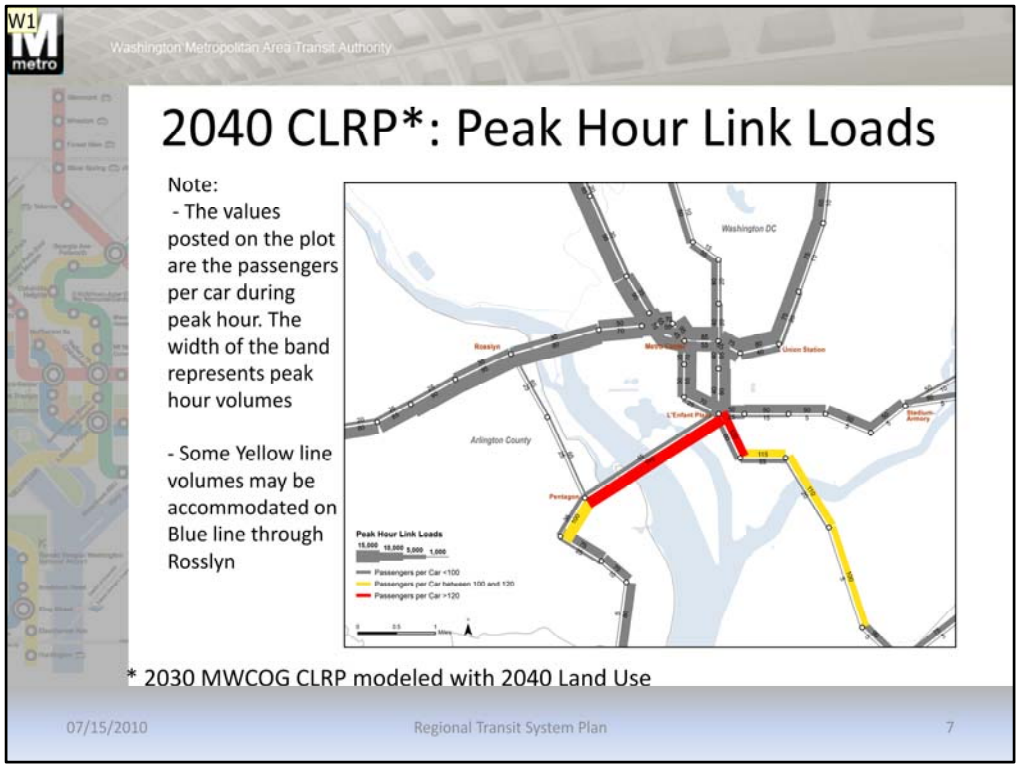
Modeled 2008 and 2040 CLRP* Transit Boardings

Ridership Summary by Operator	2008 Modeled Weekday Boardings	2040 CLRP Modeled Weekday Boardings - Alt M1	Growth % from 2008 to 2040
Metrorail	786,000	1,041,000	32%
Commuter Rail	43,000	52,000	21%
Metrobus - District of Columbia	239,000	289,000	21%
Metrobus - Maryland	138,000	166,000	20%
Metrobus - Virgina	84,000	101,000	20%
New Premium Transit	0	69,000	--
Other Bus Operators	136,000	193,000	42%
TOTAL TRANSIT BOARDINGS	**1,425,000**	**1,911,000**	**34%**

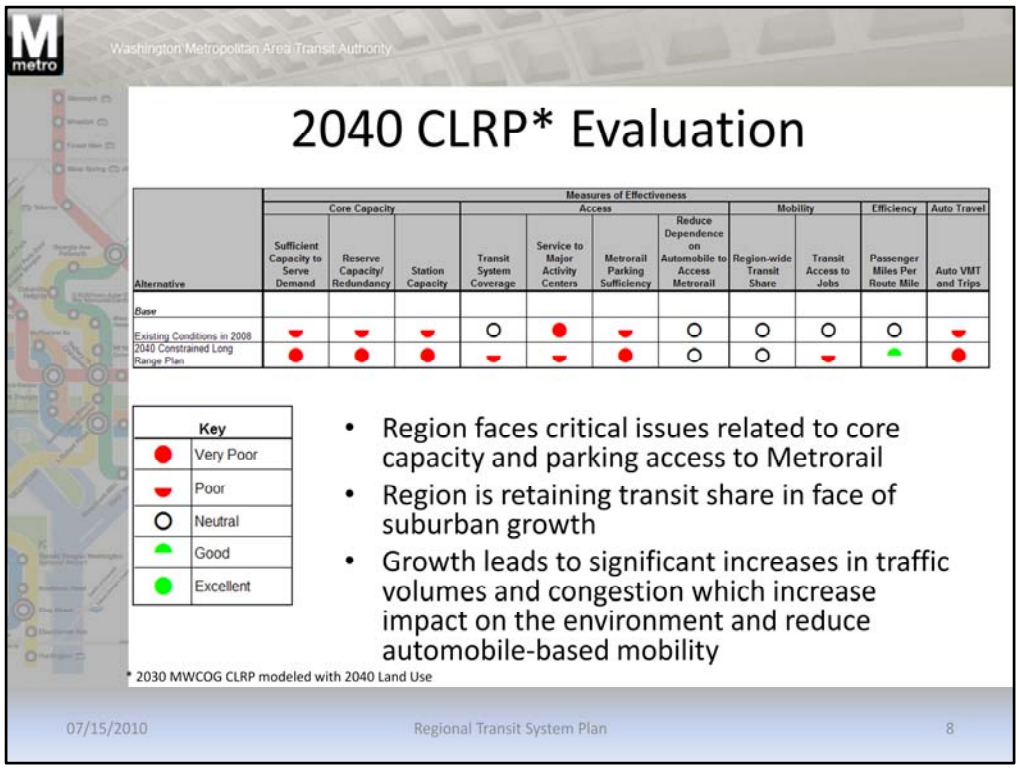
* MWCOG 2030 CLRP modeled with 2040 Land Use



The charts above show the demand and capacity changes on the Metrorail Lines between 2008 and 2040.

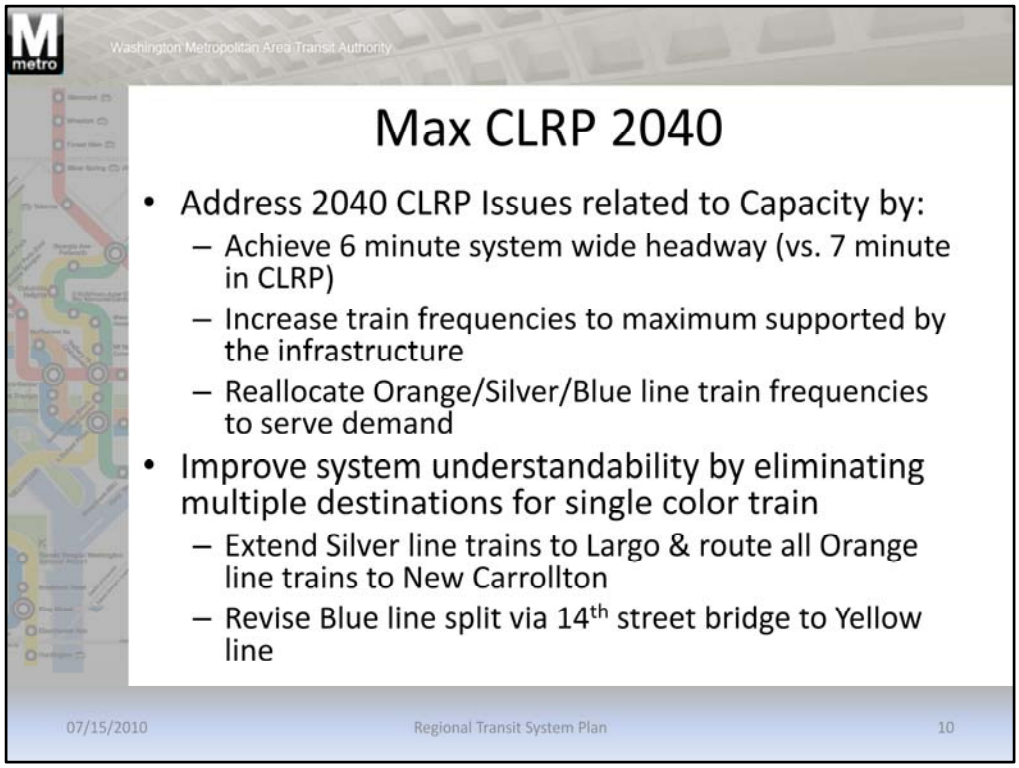


The graphic above shows the peak hour passenger loads on Metrorail trains in 2040. The gray color represents fewer than 100 passengers per car; yellow indicates between 100 and 120 passengers per car and the red represents over 120 passengers per rail car.

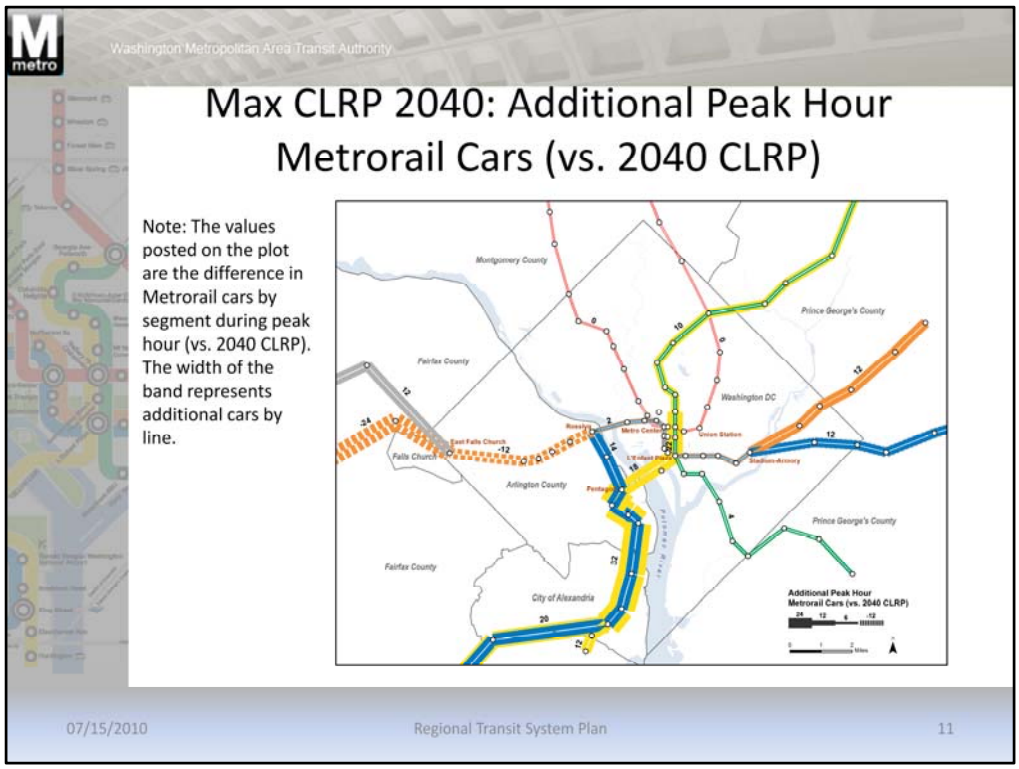


The chart above shows the Measures of Effectiveness between existing conditions in 2008 and 2040 CLRP.

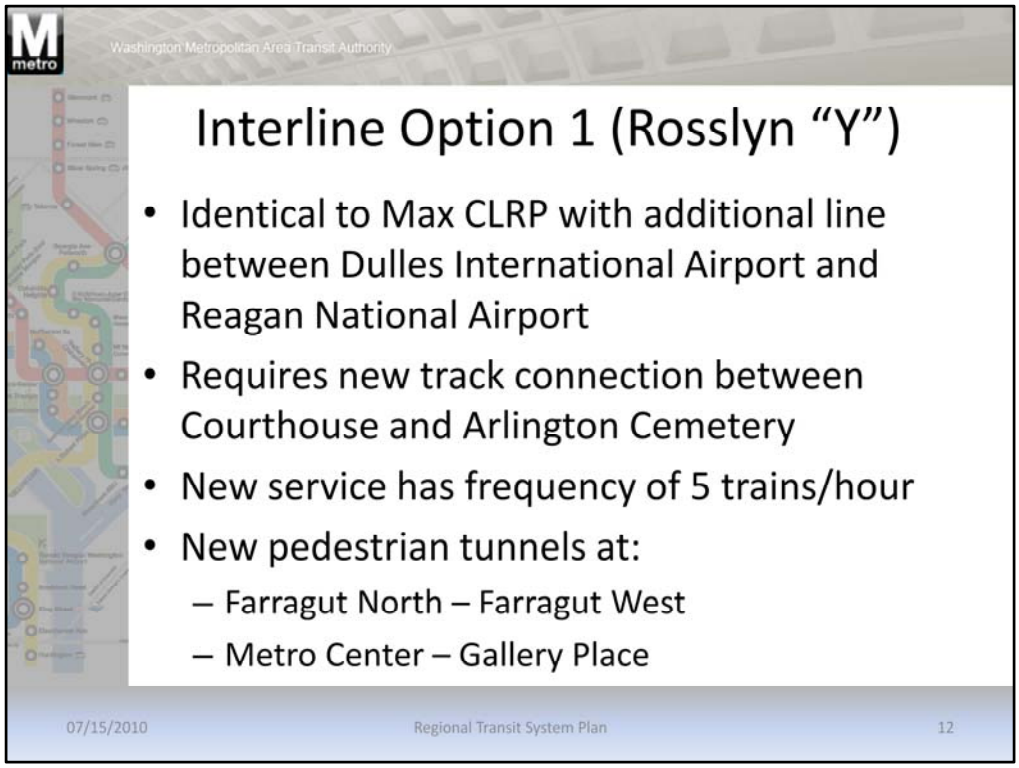
DEFINITION OF ALTERNATIVES



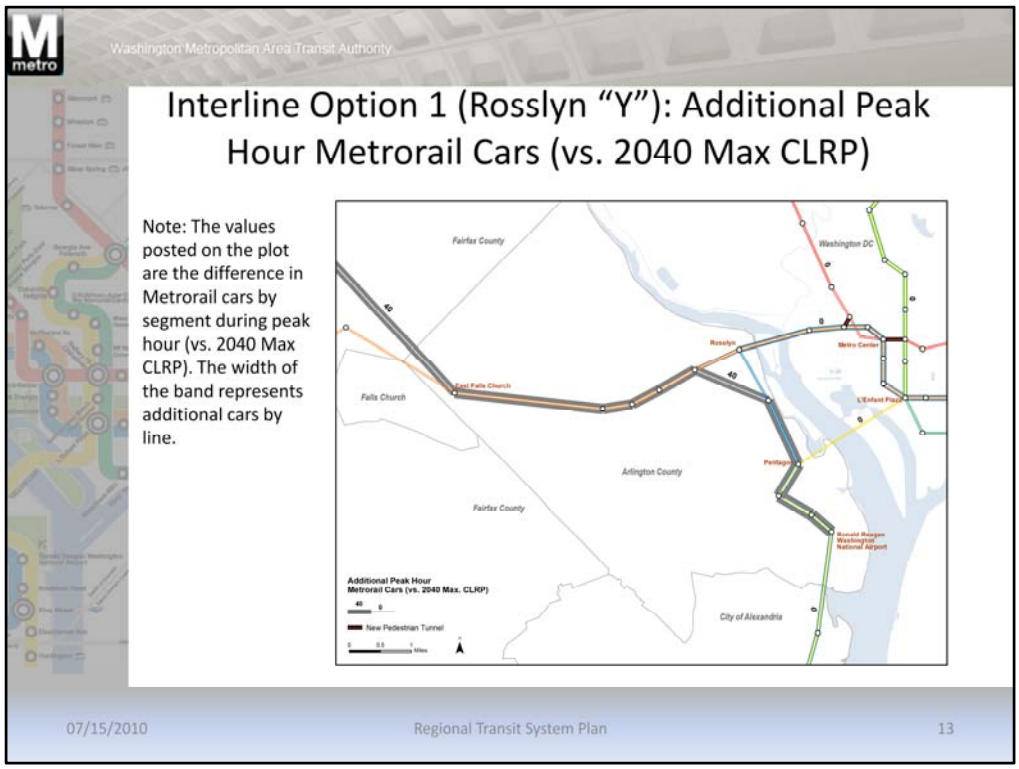
The above slide provides the assumptions incorporated into the modeling exercise for the Max CLRP 2040 baseline.



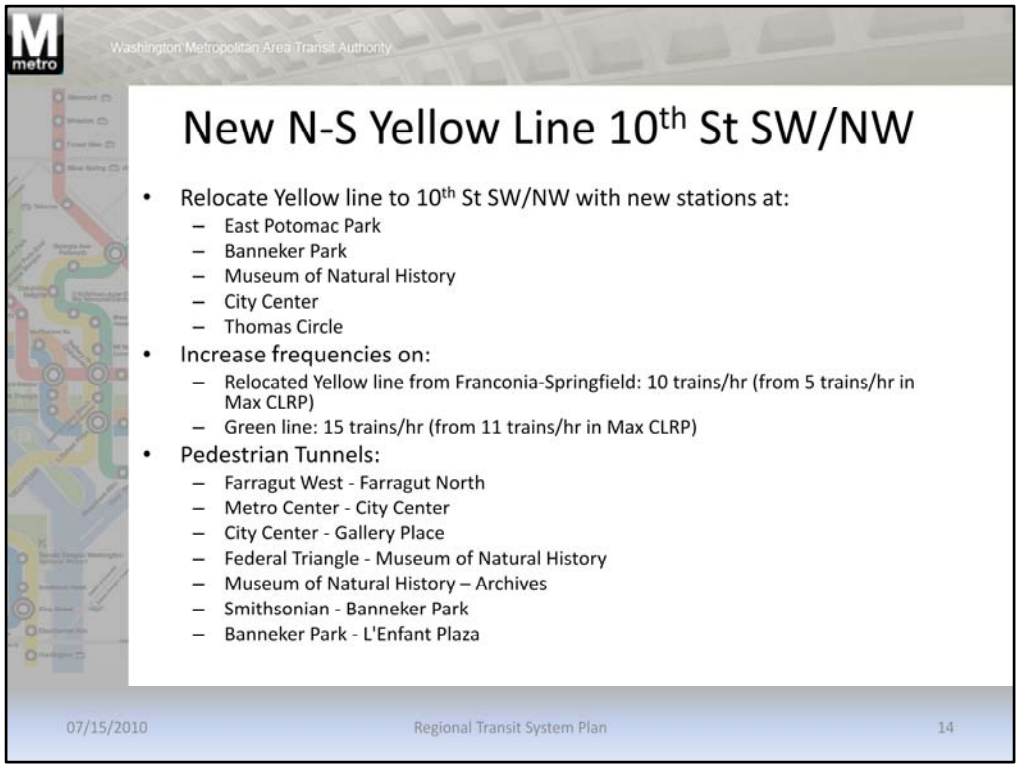
The graphic above shows the additional peak hour rail cars needed using the Max 2040 CLRP, compared to that used in the 2040 CLRP case. The colors represent each Metrorail Line (i.e. Green, Yellow, Orange, Red, Blue and Silver).



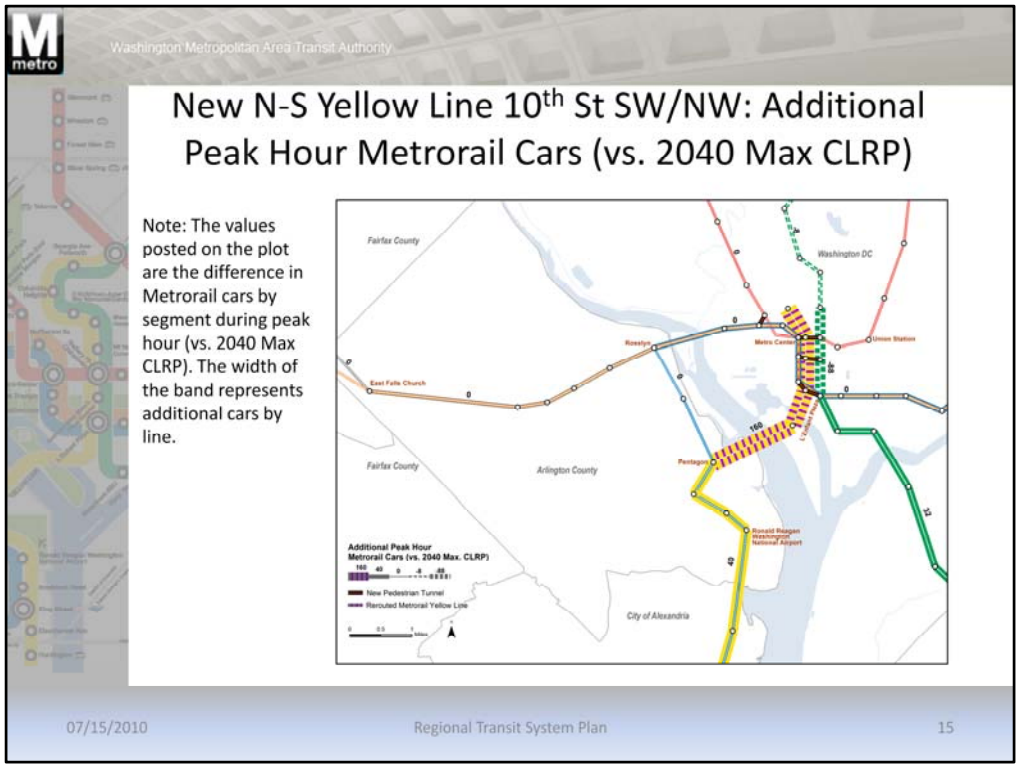
The characteristics and assumptions of the Interline Option 1, or "Rosslyn "Y"", is described above.



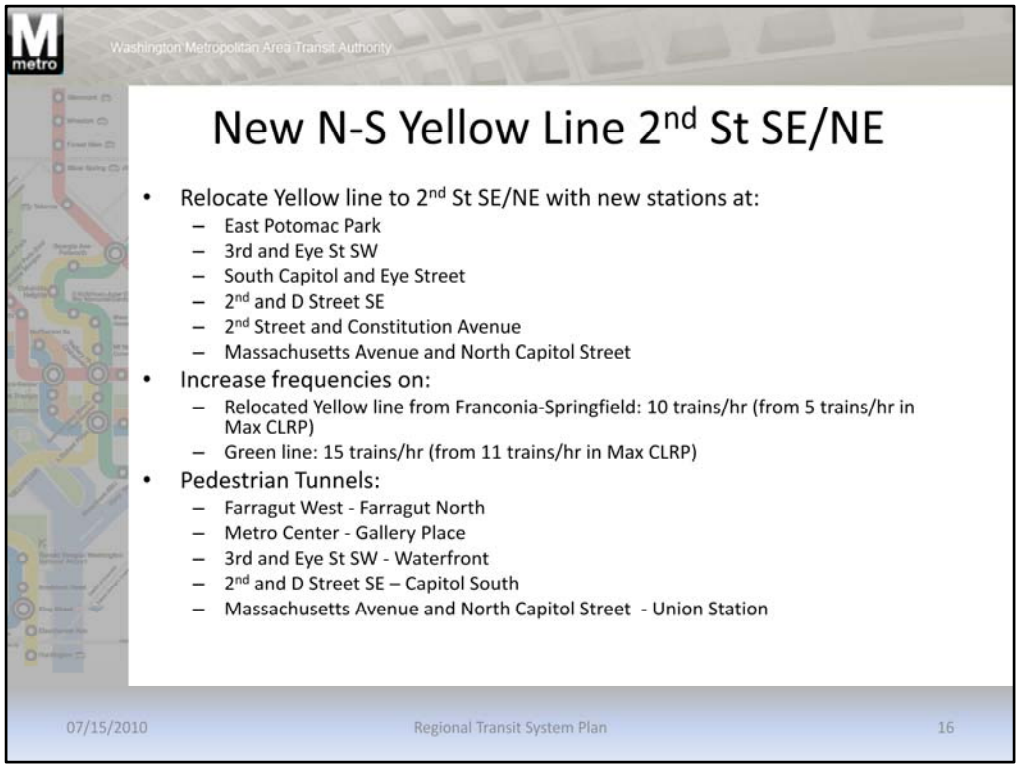
The graphic above shows the additional peak hour rail cars under the Interline Option 1 (Rosslyn "Y").



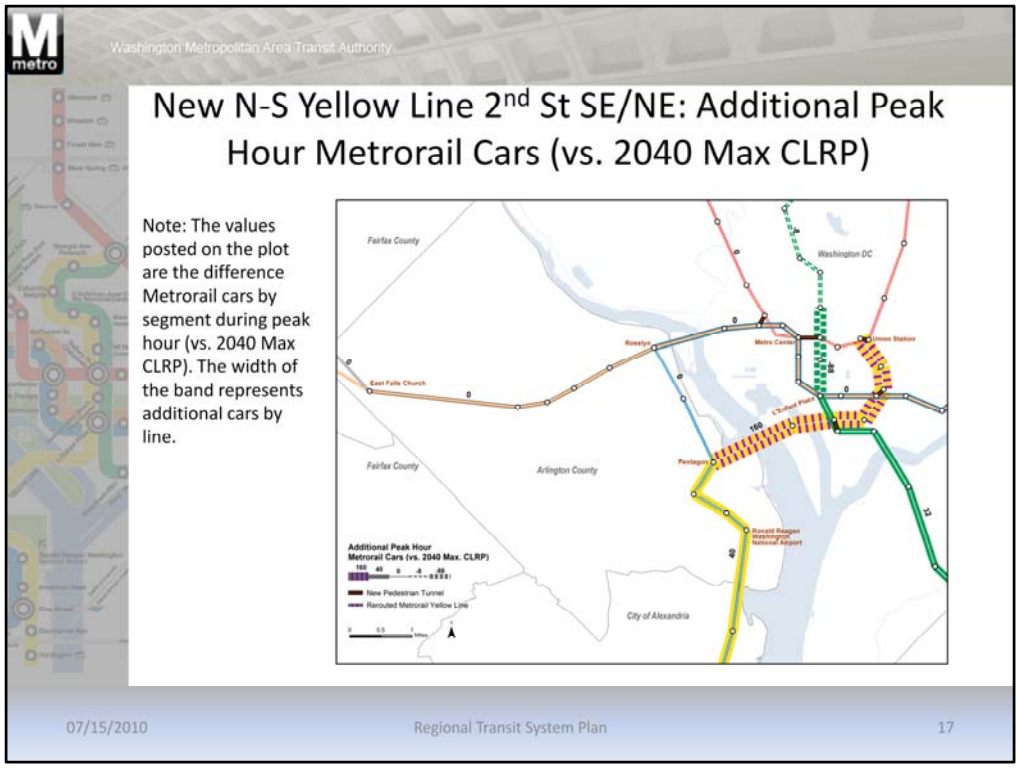
The characteristics and assumptions of the New North-South Yellow Line on 10th Street, SW/NW is described above.



The graphic above shows the additional peak hour rail cars under the New N-S Yellow Line 10th Street, SW/NW Strategy.

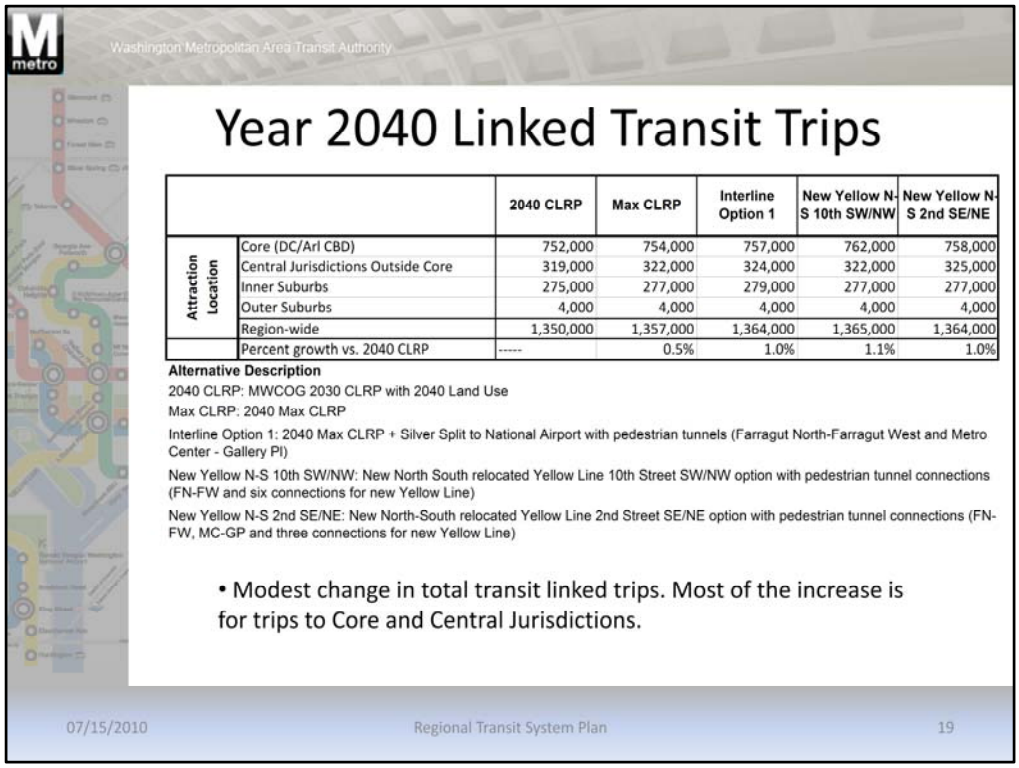


The characteristics and assumptions of the New North-South Yellow Line on 2nd Street, SE/NE is described above.

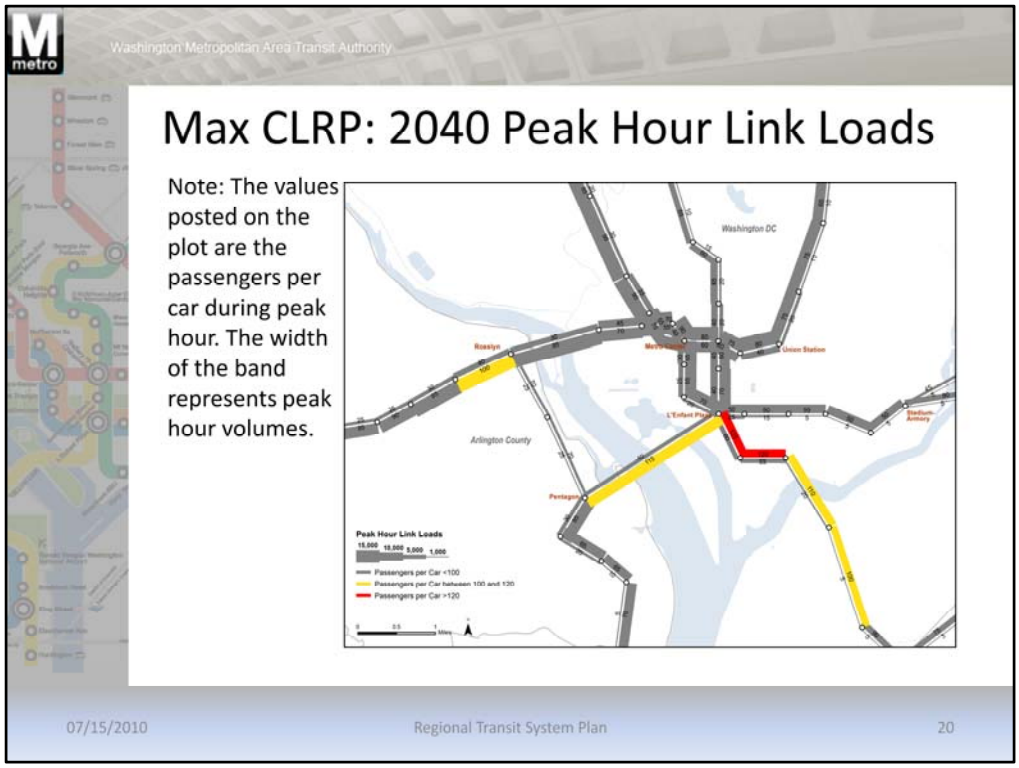


The graphic above shows the additional peak hour rail cars under the New N-S Yellow Line 2nd Street, SE/NE Strategy. Again, additional cars are shown next to each line compared to the 2040 Max CLRP base case.

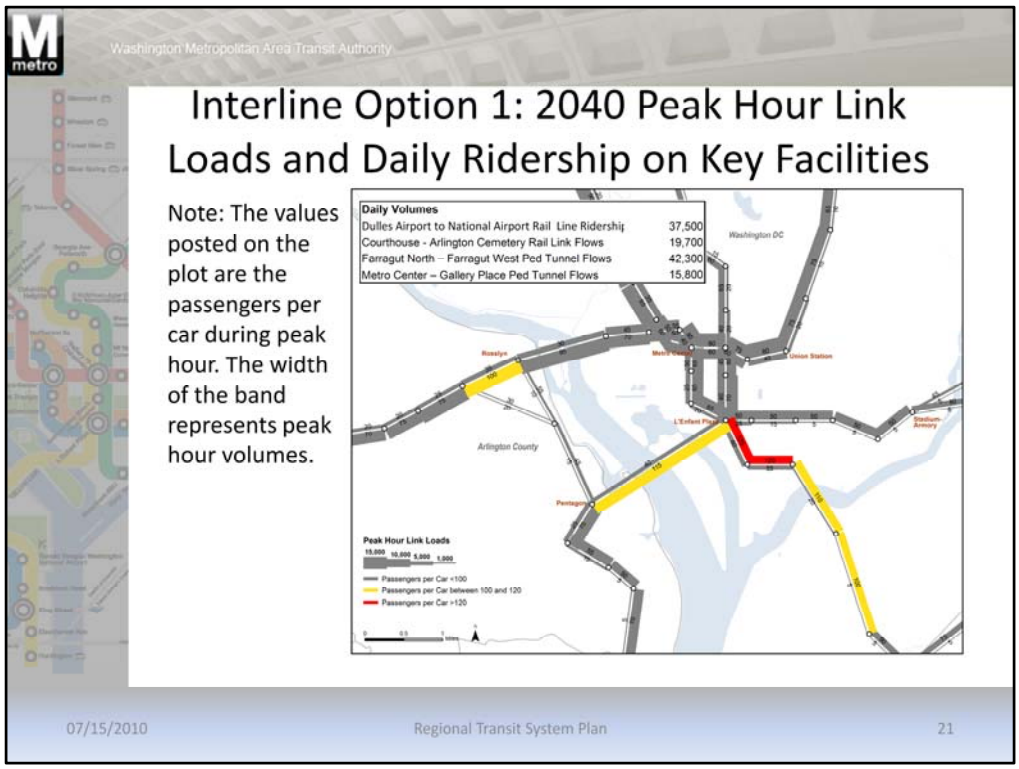
IMPACT ON RIDERSHIP AND CAPACITY



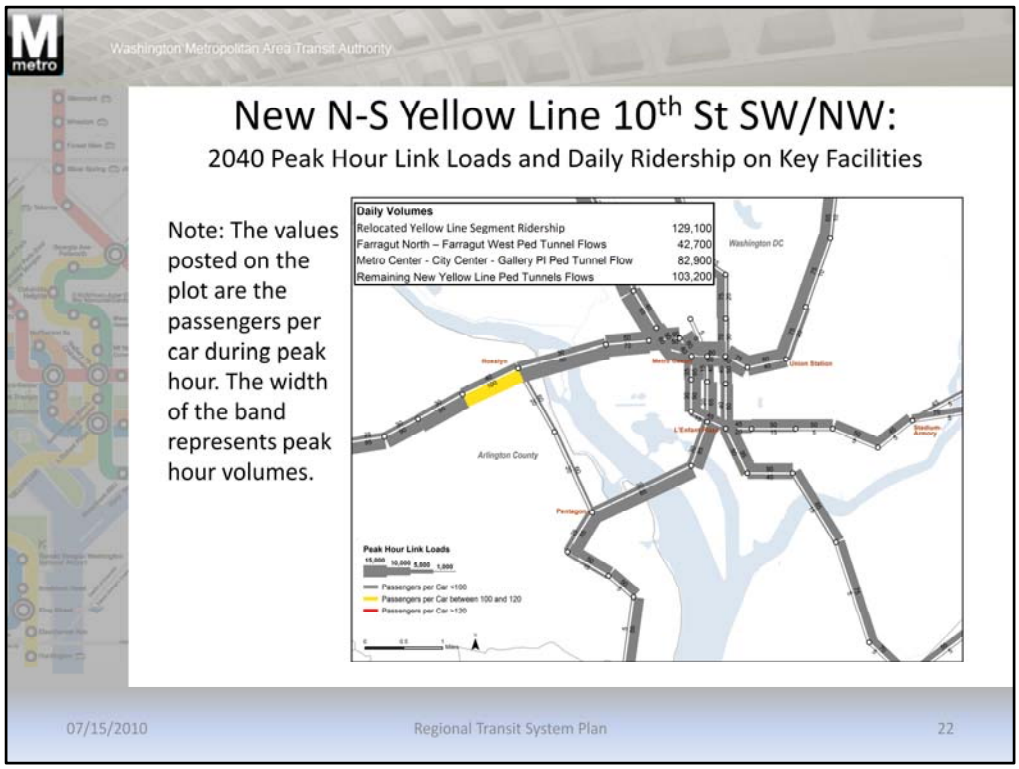
The model results of the aforementioned strategies create a modest change in the total linked transit trips according to the chart above.



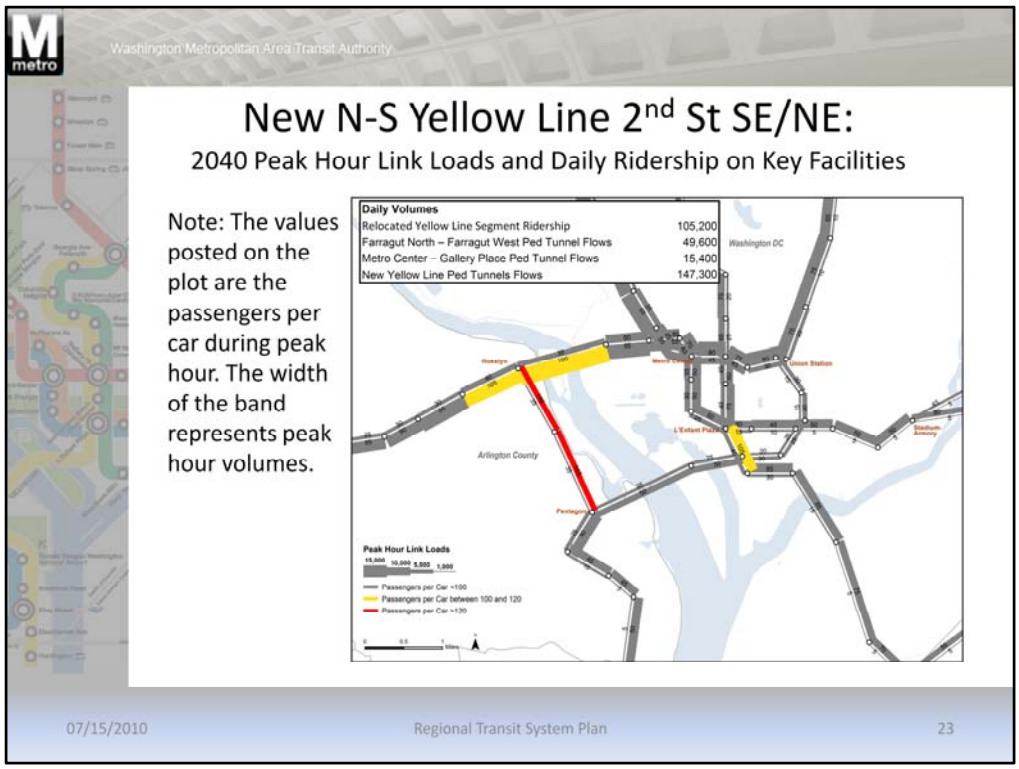
The graphic above shows the peak hour link loads on Metrorail trains in 2040. The gray color represents fewer than 100 passengers per car; yellow indicates between 100 and 120 passengers per car and the red represents over 120 passengers per rail car.



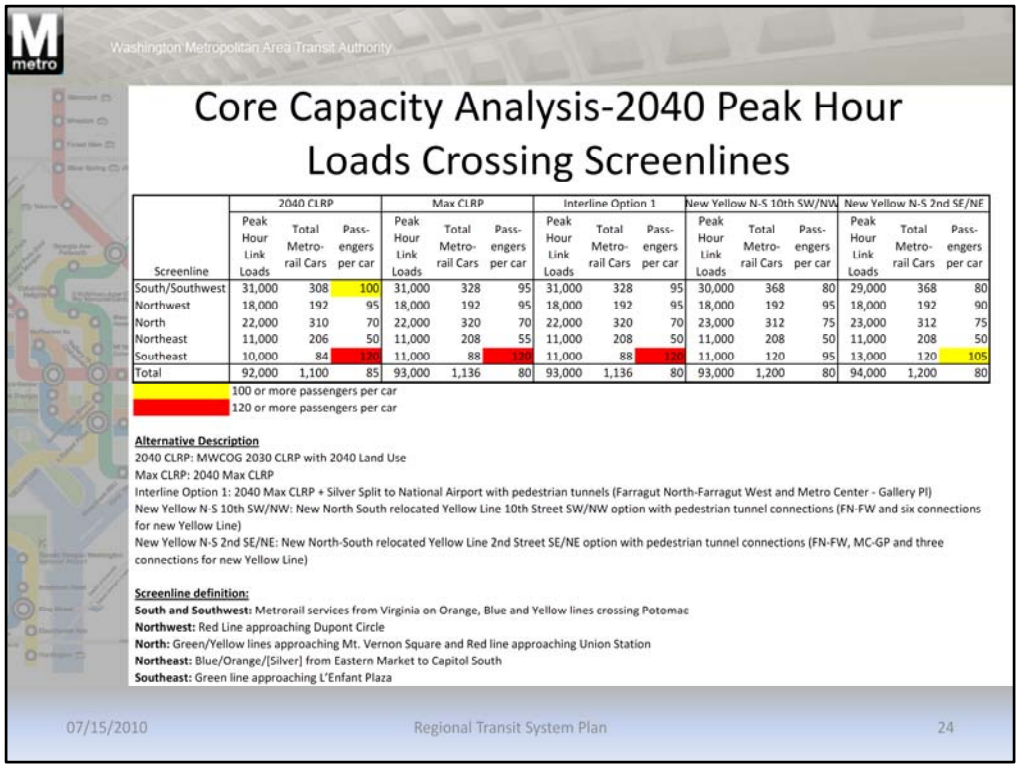
The graphic above shows the peak hour link loads on Metrorail cars and daily ridership at several locations in 2040. The gray color represents fewer than 100 passengers per car; yellow indicates between 100 and 120 passengers per car and the red represents over 120 passengers per rail car.



The graphic above shows the peak hour link loads on Metrorail cars and daily ridership at several locations in 2040 with the new North-South Yellow Line on 10th Street, SW/NW. The gray color represents fewer than 100 passengers per car; yellow indicates between 100 and 120 passengers per car and the red represents over 120 passengers per rail car.

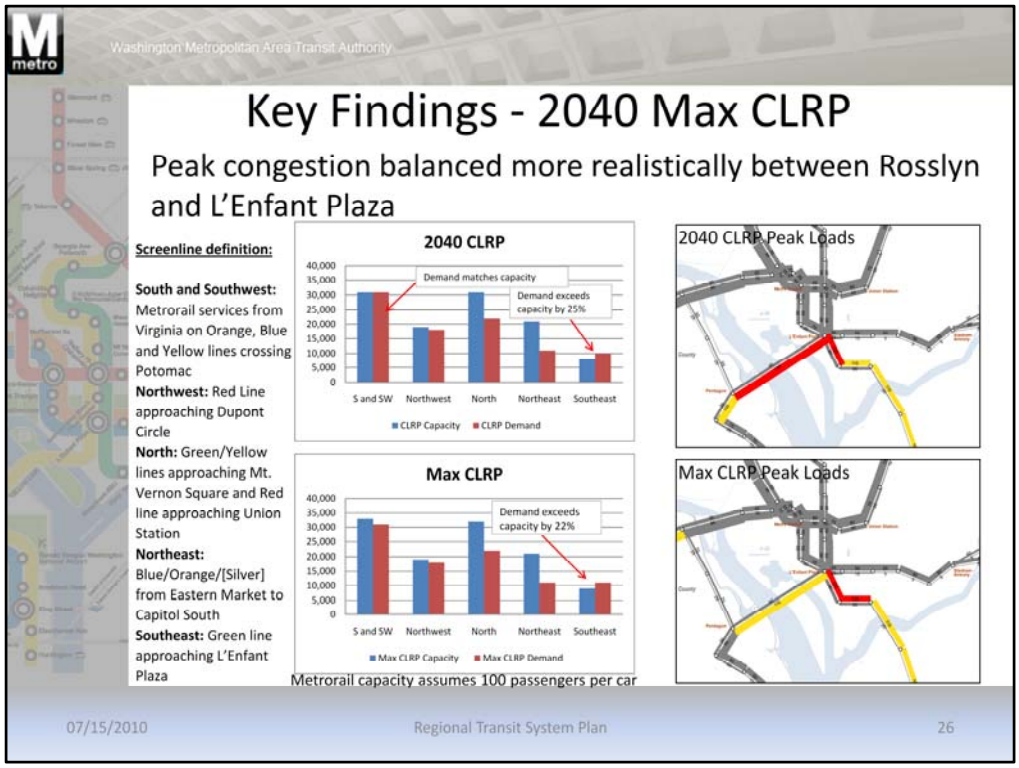


The graphic above shows the peak hour link loads on Metrorail cars and daily ridership at several locations in 2040 with the new North-South Yellow Line on 2nd Street, SE/NE. The gray color represents fewer than 100 passengers per car; yellow indicates between 100 and 120 passengers per car and the red represents over 120 passengers per rail car.

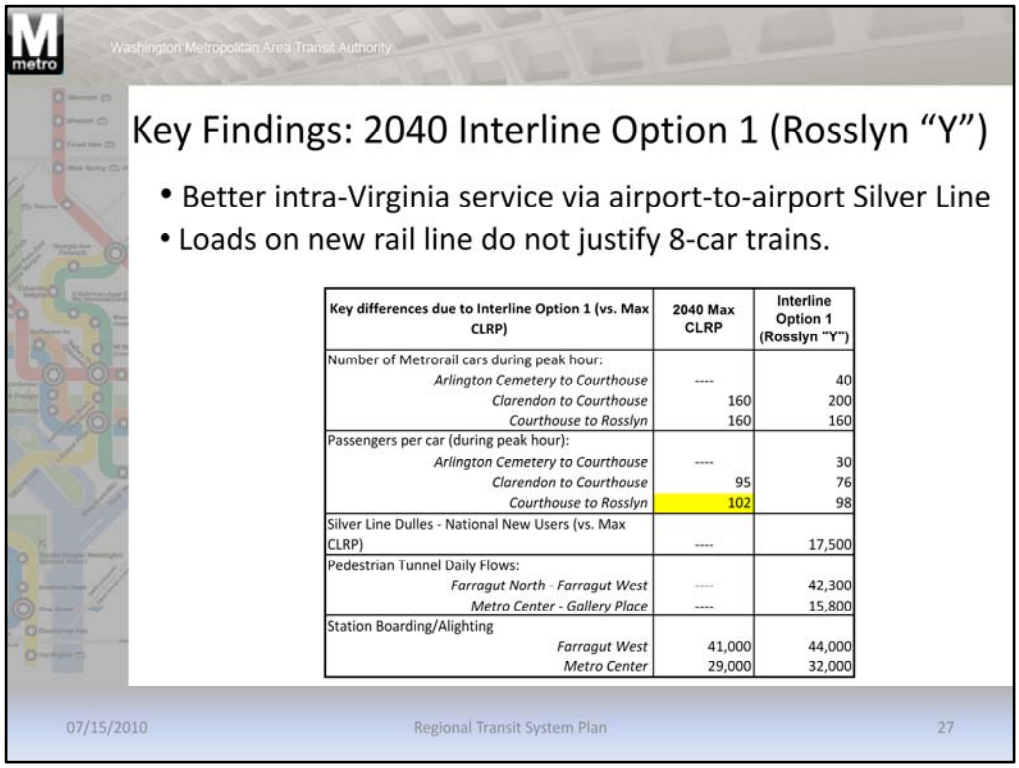


The graphic above shows the peak hour loads crossing screenlines for the 2040 CLRP and Max CLRP and the three strategies: Interline Option 1; New Yellow Line N-S on 10th Street; and New Yellow Line N-S on 2nd Street.

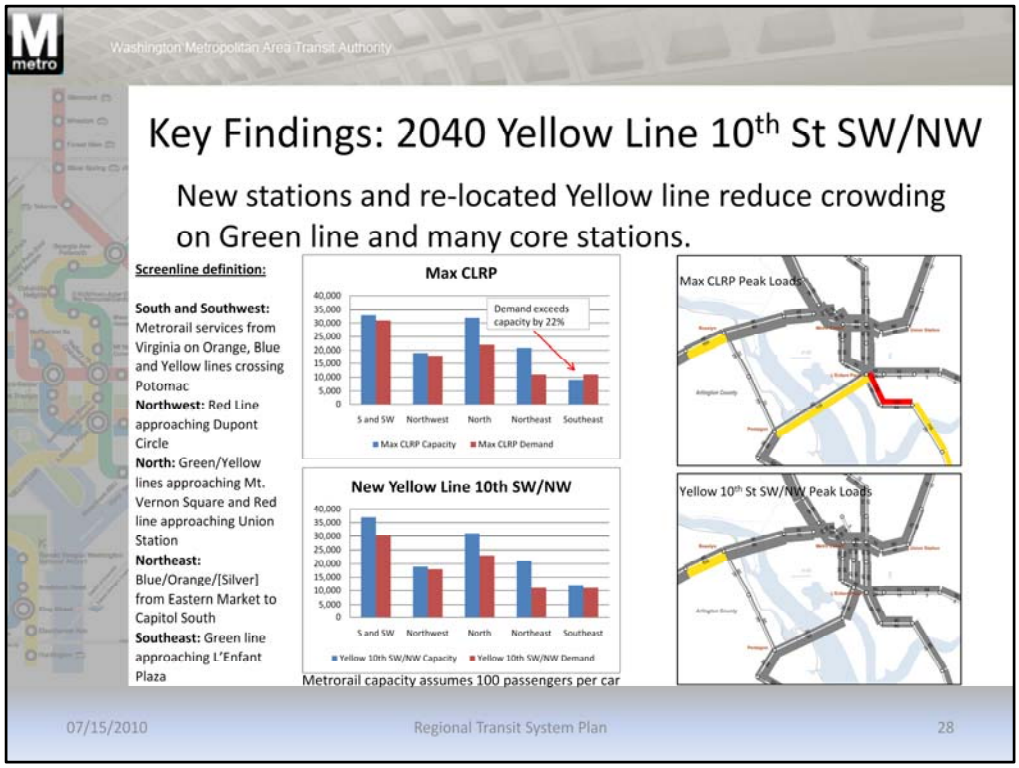
PRELIMINARY EVALUATION



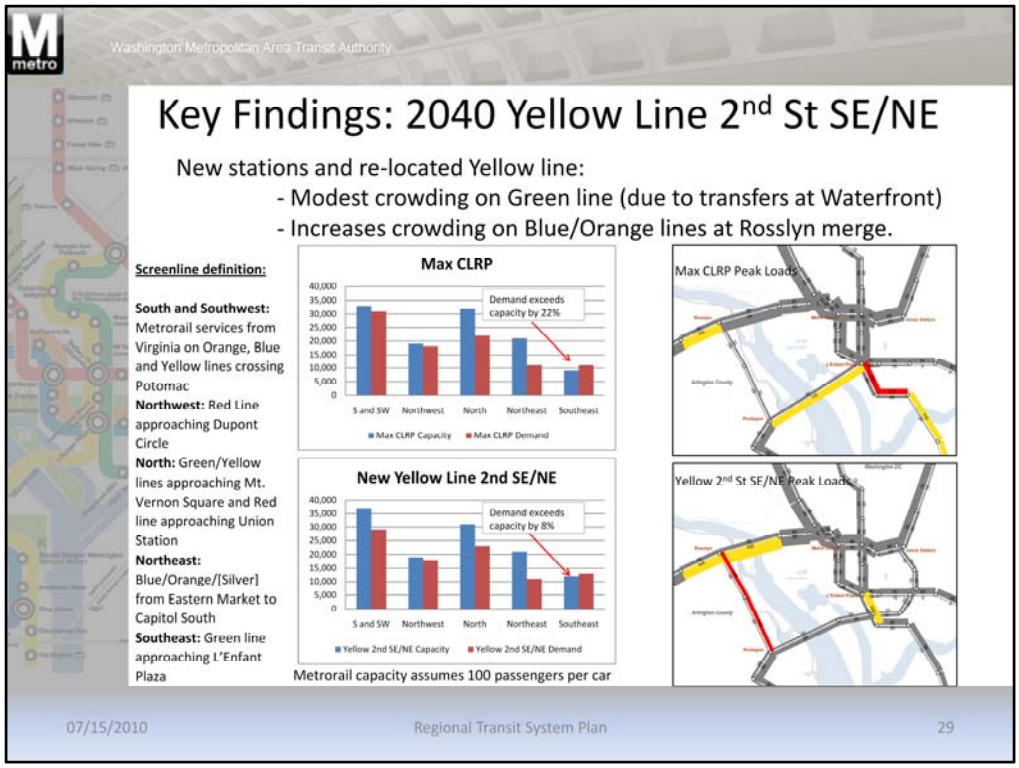
The slide above provides a synopsis of some of the key findings associated with the modeled 2040 Max CLRP.



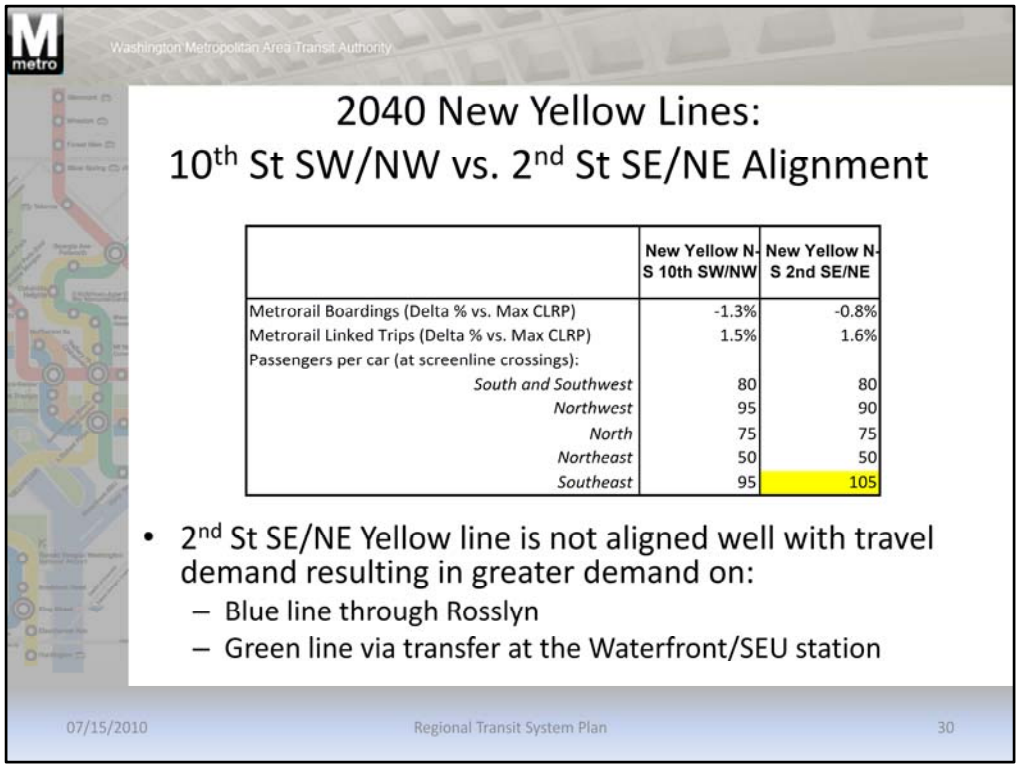
The slide above provides a synopsis of the findings associated with the modeled 2040 Interline Option 1 (Rosslyn "Y").



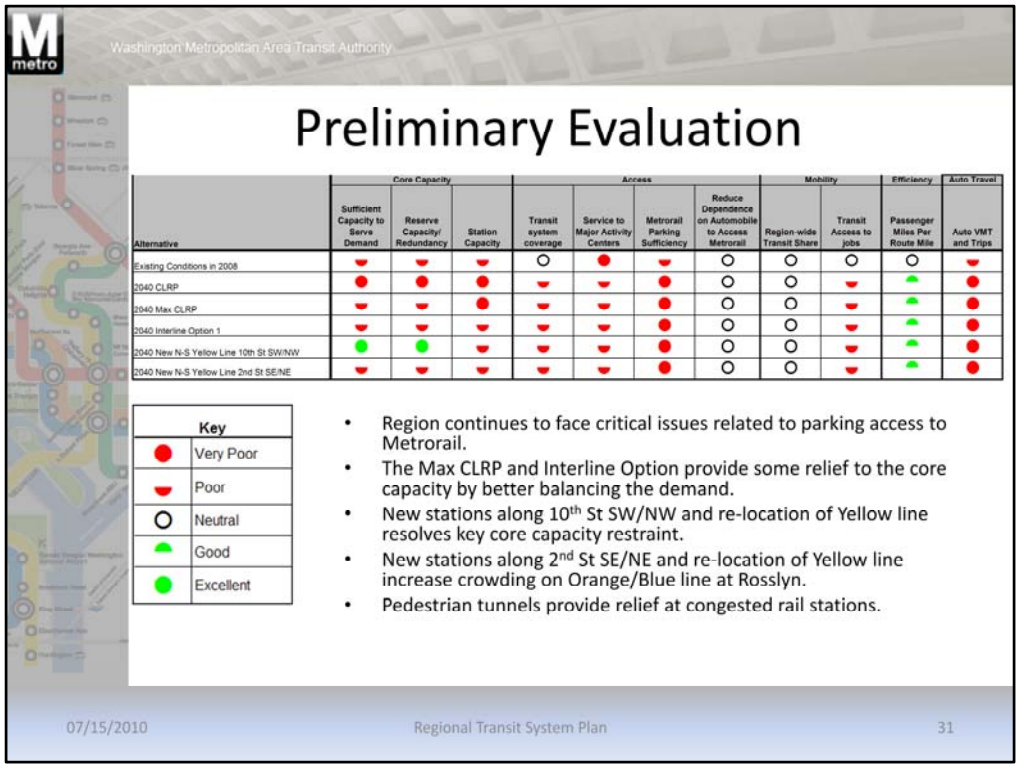
The slide above provides a synopsis of some of the key findings associated with the modeled 2040 New Yellow Line on 10th Street.



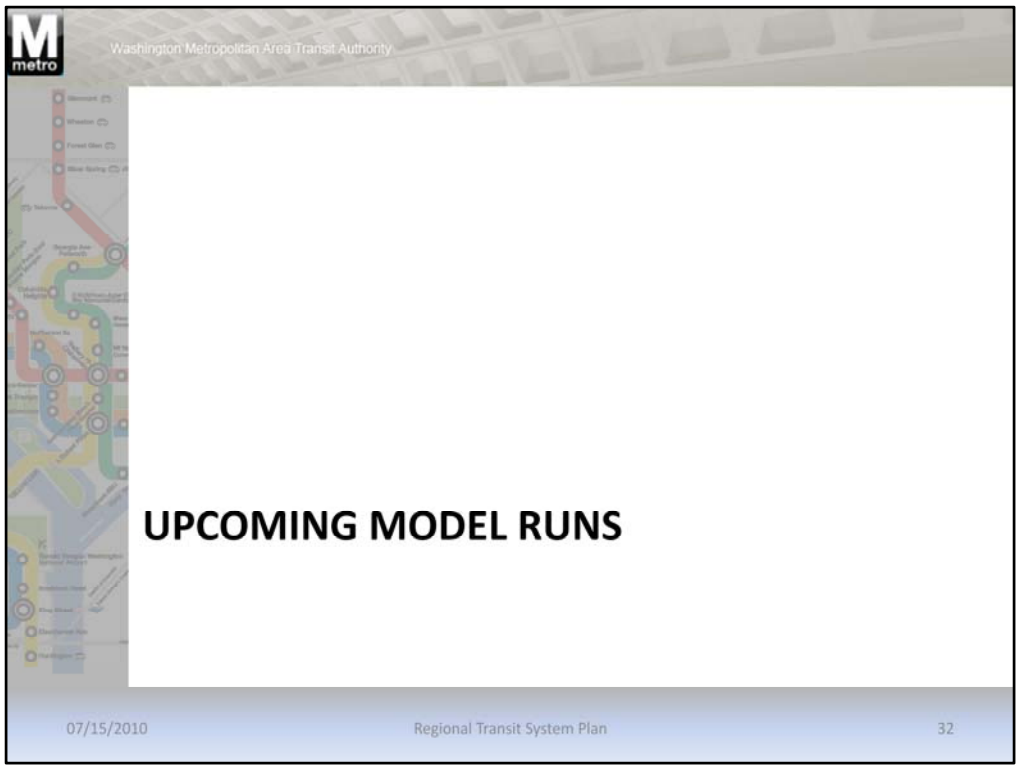
The slide above provides a synopsis of some of the key findings associated with the modeled 2040 New Yellow Line on 2nd Street.



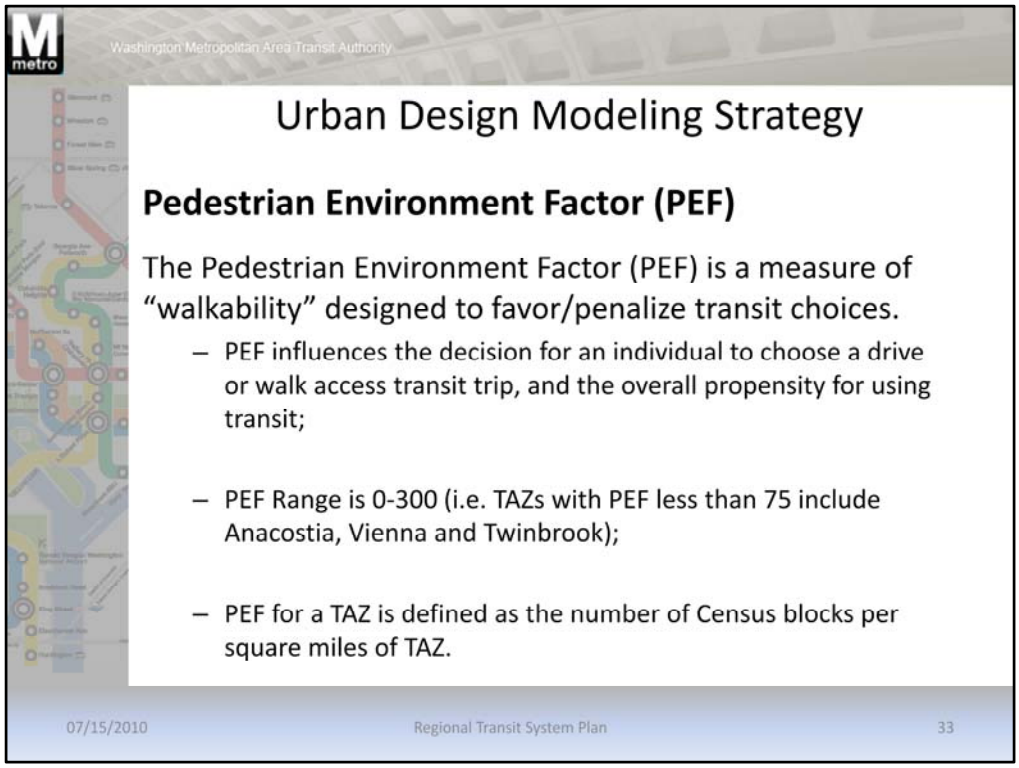
The slide above provides a comparison of the impact of both of the New Yellow Lines (10th and 2nd Streets) on Metrorail Boardings; Linked Trips; and Passengers Per car in 2040.



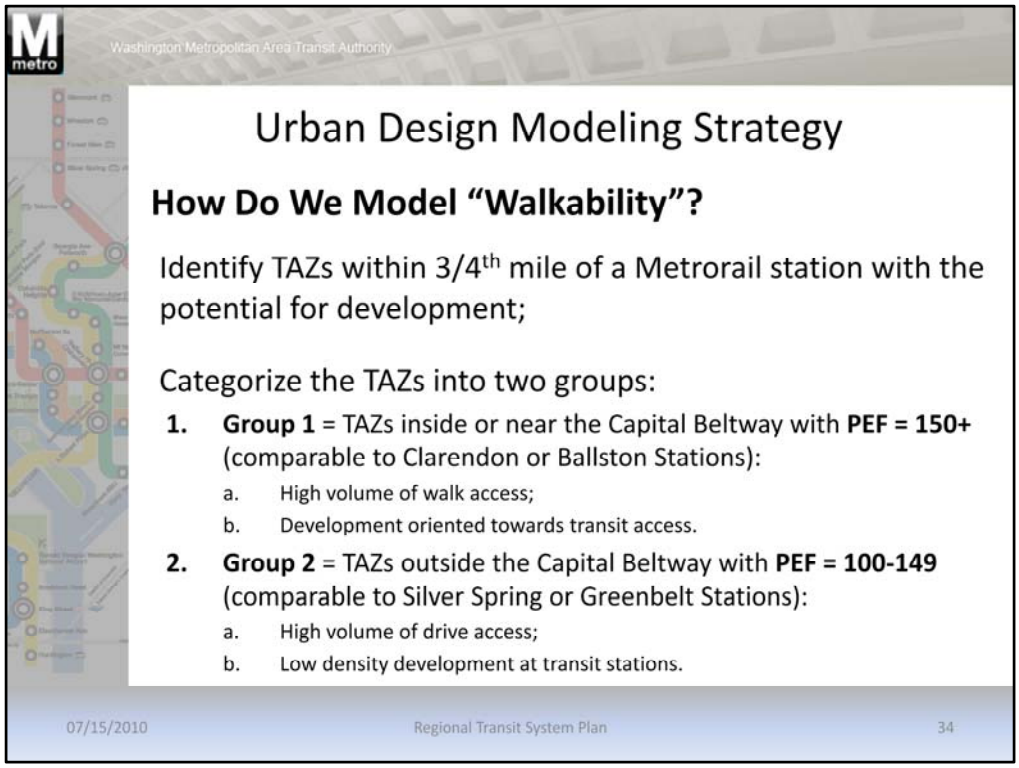
The chart above shows how each strategy performed according to the Measures of Effectiveness.



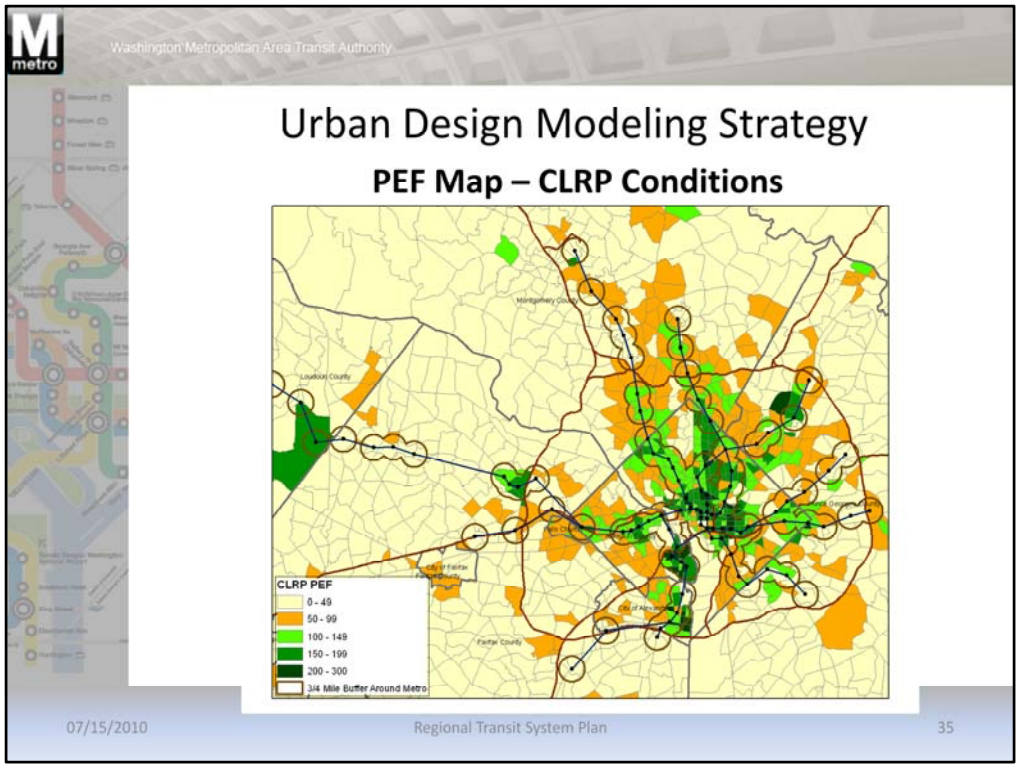
Model runs of additional strategies will occur in the future.



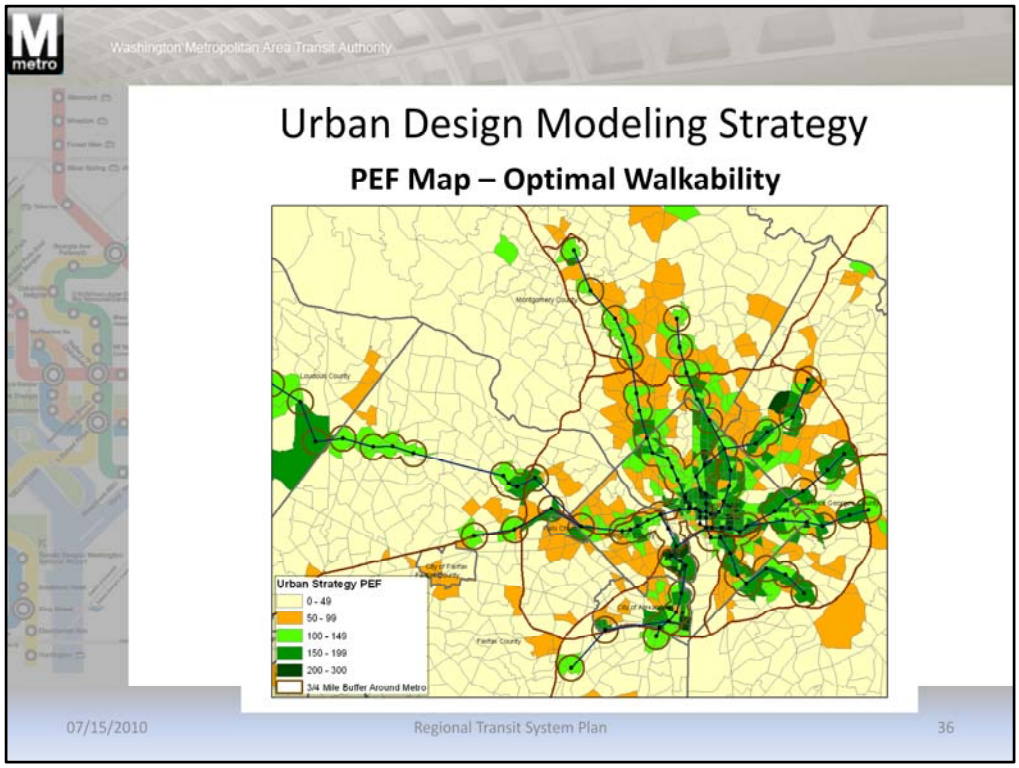
In order to determine the impact more walkability would have on increasing transit use, we will utilize the Pedestrian Environment Factor (PEF), which informs an individuals mode of access to a transit trip to model walkability.



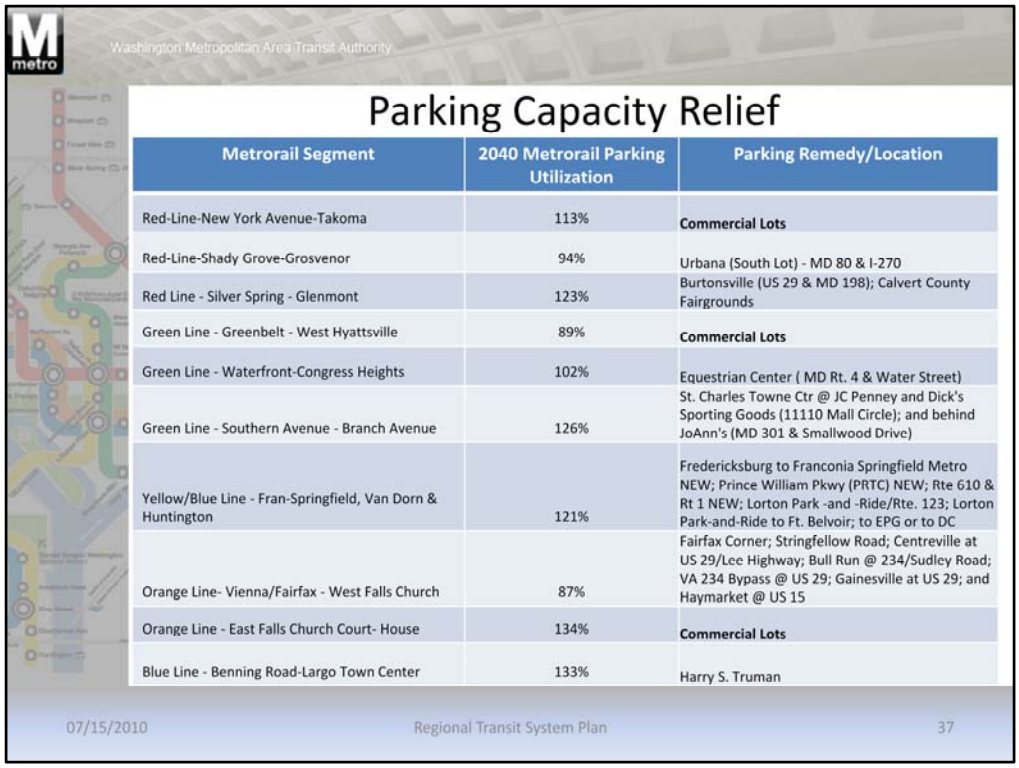
The slide above explains the categories of "walkability" we have developed using the PEF. The Transportation Analysis Zones (TAZ's) were separated into two categories: those inside or near the Capital Beltway (Group 1) and those TAZ's outside the Capital Beltway. Typically, those stations with high walk access and transit oriented development tended to have high PEF's and those with less walk access (i.e. no sidewalks or more drive access transit stations) had lower PEF's.



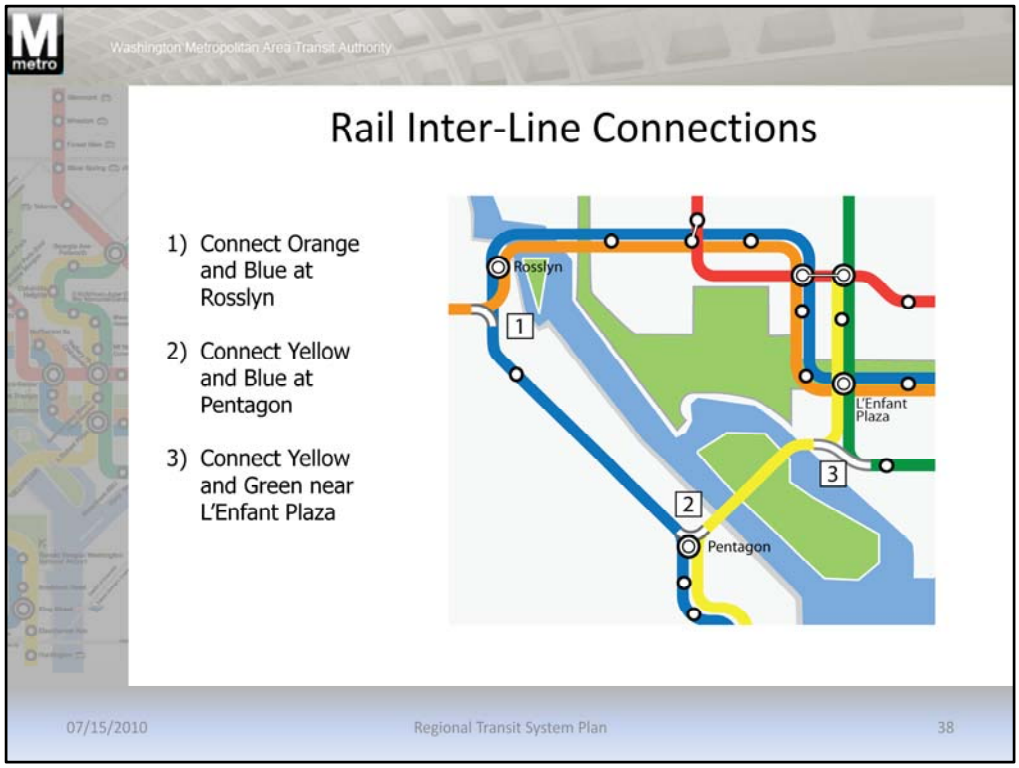
The graphic above shows the existing PEF based on CLRP Conditions.



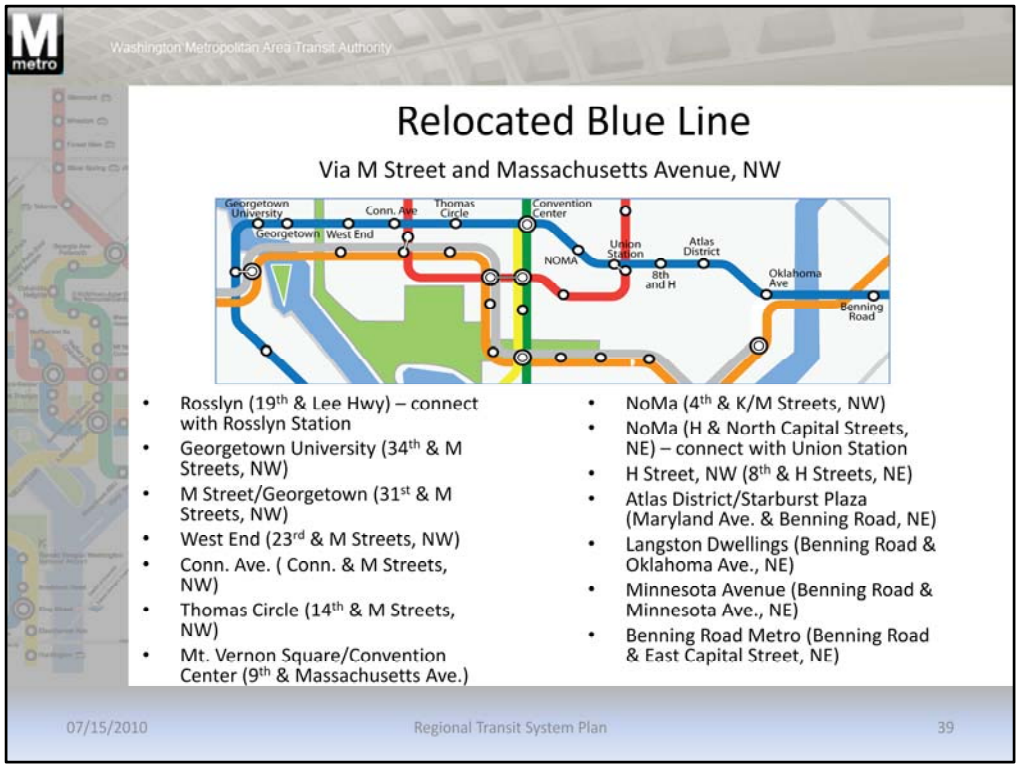
The graphic above shows the increase in PEF's if the pedestrian environment and walkability were enhanced around Metrorail stations.



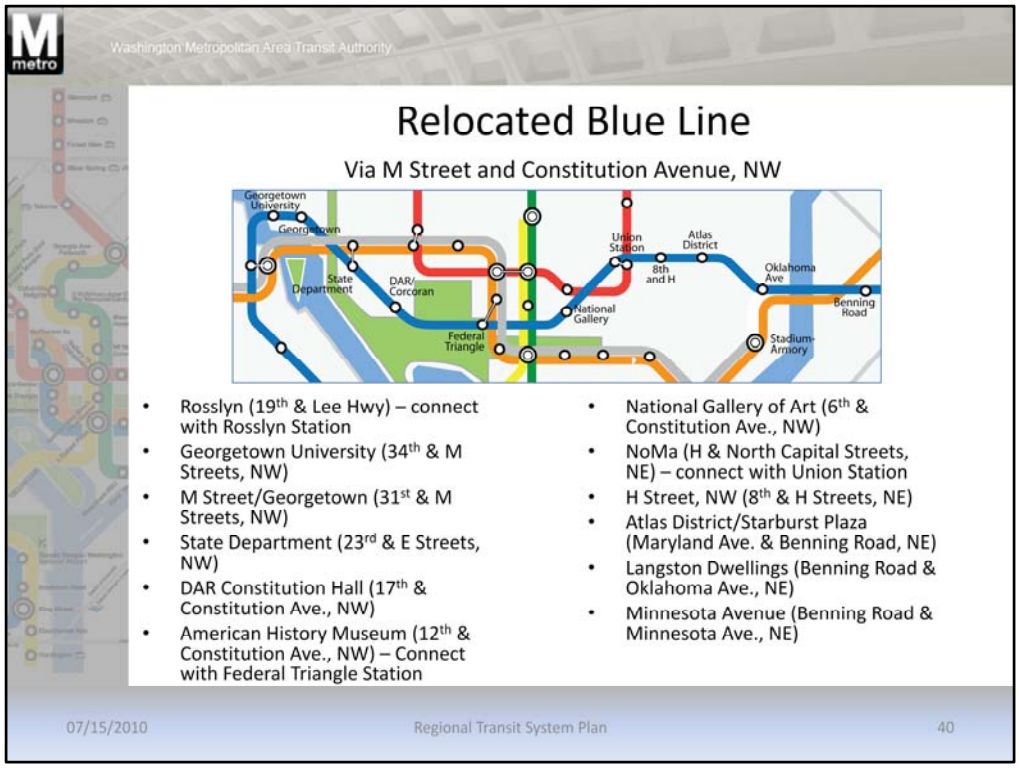
The Parking Capacity Relief Spreadsheet above shows the Metrorail Station parking utilization by line segment and some existing and potential parking lots where additional parking can be accommodated near the Metrorail Station. The Parking Capacity Relief Strategy will evaluate potential park-n-ride locations in the region and the potential for Metro-operated shuttle buses to service those parking lots.



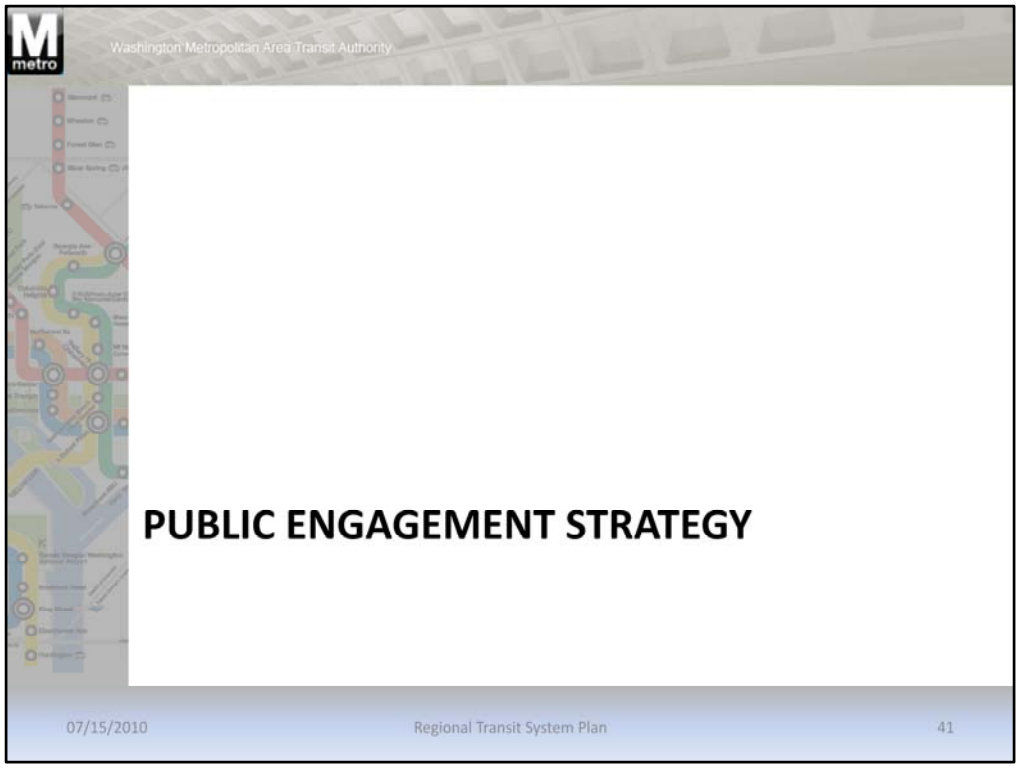
The graphic above shows three locations where rail "interlining" (Definition: When different trains operate on the same route or line) can occur to relieve some of the pedestrian congestion at high transfer/ridership Metrorail Stations.



The graphic above shows potential stops along a relocated Blue Line which could serve those areas not currently easily accessible to Metrorail. This proposed alignment follows Massachusetts Avenue, NW, serving the NoMa Neighborhood in Northeast; Union Station and proceeding East along an alignment parallel with H Street/Benning Road, Northeast.



The graphic above shows potential stops along a relocated Blue Line which could serve those areas not currently easily accessible to Metrorail in near the National Mall. This proposed alignment follows M Street and Constitution Avenues, NW, serving the State Department; DAR Constitution Hall; the National Galleries; Union Station and proceeding East along an alignment parallel with H Street/Benning Road, Northeast.


Washington Metropolitan Area Transit Authority
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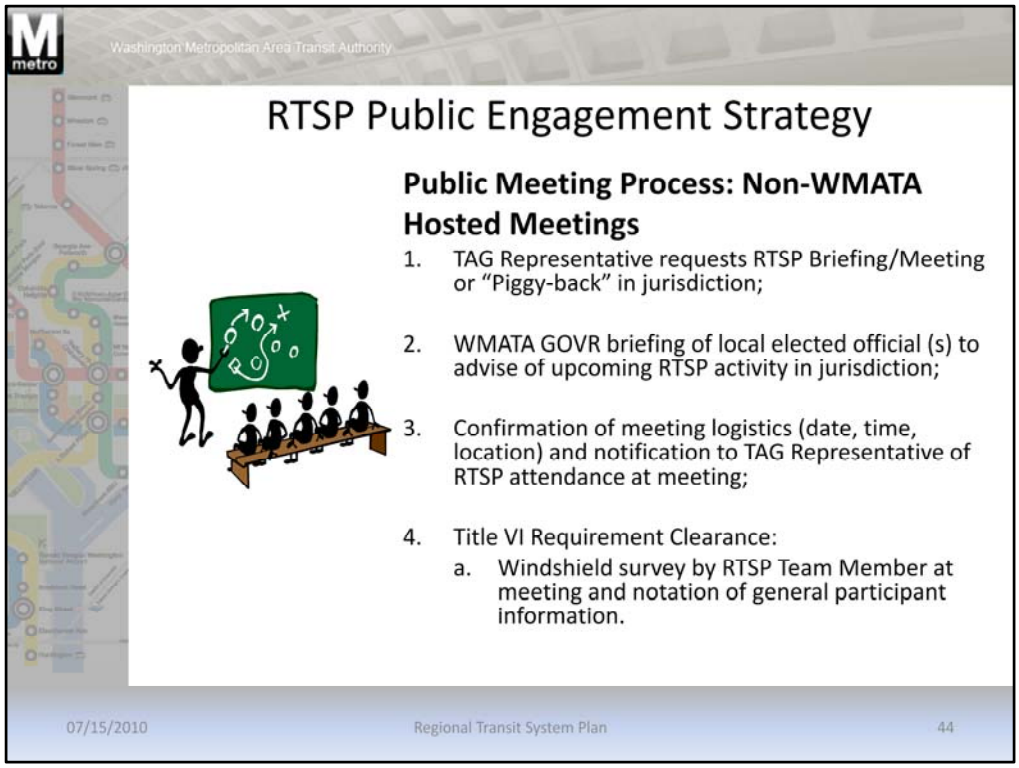
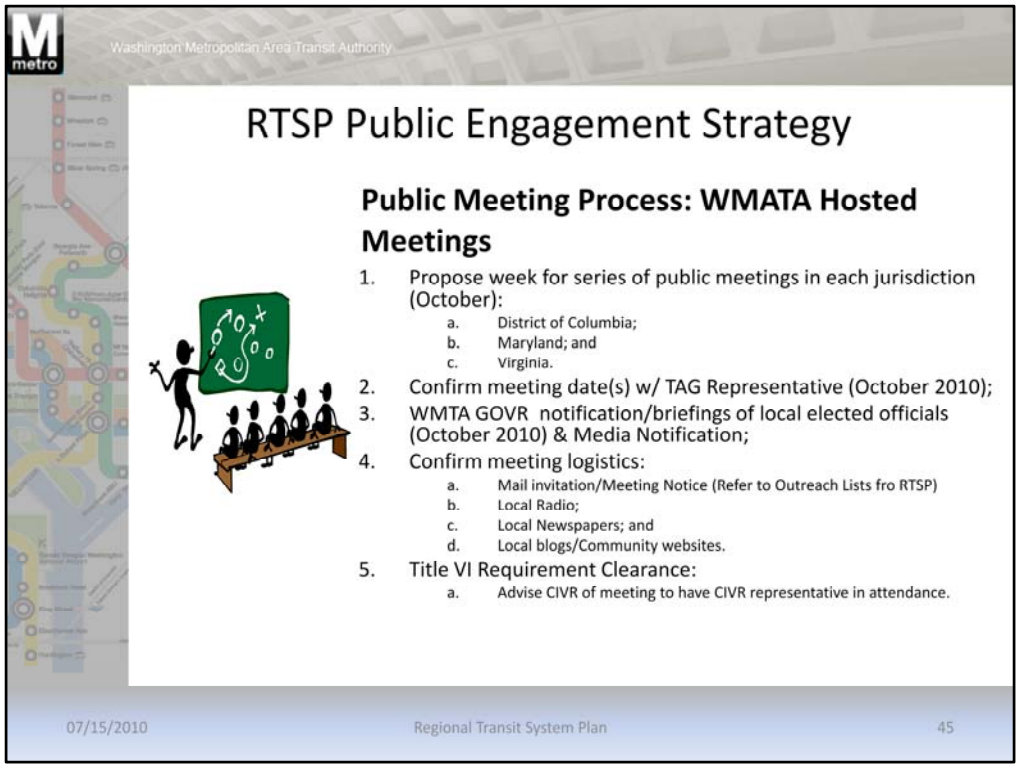
The RTSP Team Members will utilize several methods in our Public Engagement "Tool-Kit", to inform and educate stakeholders on the RTSP.

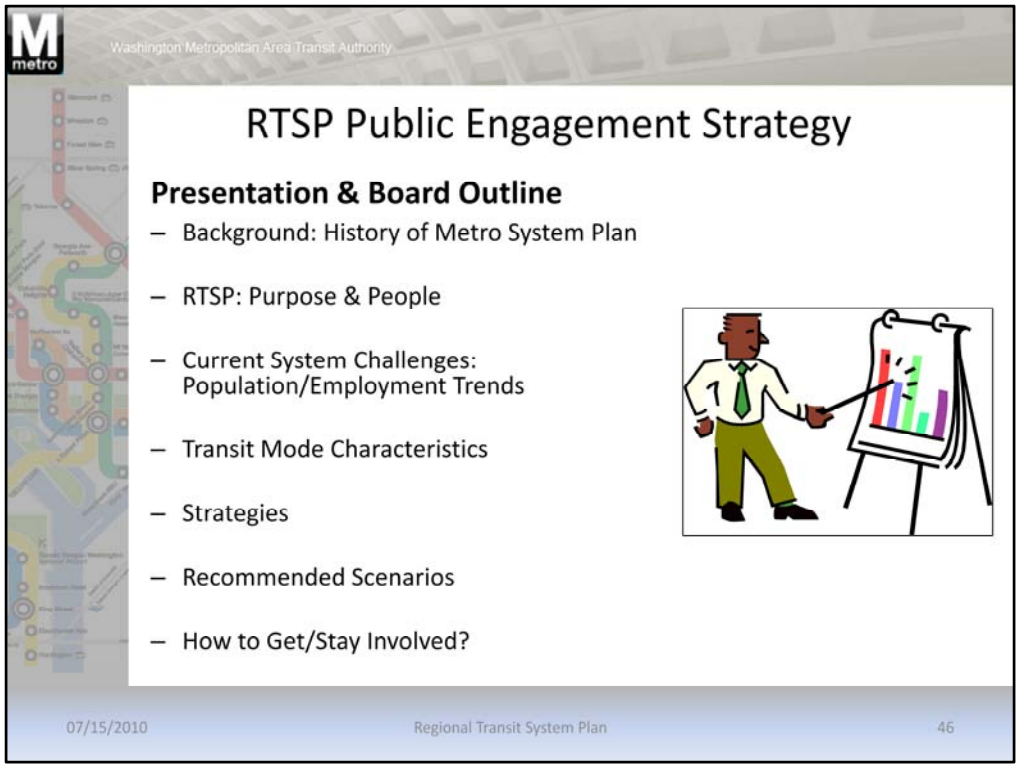
The graphic above shows a DRAFT screenshot of the proposed Office of Long Range Planning's Blog with information on the RTSP.



The slide above outlines the process by which Metro will engage the public in the respective TAG jurisdictions.



The slide above outlines the process by which Metro will engage the public in Metro-hosted meetings and workshops.



The slide above provides the proposed content of the project boards that will be developed for the RTSP public meetings and workshops.