



Washington Metropolitan Area Transit Authority

Presentation to Prince William Board of County Supervisors

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September 22, 2015



Purpose

- Metro today
- Prince William County ridership
- Metro 2025 capacity needs
- Region's transit challenges and opportunities
- Metrorail supporting information
- "Joining" WMATA



Metro Today

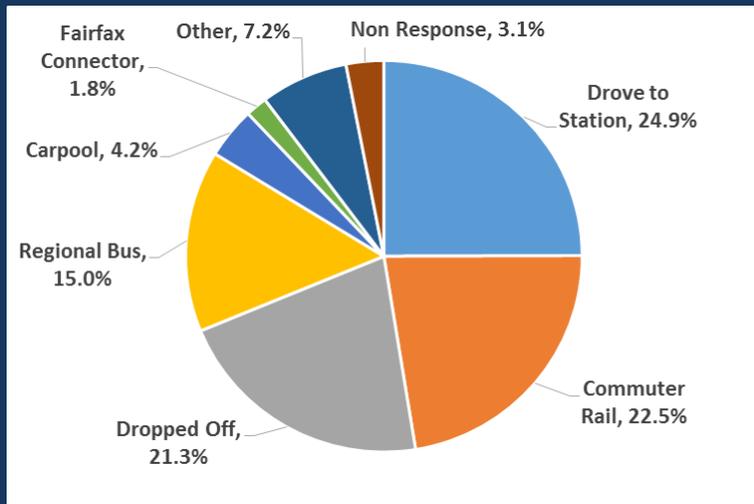
- 117 miles of “heavy rail”
- 91 stations, 6 lines in operation
- 300 bus routes / 175 bus lines
- 1.2 million trips per day
- 2nd largest rail ridership and 6th largest bus ridership in United States



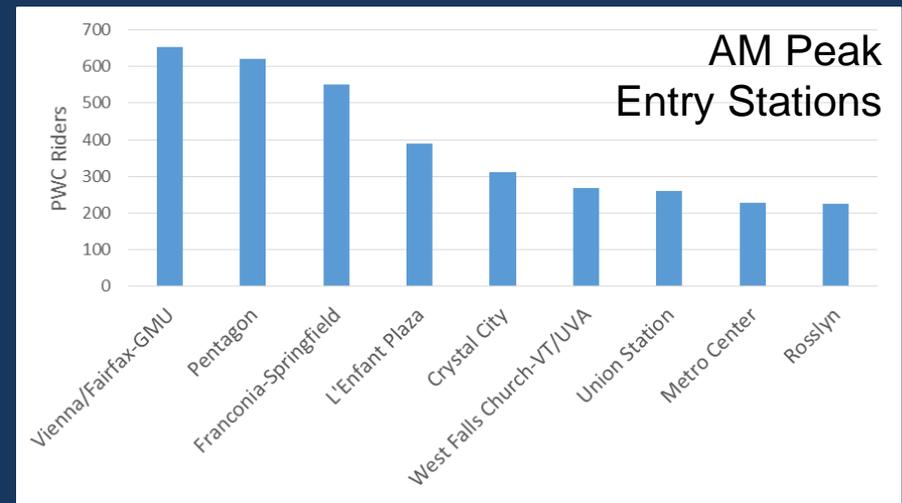
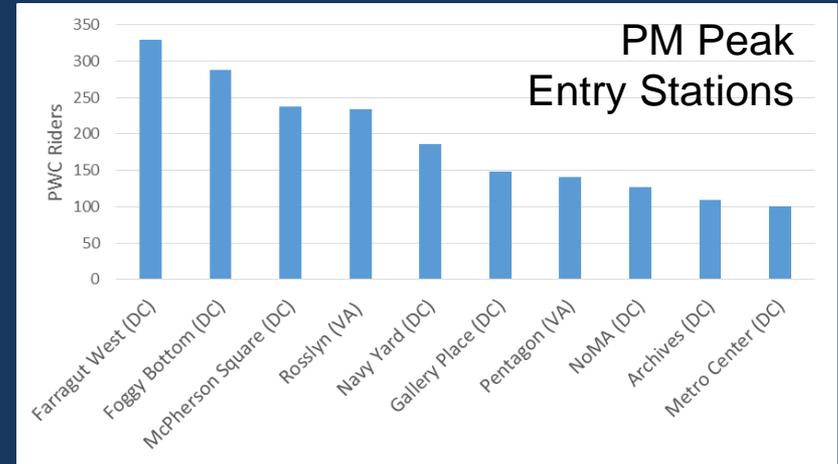


Prince William County Ridership (2012)

10,600 Metrorail trips taken by county residents daily



AM Peak Access Modes





Metro 2025 Capacity Needs



Longest possible trains to provide more seats

More cars + power improvements and maintenance facilities to operate all 8-car trains during rush hours



Improved flow through major stations

More escalators, stairs and mezzanine space added at transfer Stations to accommodate more riders more comfortably



More reliable, faster bus service

Bus-only lanes along major corridors, additional limited-stop and express service, and more buses will upgrade bus service



Metro 2025 Capacity Needs



More timely, reliable customer information

Metro will provide a network for region-wide transit information and fare collection, giving customers information when and how they want it



Improve reliability of rail system

New connections will allow trains to more easily be routed around delays and get back on-time more quickly



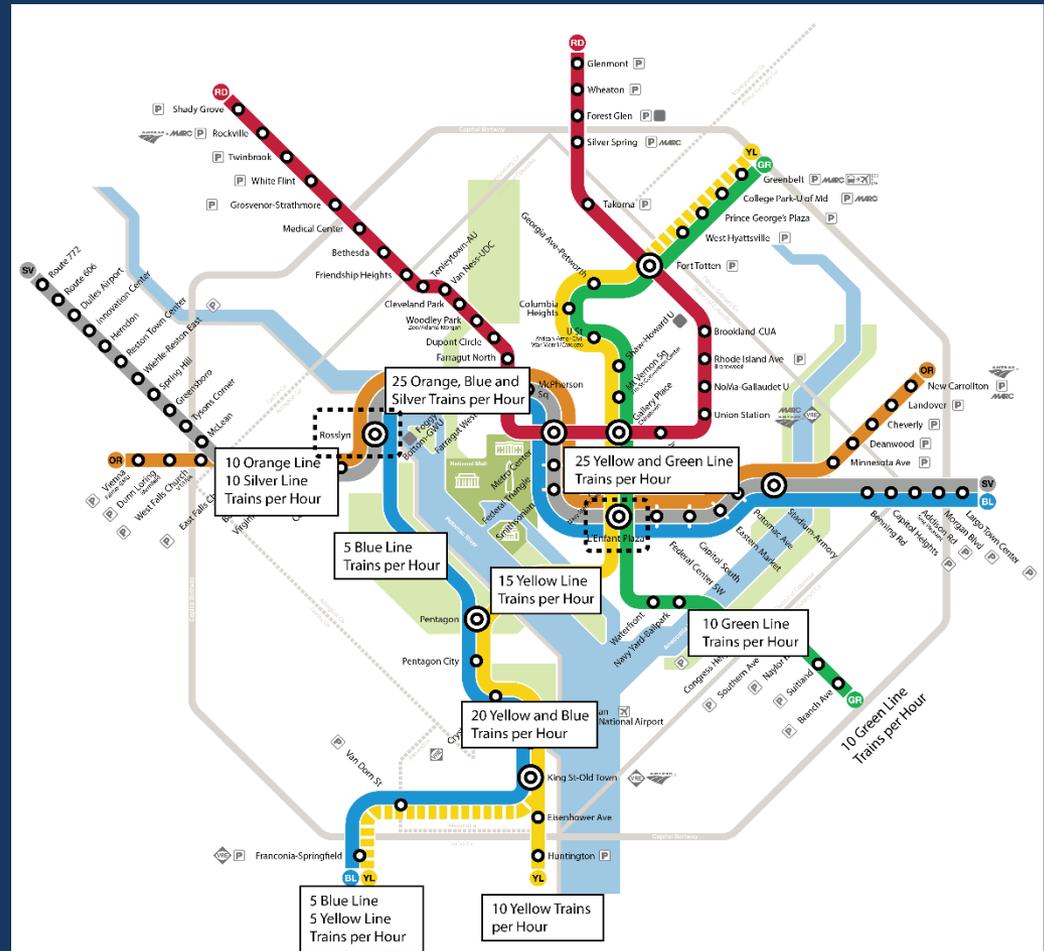
Increase rush hour service on the Blue Line

New track connections or a new station at Rosslyn will allow for more frequent Blue Line service during rush hours



Why the Metrorail Core Matters

- Over 80% of Metrorail trips in the AM peak go to or through the core of the system
- Metrorail core capacity = train + tunnel + station



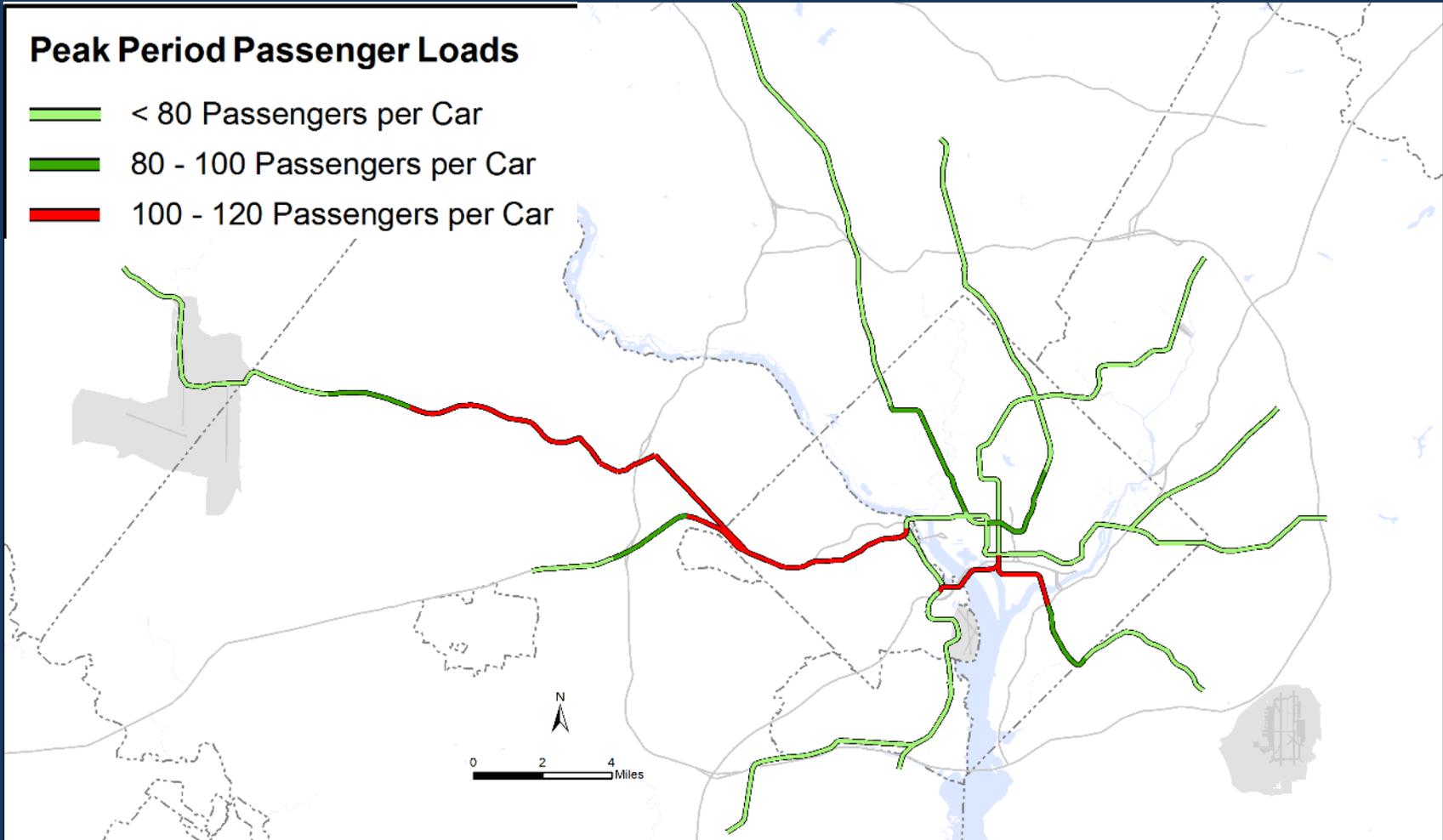
AM Peak Direction Metrorail Operating Plan



2040 Metrorail System Forecast

Peak Period Passenger Loads

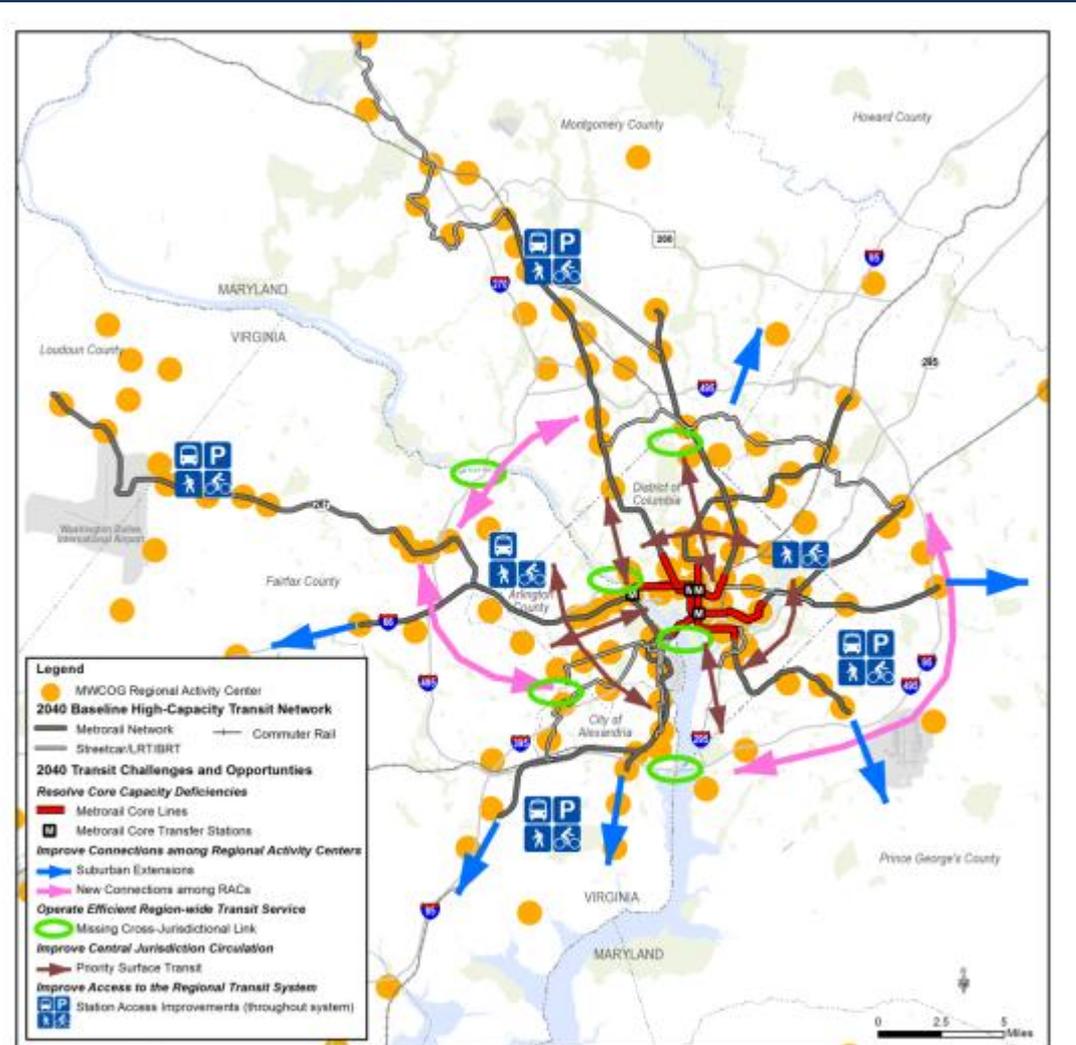
-  < 80 Passengers per Car
-  80 - 100 Passengers per Car
-  100 - 120 Passengers per Car





Regional Challenges and Opportunities

- Resolve core capacity constraints
- Improve connections among regional activity centers
- Enable cross-jurisdictional transit services
- Improve central jurisdiction circulation
- Improve access to the regional transit system





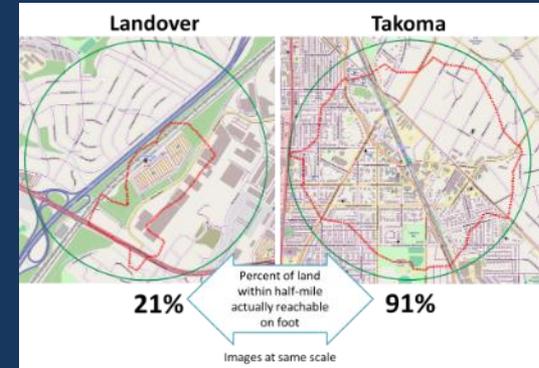
Metrorail Supporting Information: What Makes Expansion Viable



Current Density



Future Ridership



Current Built Environment

Corridor must meet “medium”
threshold in 2 of 3 criteria to pass

Mode	Criteria	Metric	Thresholds		
			Low	Medium	High
Suburban Metrorail	Density	Households per Acre	<12	12-18	>18
		Employment per Acre	<19	19-26	>26
	Ridership	Ridership per Mile	<3,500	3,500-7,000	>7,000
	Built Environment	WMATA Walkshed Rating	<50%	50%-65%	>65%



Metrorail Supporting Information: Cost Estimation Information

Metrorail



At-Grade



Elevated



Tunnel

\$100-600M per mile

Stations



\$80-300M per station

Rail Cars



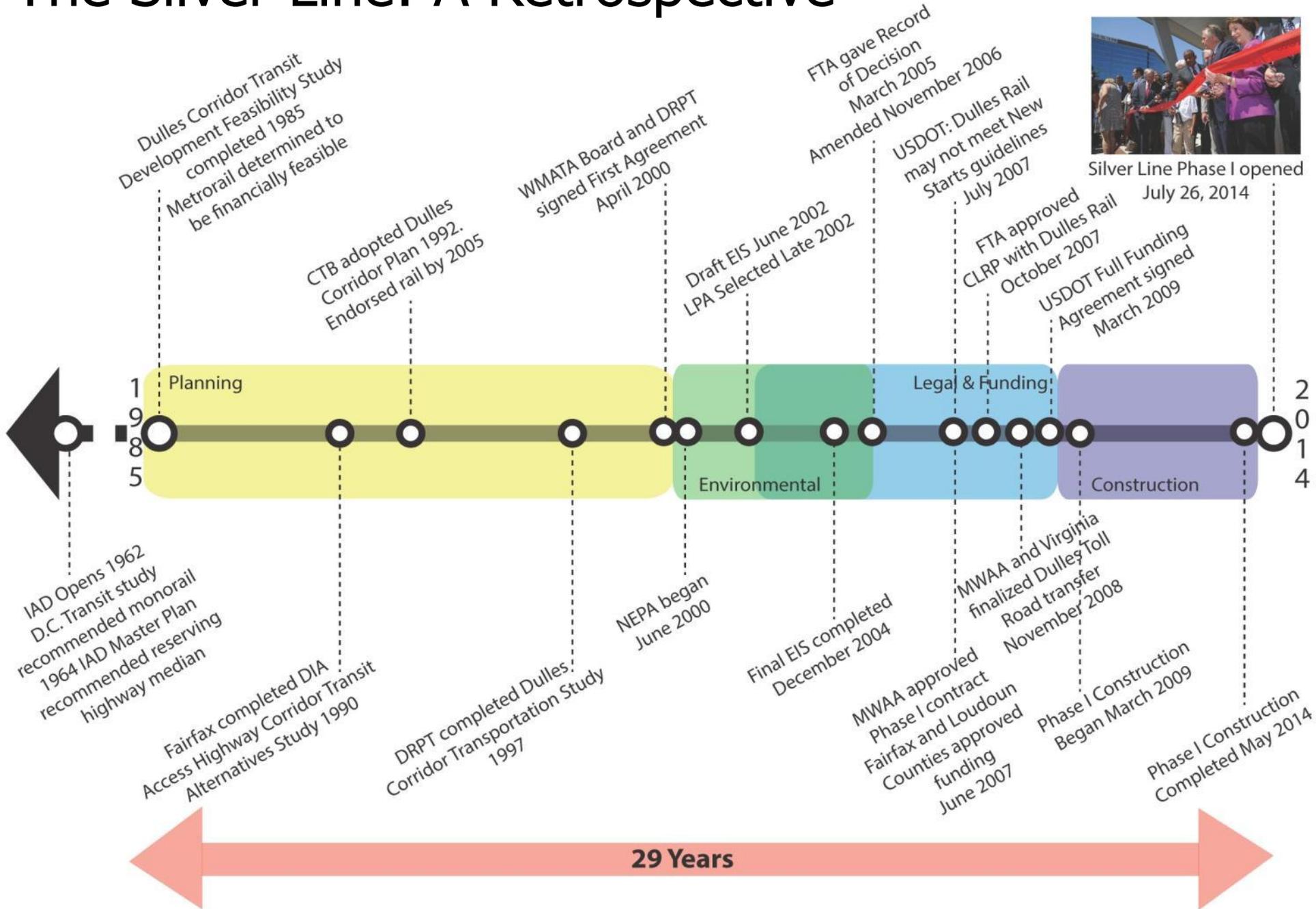
\$17-22M per 8-car train



Metro Keeps the Region Working

- Businesses near Metro- better access to employees and customers
- Job growth: four times higher at Metro stations than region
- 54% of the region's two million jobs are within 1/2 mile of Metro
- Proximity to Metrorail increases property value by 7-9%

The Silver Line: A Retrospective





“Joining” WMATA

- Modify the WMATA Transit Zone
 - WMATA Board resolution
- Amend the WMATA Compact
 - Has been amended 7 times, the most recent in 2009 following passage of the federal PRIIA legislation
 - Requires
 - Identical legislation in the District, Maryland and Virginia
 - Consent of Congress