



Meeting Market Demand

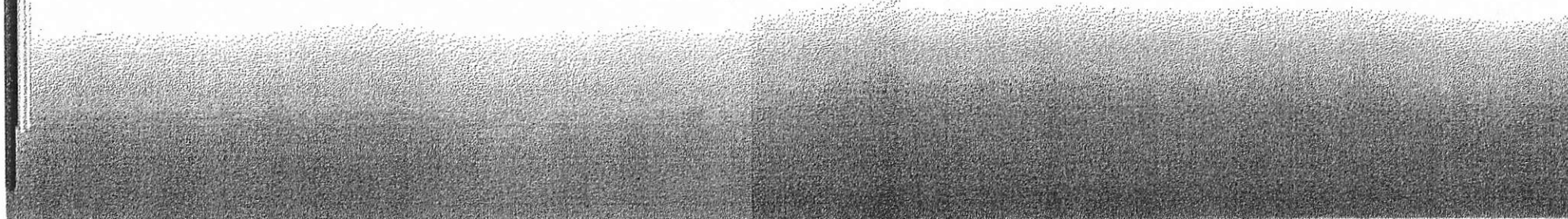


CORE CAPACITY STUDY

The Next 25 Years

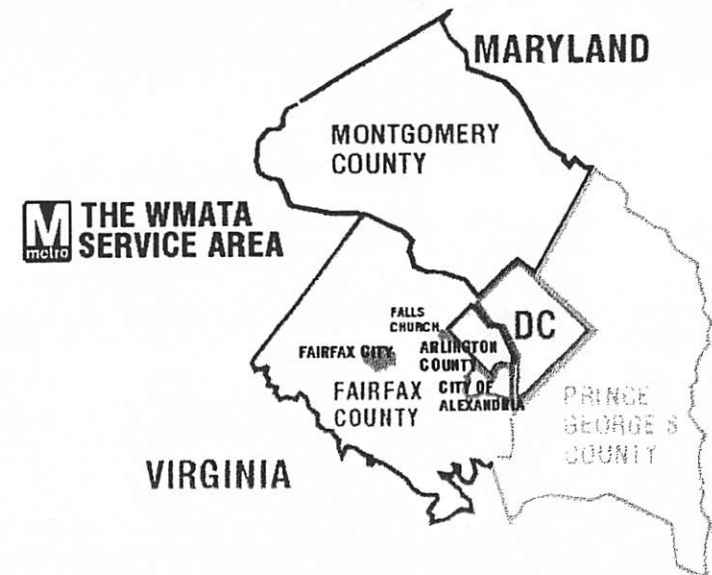


A Prescription for Meeting Market Demand



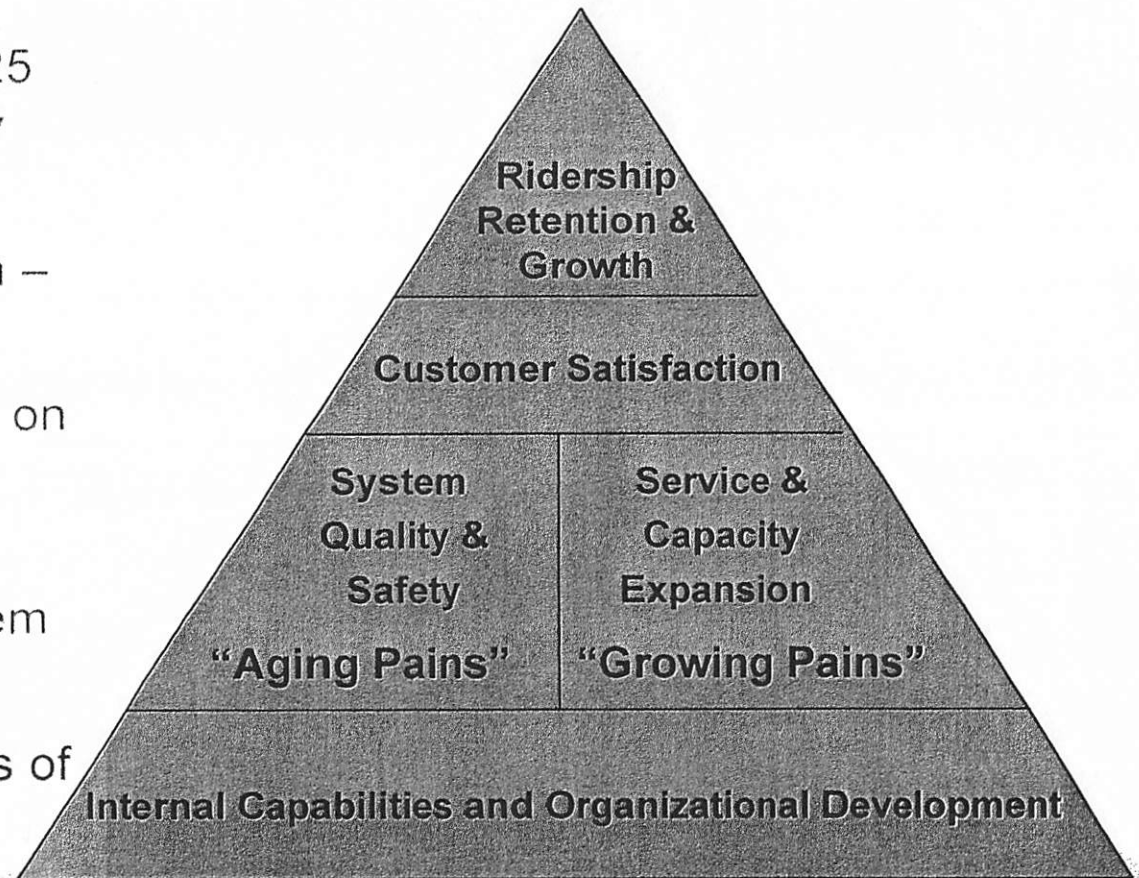
Metro: The Genesis and the Initial Mission

- Created in 1967 by Interstate Compact through legislation passed by DC, Maryland, Virginia and the U.S. Congress to plan, finance, construct and operate a comprehensive mass transportation system in the National Capital Region.
 - Unprecedented federal/state/local cooperation and coordination
 - Broad public support – unites the region
 - Has withstood the test of time



Metro Business Plans

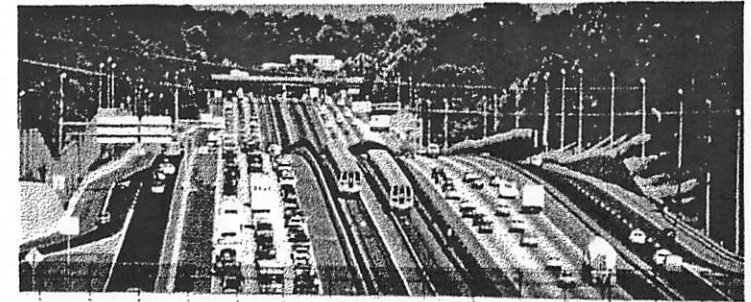
- Metrorail and Metrobus now 25 and 30 years old, respectively
- System has experienced extraordinary ridership growth – nearly 25% in 5 years
- System demands are present on several fronts
- Previous capital expenditures focused on the 103 mile system build-out
- Now faced with dual demands of **infrastructure renewal** and **servicing continued growth requirements** - - combined **Aging and Growing Pains**



How Do Metrobus and Metrorail Benefit the Region?

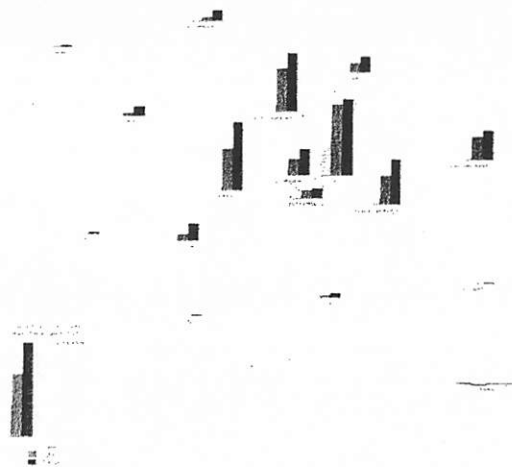
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- Over 1.1 million trips per day on Metrorail and Metrobus
 - Second largest rail system
 - Fifth largest bus system
 - Significant ridership growth rates
- 18% of all peak period trips in WMATA service area
- 41% of trips to the region's core, including Rosslyn, Crystal City and the Pentagon
- Removes up to 325,000 vehicles from the road system *feed the economy*
- Eliminates need for approximately 1,400 highway lane miles
- Over \$15 billion economic development value at station sites (e.g., Bethesda, Ballston, Farragut Square)



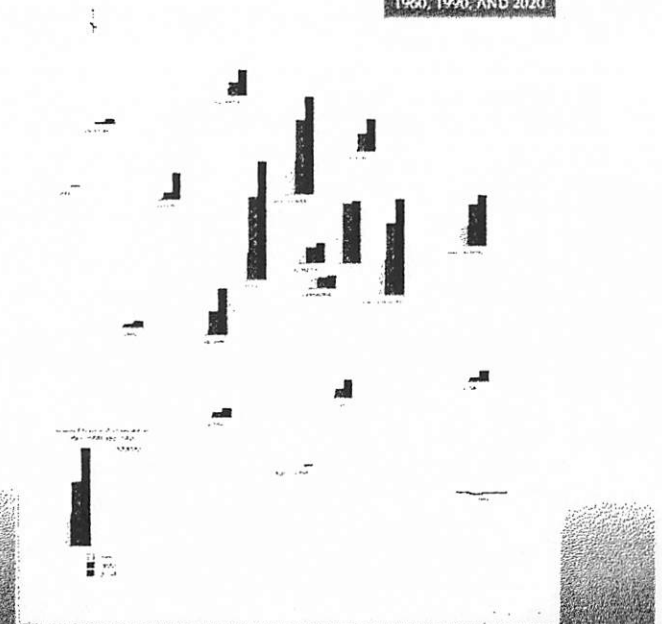
What Does the Future Hold?

ACTUAL/PROJECTED
AT-PLACE EMPLOYMENT
1960, 1990, AND 2020



- Region's population will increase 32% to 5.9 million by 2025
- Number of jobs in the region will increase 39% to 3.9 million by 2025

ACTUAL/PROJECTED
POPULATION
1960, 1990, AND 2020



- Number of domestic and international visitors will continue to grow
- *Currently fourth in the nation for congestion and first in per capita costs of congestion - more of the same in the future
- Sustained regional economic viability depends on improved mobility

Metro Funding Challenges

- **MUST** rehabilitate and replace current system assets to support safe and reliable operations



(maintenance)
Infrastructure Renewal Program (IRP)

- **NEED** additional rail cars, buses, facilities, parking and capacity enhancements to handle ridership demand



(expand)
System Access and Capacity Program (SAP)

- **SHOULD** build new rail and bus lines to respond to regional growth



(future - next)
System Expansion Program (SEP)

Priority 1 – MUST DO: Infrastructure Renewal Program (IRP)

- Current capital funding commitment between WMATA and our funding agencies ends in 2003 – expanded commitment urgently needed
- Additional \$25 million per year in 2004 and 2005 assumed but no state/local commitment
- Ten year capital plan requires additional funding increases of \$40 million in 2006, \$100 million in 2007 and \$150 million in 2008 and thereafter but no state/local commitment yet
- Federal transit reauthorization beginning in federal fiscal year 2004 will not provide sufficient additional amounts to cover increased requirements – additional state/local support required
- Amount required from non-federal sources substantially higher in earlier years
- Total estimated needs of \$9.8 billion through 2025
- **\$1.2 billion unfunded**

Priority 2 – NEED TO DO: System Access/Capacity Program (SAP)

Study Goals

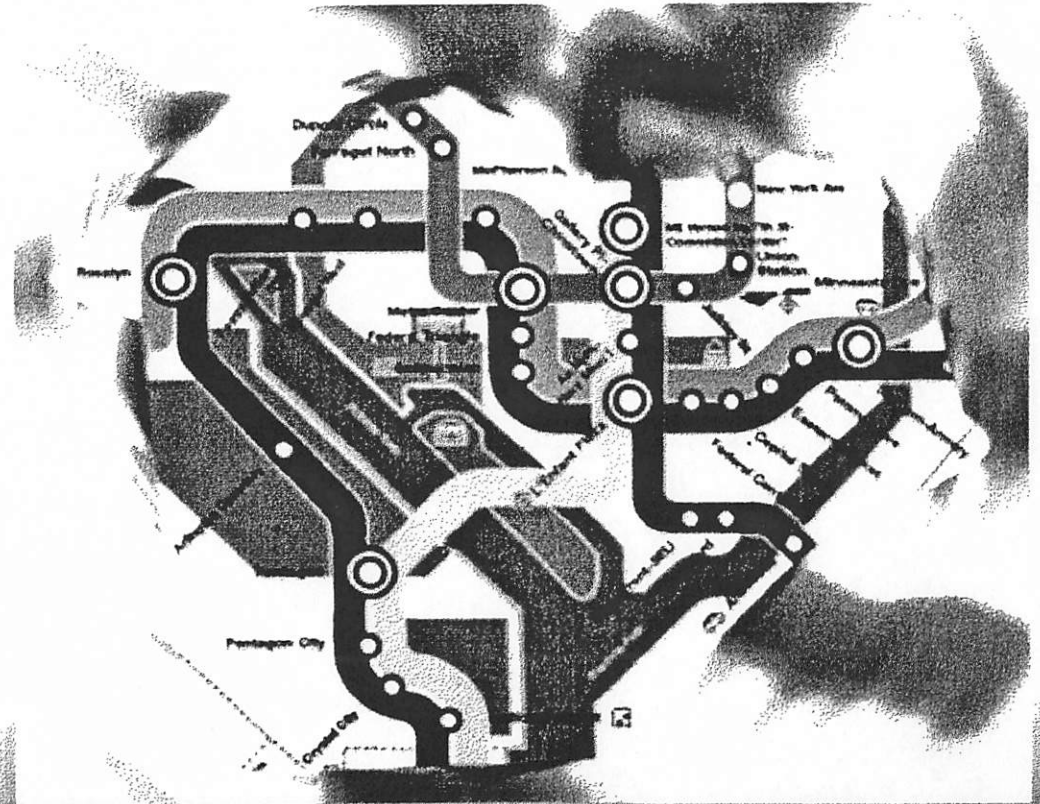
- Determine the capacity limits of the existing Metro system
- Relate projected ridership growth rates to Metro capacity
- Develop prioritized and phased recommendations to incrementally achieve necessary Metrorail and Metrobus capacity enhancements

Study Approach

- Integrate Core Capacity Study and Regional Bus Study results
- Utilize existing regional sources of data to develop ridership projections
- Create formal definitions for system capacity
- Evaluate baseline conditions for the Metro system
- Determine when ridership demand will exceed system capacity
- Identify Metro improvements to provide capacity to meet forecast demand

Metrorail System Core

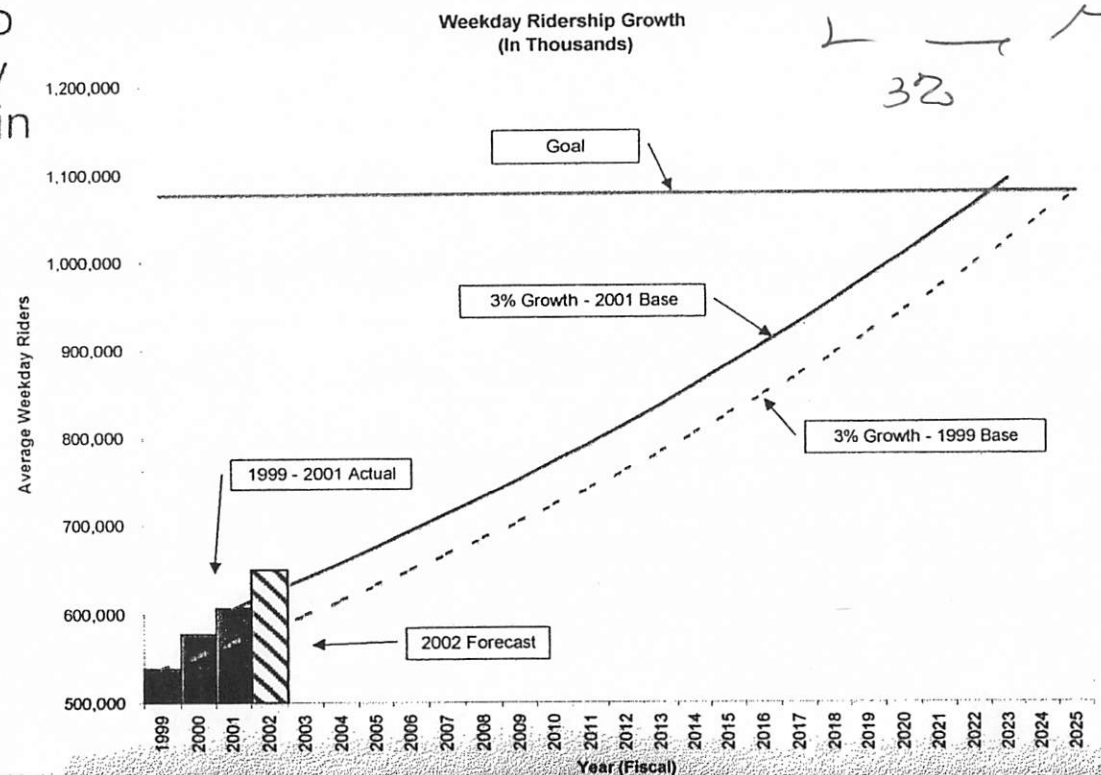
- Core of Metrorail system serves:
 - 60% of customers
 - 90% of transfer activity
 - 100% of train trips
- Core accounts for:
 - 35% of stations
 - 19% of track
 - 22% of traction power
 - 17% of interlockings



Metrorail Ridership

Rising Faster Than Expected

- In 1999, Board adopted goal to double bus and rail ridership by 2025 in order to merely maintain market share.
- Metrorail ridership expected to grow at average annual rate of approximately 3% based on MWCOC forecasts.
- Growth curves illustrate that:
 - 3% regional growth on 1999 base doubles ridership by 2025
 - 3% regional growth on 2001 base doubles ridership by 2022
 - If current growth rates continue, ridership will

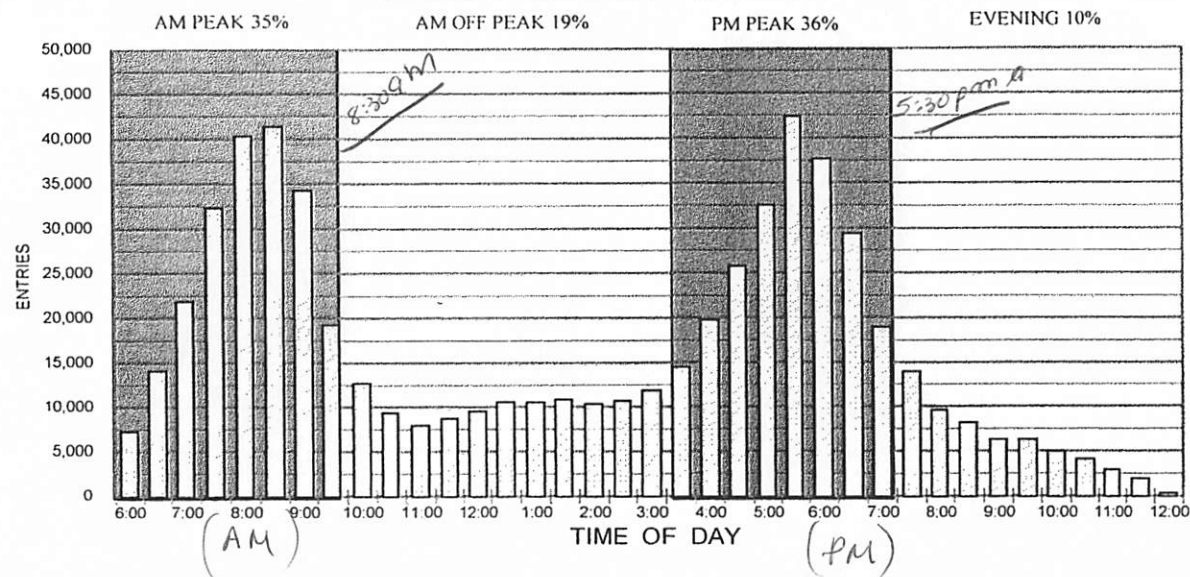


Ridership Profile

Peak Period Demand Determines Capacity Requirement

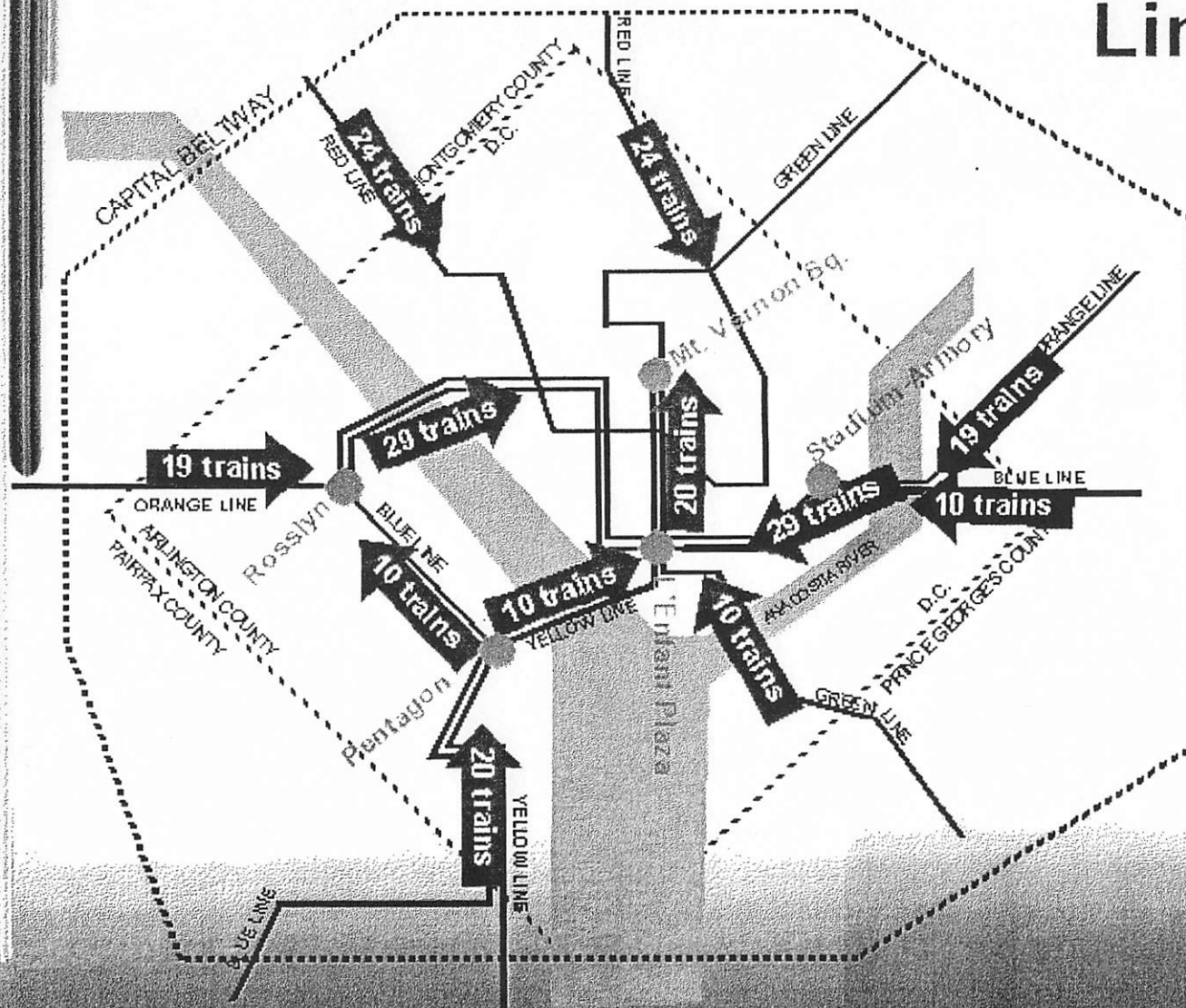
- System operates at or near capacity during the peak periods.
- More than 70% of total ridership occurs in the peak periods.
- On a systemwide basis, peak one-hour ridership accounts for approximately 43% of peak period ridership.

METRORAIL RIDERSHIP BY TIME OF DAY
AVERAGE WEEKDAY FOR FY2001



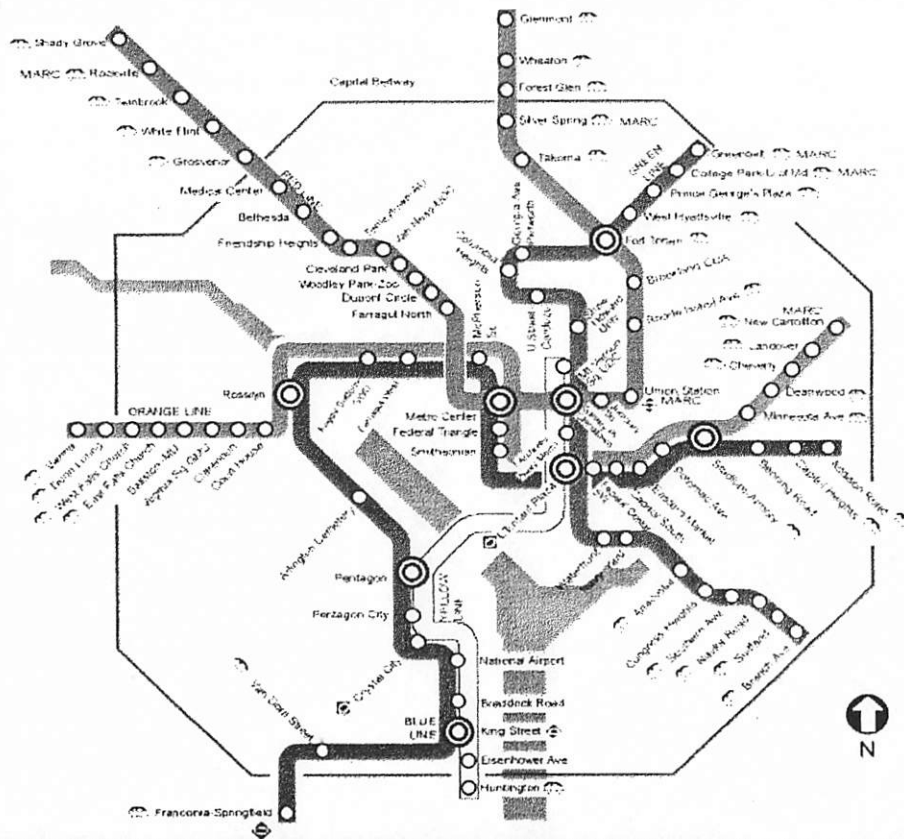
Metrorail System Line Portals

- Metro has five capacity bottlenecks.
- At 135 seconds between trains (the shortest possible interval), Metro can operate a maximum of 26 trains per hour through a portal with 98% service reliability.
- As the number of trains per hour increases above 26, the reliability of service deteriorates.
- This results in the following capacity limits:
 - 6-car trains 18,700 passengers per hour per direction of travel
 - 8-car trains 25,000 passengers per hour per direction of travel

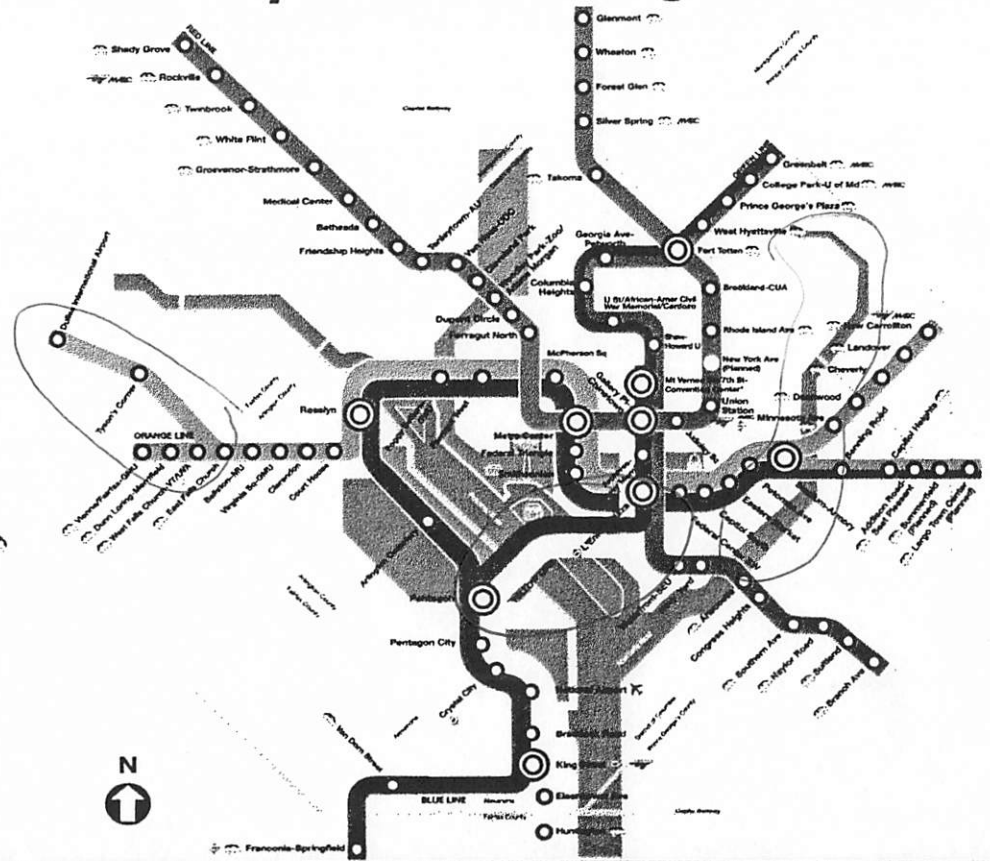


Optimizing Rosslyn and L'Enfant Portals

Current System



Proposed Configuration



Baseline Conditions

Metrorail Planned System Expansion

Rail expansion projects included in regional Constrained Long Range Plan:

- **2004:** New York Avenue Station
- **2004:** Largo Extension
- Dulles Corridor:
 - **2003 to 2005:** Tysons Corner Bus Rapid Transit
 - **2006:** Tysons Corner Metrorail
 - **2010:** Dulles Airport/Loudoun Co Metrorail

FY 2001 Base Conditions	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
RED																										
ORANGE																										
BLUE																										
YELLOW			↓																							
GREEN																										

	Not more than a seated load; no standees
	Up to 50 passengers standing; moderate crowding
	More than 50 passengers standing; very crowded

Steps to Increase Core Capacity

- **Step 1:** By 2003, implement 6-car peak-period train operations on all lines with full deployment of the 192 new rail cars currently being delivered to the Authority and implementation of associated actions.

Step 1 Results	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
RED																										
ORANGE																										
BLUE																										
YELLOW																										
GREEN																										

	Not more than a seated load, no standees
	Up to 50 passengers standing; moderate crowding
	More than 50 passengers standing; very crowded

Steps to Increase Core Capacity (continued)

- **Step 2:** By 2006, reconfigure Blue and Orange line service patterns to maximize utilization of Rosslyn and L'Enfant Plaza portals and accomplish 25% implementation of 8-car train operations and associated actions.

Blue line → ✓

Step 2 Results	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	
RED																											
ORANGE																											
BLUE (Largo)																											
YELLOW/ BLUE (Greenbelt)																											
GREEN																											

	Not more than a seated load; no standees
	Up to 50 passengers standing; moderate crowding
	More than 50 passengers standing; very crowded

Steps to Increase Core Capacity (continued)

- Step 3: By 2010, complete 50% implementation of 8-car train operations, operate all Red Line trains between Shady Grove and Glenmont and implement associated actions.

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Step 3 Results	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
RED																										
ORANGE																										
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GREEN																										

	Not more than a seated load, no standees
	Up to 50 passengers standing, moderate crowding
	More than 50 passengers standing, very crowded

Steps to Increase Core Capacity (continued)

Handwritten notes:
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- **Step 4:** By 2014, complete 100% implementation of 8-car train operations and associated actions.

Step 4 Results	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	
RED																											
ORANGE																											
BLUE (Largo)																											
YELLOW/ BLUE (Greenbelt)																											
GREEN																											

	Not more than a seated load; no standees
	Up to 50 passengers standing; moderate crowding
	More than 50 passengers standing; very crowded

Line Inter-Connectivity for Existing System

- Line connections would have the following benefits:
 - Provide ability to move trains among selected lines for better management, route connectivity and flexibility for re-routing among selected lines for incident management.
 - Allow for turning back trains during peak and off-peak periods.
 - Provide staging areas in new tunnel connections to serve major events in the downtown area.
- Recommendation (from map next page)
 - Implement Projects 1 and 2 combined as the highest priority to provide effective re-routing flexibility for the Orange Line.
 - Implement Project 8, the pocket tracks at Potomac Avenue, as the next priority to provide storage for two 8-car trains.
 - Other projects should be considered subject to funding availability. ¹⁸

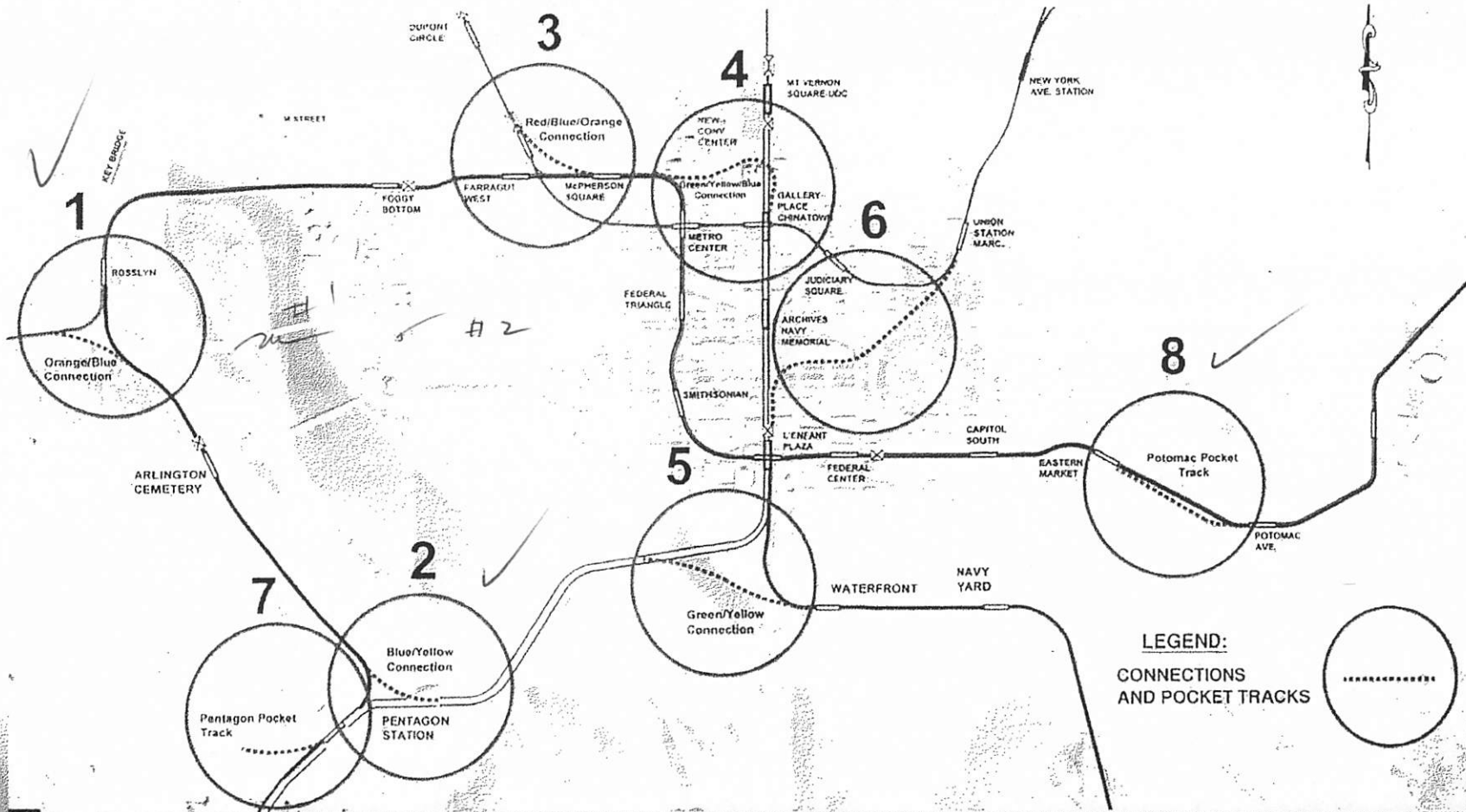
Meeting Market Demand



CORE CAPACITY STUDY

Potential Line Inter-Connectivity Locations

ester ✓ #1
#2
#8



Summary of Findings

- The recommended program of projects provides the capacity to achieve Metro goal to double ridership, utilizing the full design capacity of the existing Metro system.
- If ridership grows faster than projected, investments will have to accelerate.
- A \$4.5 billion (\$5.7 billion inflated) investment is half the cost of the Adopted Regional System (ARS) and meets the demand for service.
- Program elements:
 - 762 rail cars for 8-car trains
 - 1,300 buses
 - 7 bus garages
 - 382 rail storage spaces
 - 98 rail maintenance shop space
 - 33,000 parking spaces
 - 6 station improvements + connectors



Capital Cost Obligation Schedule (\$mil - FY02)

	Phase 1			Phase 1 Subtotal	Phase 2		Phase 2 Subtotal	Total
	Step 1 FY03	Step 2 FY04-06	Step 3 FY07-10		Step 4 FY11-14	FY 15-25		
1) 8-Car Train Operations								
Rail Cars	0.0	430.0	515.0	945.0	0.0	0.0	0.0	945
Associated Systems Support	3.0	132.0	127.0	262.0	82.0	51.0	133.0	395
Maintenance Yards / Shops	104.0	219.0	315.0	638.0	47.0	0.0	47.0	685
<i>SUBTOTAL - 8-Car Train Operations</i>	<i>107.0</i>	<i>781.0</i>	<i>957.0</i>	<i>1,845.0</i>	<i>129.0</i>	<i>51.0</i>	<i>180.0</i>	<i>2,025</i>
2) Access to Metrorail								
Buses	52.8	85.2	90.0	228.0	60.0	220.0	280.0	508
Bus Garages	8.0	72.0	80.0	160.0	80.0	80.0	160.0	320
Parking	16.0	145.0	180.0	341.0	140.0	156.0	296.0	637
Pedestrian & Bicycle Station Access	3.0	12.0	28.5	43.5	40.5	66.0	106.5	150
<i>SUBTOTAL - Access to Metrorail</i>	<i>79.8</i>	<i>314.2</i>	<i>378.5</i>	<i>772.5</i>	<i>320.5</i>	<i>522.0</i>	<i>842.5</i>	<i>1,615</i>
3) Station Enhancements								
Station Enhancements	1.0	119.0	150.0	270.0	0.0	80.0	80.0	350
Station Connections	1.0	69.0	80.0	150.0	0.0	0.0	0.0	150
<i>SUBTOTAL - Station Enhancements</i>	<i>2.0</i>	<i>188.0</i>	<i>230.0</i>	<i>420.0</i>	<i>0.0</i>	<i>80.0</i>	<i>80.0</i>	<i>500</i>
4) Line Connections								
Orange/Blue Line Connection at Rosslyn	0.0	125.0	0.0	125.0	0.0	0.0	0.0	125
Blue/Yellow Line Connection at Pentagon	0.0	150.0	0.0	150.0	0.0	0.0	0.0	150
Potomac Avenue Pocket Track	0.0	0.0	80.0	80.0	0.0	0.0	0.0	80
<i>SUBTOTAL - Line Connections</i>	<i>0.0</i>	<i>275.0</i>	<i>80.0</i>	<i>355.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>355</i>
Core Capacity / SAP Total Program (\$FY 02)	188.8	1,558.2	1,645.5	3,392.5	449.5	653.0	1,102.5	4,495
<i>Inflated Dollars</i>	<i>197.7</i>	<i>1,696.9</i>	<i>2,122.6</i>	<i>4,017.2</i>	<i>609.0</i>	<i>1,075.2</i>	<i>1,684.3</i>	<i>5,701</i>

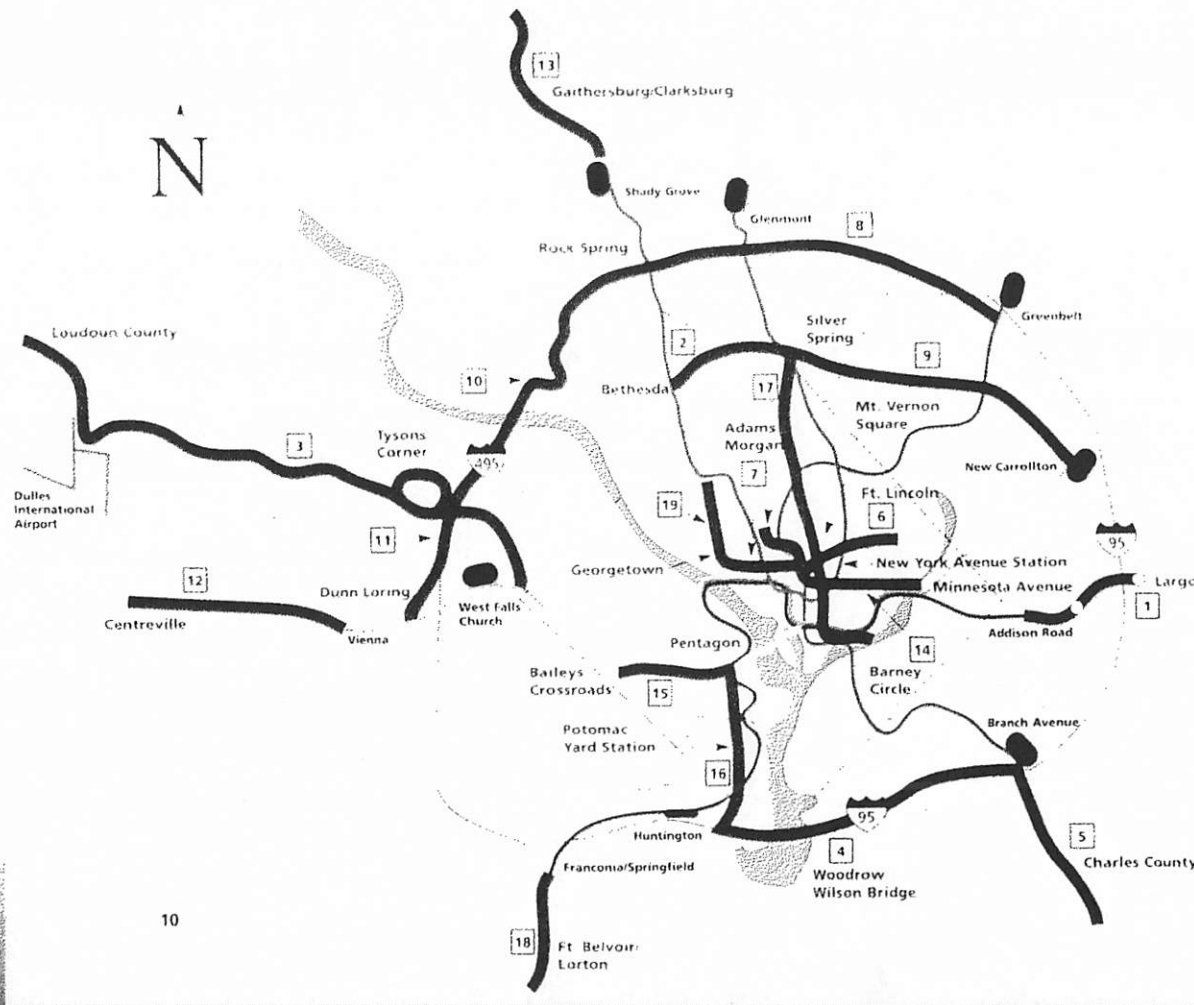
Priority 3 – SHOULD DO: System Expansion Program (SEP)

- 103-mile Adopted Regional System was completed in January 2001
- Board adopted an expansion plan in 1999 as a conceptual blueprint to serve emerging markets
- Expansion Plan proposes the following
 - Improve bus services and serve new markets
 - Regional bus study underway
 - Add Metrorail stations and entrances
 - New York Avenue station (DC)
 - Convention Center new entrance (DC)
 - Ballston and King Street new entrances (VA)
 - Add rail segments and dedicated Bus/HOV facilities
 - Extension of the Blue Line to Largo (MD)
 - Tysons/Dulles/Loudoun BRT/Rail (VA)
 - Other extensions under study, but not funded
- Capital funding provided by sponsoring jurisdiction



SHIMMERFIELD STATION
CONCEPTUAL DRAWING - PAVILION FACILITY VIEW

Transit Service Expansion Plan



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This map shows the Transit Service Expansion Plan Projects approved by the Board of Directors - - an extensive set of capital programs to be implemented over the next 25 years.

An appendix table provides summary description and status information for each of these projects.

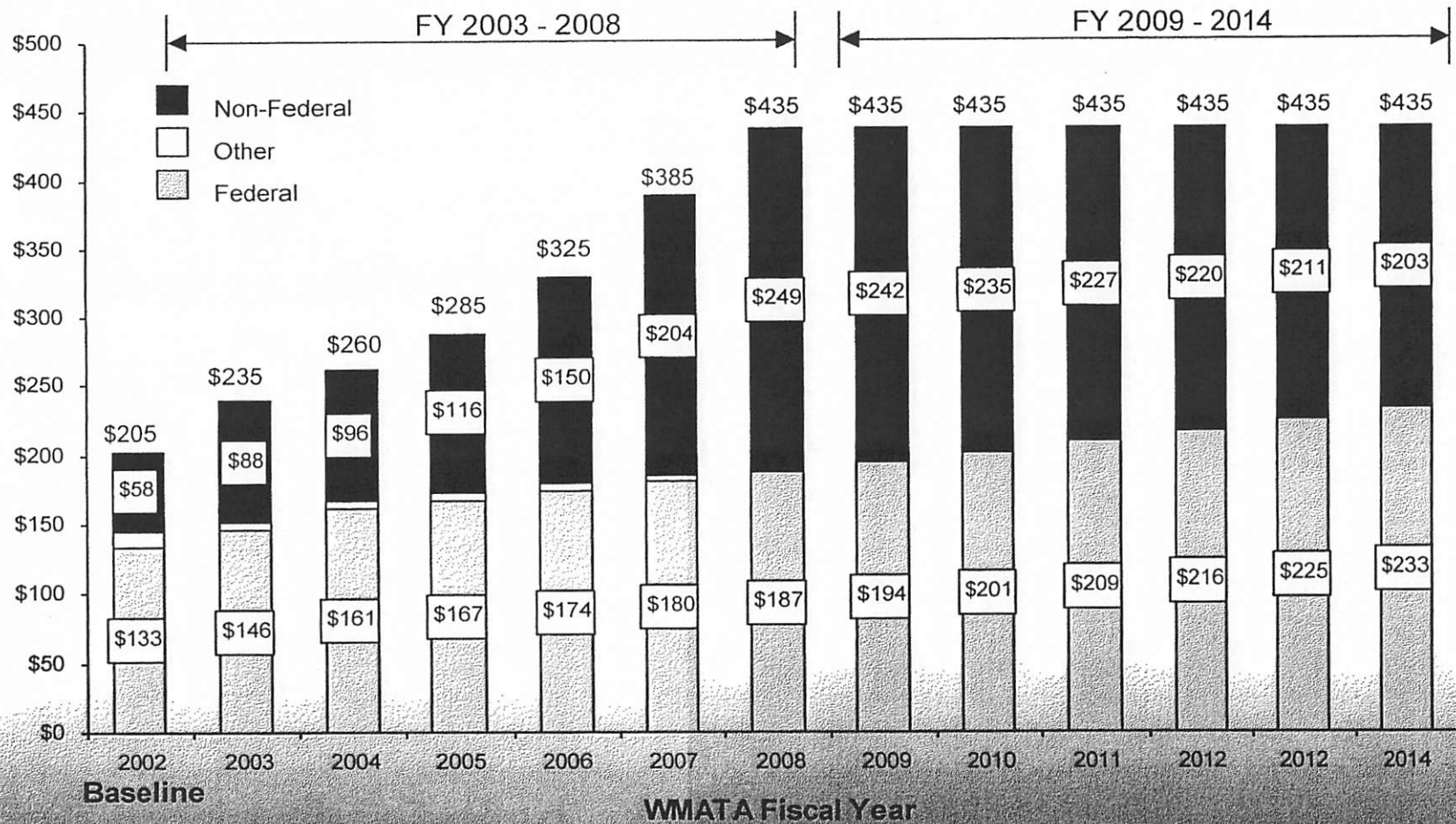
Conclusion

- Public investment in the regional Metrorail and Metrobus system has paid significant dividends in terms of regional mobility and accessibility
- Transit must play a larger role in the future. Greater transit funding will...
 - Provide mobility options to address the region's congestion crisis
 - Help prevent the region from falling into a severe non-attainment status for air quality
 - Sustain economic growth and regional quality of life
- A significant transit investment is urgently needed
 - ✓ MUST DO - Capital infrastructure renewal
 - ✓ NEED TO DO - Continued ridership growth
 - ✓ SHOULD DO - System expansion
 - Regional Transit Summit will be held in late fall, 2001 to address these issues
- Absent funding, within the very near future
 - Future demand for transit service will exceed our current capabilities
 - Our capital infrastructure may deteriorate into a poor condition
 - Transit quality-of-service will decline because of these conditions
 - The potential of the region's \$10 billion initial transit investment will not be achieved

Appendix

Proposed IRP Funding (\$million)

Assumes 3.75% Federal Funding Increase in FY 2005 and Beyond



Note: Numbers rounded

Baseline Conditions

Metrorail Planned System Expansion

- Rail expansion projects included in region's adopted Constrained Long Range Plan:
 - New York Avenue Station (2004)
 - Largo Extension (2004)
 - Dulles Corridor:
 - 2003: Tysons Corner Bus Rapid Transit
 - 2006: Tysons Corner Metrorail
 - 2010: Dulles Airport/Loudoun Co Metrorail

Projected Core Station Passenger Use

- Core station activity (entries, exits and line-to-line transfers) expected to increase by 108% by 2025.
- Transfers to increase 125%.
- Gallery Place/Chinatown, L'Enfant Plaza, and Metro Center will have highest use by 2025.
- Gallery Place/Chinatown station will have highest number of customers transferring in system.

STATION	YEAR 2025			Change from Year 2000
	E&E	Transfers	E&E + T	
Gallery Place/Chinatown	94,200	146,000	240,200	159%
L'Enfant Plaza	86,300	132,700	219,000	124%
Metro Center	74,400	134,400	208,800	66%
Union Station	134,600		134,600	132%
Farragut North	97,000		97,000	94%
Farragut West	93,000		93,000	104%
Pentagon	63,800	24,900	88,700	120%
Dupont Circle	80,000		80,000	77%
Foggy Bottom GWU	70,700		70,700	84%
Rosslyn	51,000	18,300	69,300	88%
Smithsonian	62,400		62,400	103%
McPherson Square	59,500		59,500	80%
Pentagon City	47,700	8,000	55,700	134%
Crystal City	42,000	8,000	50,000	97%
Judiciary Square	45,700		45,700	142%
Anacostia	42,700		42,700	116%
Federal Triangle	42,300		42,300	110%
Navy Yard	35,800		35,800	894%
Capitol South	30,900		30,900	99%
Archives - Navy Memorial	29,200		29,200	106%
Federal Center SW	20,100		20,100	79%
Potomac Avenue	17,600		17,600	66%
Waterfront	17,500		17,500	99%
Stadium Armory	14,000	2,800	16,800	121%
Mt. Vernon Sq.- UDC	9,100	6,100	15,200	171%
National Airport	14,400		14,400	40%
New York Avenue**	14,000		14,000	112%
Eastern Market	13,800		13,800	53%
Arlington Cemetery	8,200		8,200	74%
Total Core	1,411,900	481,200	1,893,100	108%

E & E = Entries and Exits

T = Transfers

* % change from Year 2000 E & E + T @ 909,900

** Based on ridership forecast from DEIS

Factors Driving Core Capacity

- Metrorail average weekday ridership increased 73,000 trips or 14% in past two years.
- Ridership this year is expected to increase 7% compared to last year to 650,000 average weekday trips.
- Peak period carries 70% of daily riders; 43% of these ride during peak one-hour

Year	Driving Factor	Average Daily Ridership
2003	<ul style="list-style-type: none"> ▪Customer demand ▪Delivery of 192 rail cars 	650,000
2006	<ul style="list-style-type: none"> ▪Customer demand ▪New York Avenue station ▪Largo Town Center extension ▪Tysons rail/BRT service 	700,000
2010	<ul style="list-style-type: none"> ▪Customer demand ▪Dulles Airport / Loudoun rail ▪Red Line demand 	775,000
2014	<ul style="list-style-type: none"> ▪Customer demand 	850,000
2020 +	<ul style="list-style-type: none"> ▪Customer demand 	1,000,000 +

Summary of Actions & Results by Step

Step 1: 6-Car Trains (Complete By 2003)	Step 2: Optimize Portals (Complete By 2006)	Step 3: Ramping Up To 8 Car Trains (Complete By 2010)	Step 4: All 8 Car Trains (Complete By 2014)	Complete 2015-2025
<p>ACTIONS:</p> <ul style="list-style-type: none"> Accomplish implementation of 6-car peak period trains on all lines through redeployment plan for 5000 Series Cars Modify peak period headway from 6 to 7 minutes on all lines except the Red line (Red remains at 5 minutes during peak period). Set stage for 8 car train operation by initiating the necessary planning, design and engineering for traction power, train control and system upgrades Initiate expansion of 3 rail maintenance yards/shops Take delivery of 50 buses for system access and growth Enhance bicycle and pedestrian station access Initiate procurement process for 174 rail cars and 225 buses Initiate preliminary activities for two line connection projects 	<p>ACTIONS:</p> <ul style="list-style-type: none"> Reconfigure Blue and Orange Line service patterns to maximize utilization of Rosslyn and L'Enfant Plaza portals Accomplish 25% implementation of 8-car train operations Take delivery of 174 rail cars (24 unfunded) by end of 2004 Initiate installation of upgraded traction power, train control and system upgrades Complete expansion of 3 rail maintenance yards/shops Initiate design of 1 new rail maintenance yard/shop (Dulles-Loudoun) Take delivery of 225 buses for system access, growth and bus TSM services Add one bus garage and replace another Enhance bicycle and pedestrian station access Add 5,400 parking spaces Enhance 2 core stations (Metro Center, Gallery Place/Chinatown) Construct 1 station connector (Metro Center to Gallery Place/Chinatown) Initiate procurement process for 190 rail cars and 275 buses Complete construction of Orange-Blue and Blue-Yellow Line Connection projects 	<p>ACTIONS:</p> <ul style="list-style-type: none"> Take delivery of 190 rail cars Continue installation of upgraded traction power, train control and system upgrades Open 1 new rail maintenance yard/shop (Dulles-Loudoun) Initiate design of new Benning Road rail maintenance yard/shop Complete 50% implementation of 8-car train operations Operate all Red Line service to Shady Grove Take delivery of 275 buses for system access, growth and bus TSM Add 2 bus garages Enhance bicycle and pedestrian station access Add 8,100 parking spaces Enhance 1 core station (Union Station) Initiate procurement process for 206 rail cars and 200 buses Complete construction of Potomac Avenue Pocket Track 	<p>ACTIONS:</p> <ul style="list-style-type: none"> Complete 100% implementation of 8-car train operations Take delivery of 206 rail cars Complete installation of upgraded traction power, train control and system upgrades Complete new Benning Road rail maintenance yard/shop Take delivery of 200 buses for system access and expansion Add 2 bus garages Enhance bicycle and pedestrian station access Add 9,100 parking spaces Enhance 2 core stations (Farragut West, Farragut North) Construct 1 station connector (Farragut North to Farragut West) Implement Demand Management Strategies Initiate procurement process for 550 buses 	<p>ACTIONS:</p> <ul style="list-style-type: none"> Take delivery of 550 buses for system access and growth Add 2 bus garages Enhance bicycle and pedestrian station access Add 10,400 parking spaces Enhance 1 core station (L'Enfant Plaza)
<p>RESULTS:</p> <ul style="list-style-type: none"> 25% increase in systemwide peak period service Meets passenger demand to 2006 	<p>RESULTS:</p> <ul style="list-style-type: none"> Accommodates Largo extension, NY Avenue station and provides long term capacity for Tysons Corner service Maximizes portal utilization Meets passenger demand to 2010 	<p>RESULTS:</p> <ul style="list-style-type: none"> Provides long term capacity for Dulles / Loudoun Co. service Meets passenger demand to 2014 	<p>RESULTS:</p> <ul style="list-style-type: none"> Utilizes full design capacity of the Metrorail system Meets passenger demand to 2020 	<p>RESULTS:</p> <ul style="list-style-type: none"> Meets passenger demand on all lines to 2025 or beyond, except the Orange Line which tops out in 2020

Summary of Capital Project Requirements To Maximize The Capacity of The Current System

Capital Investment	Base 2002	Step 1: Redeploy 5000 series rail cars (2003)	Step 2: Optimize Rosslyn & L'Enfant portals (2006)	Step 3: Ramp up to 8 car trains (2010)	Step 4: All 8-car trains (2014)	2015 to 2025	Change From Base
Rail Cars	758	950	1,124 ¹	1,314 ³	1,520	1,520	762
Rail Yard Capacity	1,262	1,262	1,404 ²	1,524 ⁴	1,644	1,644	382
Rail Shop Capacity	126	126	174	200 ⁴	224	224	98
Buses	1,471	1,521	1,746	2,021	2,121	2,771	1,300
Station Access		20	80	160	240	480	480
Ridrsip Growth		30	120	240	260	670	670
Bus TSM		0	75	150	150	150	150
Bus Garages	10	10	11	13	15	17	8 ⁵
Bicycle and Pedestrian Station Access		1	4	4	8	11	28
Parking Spaces	52,279	52,279	57,679	65,779	74,879	85,279	33,000
TPSS Upgrades							
4 MW to 7 MW			15	15	21		
6 MW to 9 MW			3	3			
Station Enhancements			2	1	2	1	6
Station Connections			1		1		2
Line Inter-connectivity			2	1			3

Notes:

- 1 - 100 rail cars funded by Largo and Dulles
- 2 - 42 storage spaces funded through Largo
- 3 - 42 rail cars funded by Dulles
- 4 - Yard and shop capacity funded by Dulles
- 5 - 7 new garages and a replacement garage for Royal St in Alexandria

Transit Service Expansion Plan – Fixed Guideway Projects

Project	Area Served	Length (Miles)	Cost 2001 \$, Billions	Status
Blue Line Largo Extension	[1] Addison Road - Largo Town Center	3.1	\$0.4	Construction
Bethesda/Silver Spring	[2] Bethesda/Silver Spring Connection	4.2	\$0.3 - 1.0	PE/EIS
Dulles/Tysons	[3] Tysons, Reston, Herndon, Dulles Airport, Loudoun County	24	\$3.2	PE/EIS
Woodrow Wilson Bridge	[4] Branch Avenue - Alexandria	7	\$1.2	PE/EIS (Hwy)/Planning (Transit)
Route 5/301	[5] Branch Avenue/Charles County (LRT)	17	\$0.35 - 0.45	MIS/AA
Ft. Lincoln/Mt. Vernon Square	[6] Via New York Avenue (LRT)	4	\$0.40	Preliminary Corridor Plan
Georgetown - Mt. Vernon Square	[7] Via Downtown (LRT)	2.5	\$0.30	Preliminary Corridor Plan
MD Beltway	[8] Greenbelt, White Oak, Rock Spring	13	\$1.5 - 2.2	MIS/EIS
	[9] New Carrollton - Silver Spring	10	\$1.2	MIS/EIS
	[10] Rock Spring - American Legion Bridge	5	\$0.4 - 0.6	MIS/EIS
VA Beltway	[11] Dunn Loring - American Legion Bridge	6.9	\$0.75	MIS/AA
I-66	[12] Vienna - Centreville	10	\$0.65	PE/EIS
I-270/Corridor Cities	[13] Shady Grove - Gaithersburg or Clarksburg (LRT)	6.5 - 14.5	\$0.3 - 0.7	MIS/AA
Adams Morgan	[14] Adams Morgan - Minnesota Avenue (LRT)	4.5	\$0.25 - 0.35	Preliminary Corridor Plan
Columbia Pike	[15] Pentagon - Bailey's Crossroads (LRT)	4	\$0.35	Preliminary Corridor Plan
Route 1	[16] Pentagon - Alexandria (LRT)	5	\$0.35	MIS/AA
Georgia Avenue	[17] Upper Georgia Avenue - Barney Circle (LRT)	6	\$0.35 - 0.40	Preliminary Corridor Plan
I-95/Lorton	[18] Franconia/Springfield - Ft. Belvoir - Lorton	5.6	\$0.6 - 0.7	Preliminary Corridor Plan
Tenleytown - Georgetown - Mt. Vernon Square	[19] Red Line Branch to the Convention Center	5.1	\$1.2	Preliminary Corridor Plan
Minnesota Avenue to Anacostia Sta.	[20] Minnesota Avenue Station - Anacostia Station	3.8	\$0.40	Preliminary Corridor Plan
Pennsylvania Avenue	[21] Station to the District of Columbia Line	3.9	\$0.40	Preliminary Corridor Plan
Anacostia/National Harbour	[22] Anacostia - National Harbour	6	\$0.60	Preliminary Corridor Plan
Georgetown/ Buzzard's Point	[23] Georgetown/ Buzzard's Point (LRT)	7	\$0.60	Preliminary Corridor Plan
VA Route 7	[24] Bailey's Crossroads – Tysons Corner (LRT)	7	\$0.35	Preliminary Corridor Plan
VA Route 28	[25] Manassas – Dulles Airport (LRT)	12	\$0.79	Preliminary Corridor Plan

Note: 1) Choice of technology (light Rail, heavy rail, etc.) will determine final project cost.

2) Costs are preliminary estimates and subject to refinement through detailed engineering studies.

3) The goal is to provide for at least a 50% expansion of the Metrorail system (50-60 miles) over the next 25 years.