

A Rose is a Rose..

- Silver Line = Dulles Corridor Metrorail Project

Project Basics

- An extension of the Washington Metro rapid transit system
- Currently under construction, as of January 2012
- Will serve Dulles International Airport and Tysons Corner
- Phase 1
 - 11.6 miles (18.7 km)
 - Service to Reston, Virginia
 - To open in 2013
- Phase II
 - An additional 11.5 miles (18.5 km)
 - The airport and Loudoun County
 - To open in 2016

Stations and Route

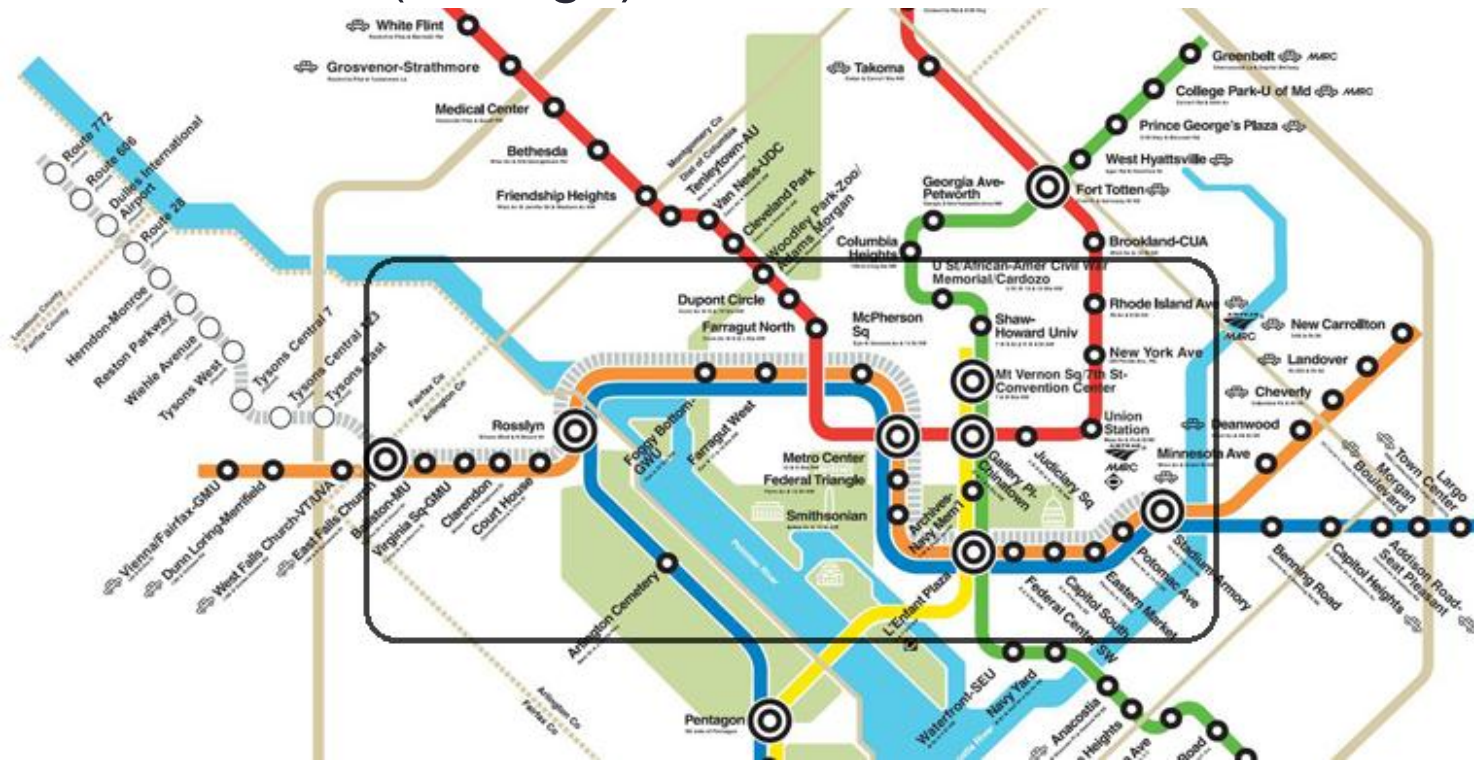
- 29 stations from Rt 772 in Loudoun to Washington, DC
- 18 stations shared with the Orange Line
- 13 shared between the Orange and Blue Lines from Rosslyn to Stadium–Armory.



- No Smoking
- No Eating or Drinking
- No Animals (except service animals)
- No Radio (without earphones)
- No Litter or Spilling
- No Dangerous or Offensive Items

Some questions to consider

- Why does the silver line go till Stadium Armory?
- Why not finish it at East Falls Church?
- Or, why not continue it till Largo Town Center (Blue), or New Carrollton (Orange)



2 Excellent Examples of Good Planning

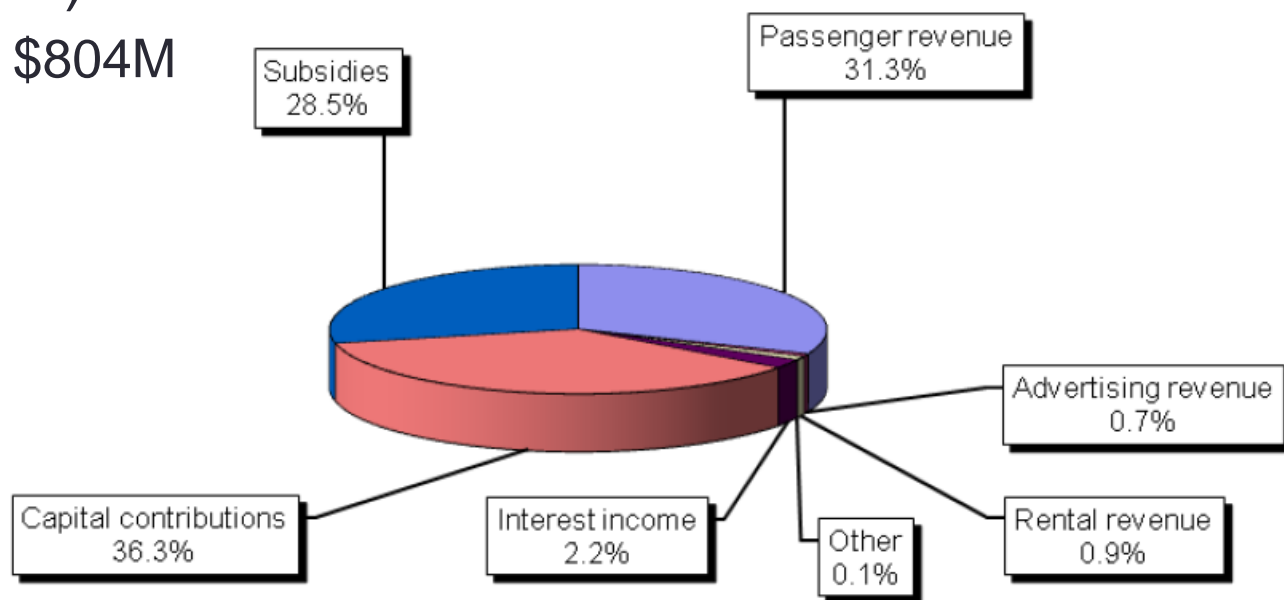
- When the Dulles Access Road was built in the 1960s, the government opted to reserve the median of the road for some form of rail transit
- The West Falls Church station was designed so that the line could eventually be extended in this direction.

Economics

- Estimated to cost up to \$6.8 billion
- How do we compare this value to other economic indicators?

Metro Financials

- Metro's year ends on June 30
- Comprehensive Financial Annual Reports available at: http://www.wmata.com/about_metro/public_rr.cfm
- As per the latest report, for the fiscal 2010 year (ending on June 30, 2011)
 - Total revenue = \$804M



Questions to Ponder

- How will the commutes change when Silver Line starts?
- How will the fares compare with the time and cost of driving?
- How can we characterize the commuters in terms of sensitivity to price?
- How do we estimate what is someone's time worth?

Thank



you!