



- Hybrid Rail can operate on both an exclusive guideway and on existing freight railroad.
- Follows same path as Alternatives 3 and 4 north of Mattawoman Creek.
- South of Mattawoman Creek, the train would join the Pope's Creek Railroad (CSX) in Waldorf area.
- May require an additional track for continuous two-way travel along ROW.
- General purpose travel lanes would remain as they are today.
- Includes preemption to minimize delay at traffic signals.
- Potential widening for a single additional track and a shared use path.

Alternatives Summary

Benefits

- Highest transit ridership along the corridor with 14,500-19,500 passengers per day
- Exclusive guideway provides the lowest travel times from 30-35 minutes with high travel time reliability
- Station locations more centralized and no grade-separated pedestrian bridges are required
- No overhead catenary wires

Considerations

- Lowest transit service flexibility with limited ability to modify service
- High numbers of displacements and partial property impacts on residential and business/commercial properties
- Higher environmental, community, and cultural impacts
- Longest implementation timeline with a construction period of 7-9 years
- Second highest cost alternative at \$5.0-\$6.0 billion in capital costs and \$32-\$40 million in annual operating and maintenance costs

Similar Systems

New Jersey—River LINE



San Bernardino County, CA - Arrow



Dallas/Ft -Worth, TX—Silver Line

