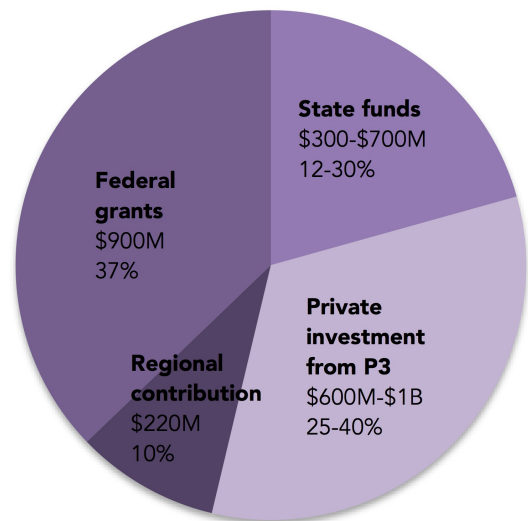


The Purple Line: The investment of a generation for Maryland

The Purple Line has been Montgomery and Prince George's County's top priority transportation project for several years now for good reason. For the state's capital investment of \$300-\$700 million and local investment of \$220 million, the project will leverage \$900 million in federal funds and \$600 million-\$1 billion in private capital. Long term, the economic, environmental, and social benefits will far exceed this initial investment.

What the Purple Line will bring to Maryland:

- **16 miles, 21 stops, and 74,500** daily riders by 2040.
- **6,300:** The number of construction jobs that will be created by the Purple Line.
- **27,000:** The number of permanent jobs forecast to be generated by the Purple Line.
- **\$1,413:** The anticipated increase in per capita income in the corridor.
- **\$9.6 billion:** The amount of increased federal, state, and local tax revenue expected to be generated over the lifetime of the project.
- **\$9.8 billion:** The anticipated increase in property values in the corridor.
- **17,000:** The number of cars that will be taken off the road daily.
- **4:** Legs of the Metro system the Purple Line will connect (not to mention MARC and Amtrak)
- **9:** Minutes it will take to travel between Silver Spring and Bethesda. The Purple Line also completes the Capital Crescent trail, allowing easy biking between Silver Spring and Bethesda.
- **6,000:** The number of small businesses within half a mile.
- **130,000:** The number of jobs within half a mile.
- **\$100,000-\$1,000,000:** The range of housing values within the corridor, reflecting the diversity of the communities the Purple Line will serve.



Why acting now is critical:

- The Purple Line is ready to break ground in 2016 – that means shovel ready jobs for Maryland.
- With \$170 million already invested in project planning, any delay would jeopardize \$900 million in federal funds for the project, as well as the private capital that the P3 partners have been lining up.
- The American Road and Transportation Builders Association also warns that canceling the Purple Line could threaten future public private partnerships, which will also be pursued for the Red Line: "Using ARTBA's national experience with transportation P3s as background, the association urged [Governor Hogan] to consider possible direct cost increases and detrimental effects on future Maryland P3 projects should he choose to delay or cancel the Purple Line, which is in the latter stages of procurement."

Sources:

- Purple Line Preliminary Economic Benefits Study, Transportation Economics and Management Systems, Inc., October 2010.
- Purple Line FEIS
- Purple Line Corridor Coalition, National Center for Smart Growth

Greater Baltimore & Washington 2025

Existing and Planned Rail Transit

<http://greatergreaterwashington.org/25709>



Legend

Metro Rail

- Washington Metro Rail
- Baltimore Metro Subway

Light Rail

- MTA Light Rail
- MTA Red Line (pending review, projected opening: 2020)
- MTA Purple Line (pending review, projected opening: 2021/2022)

Commuter Rail

- All Day Service
- Rush-Only Service (individual services not shown)

Streetcar

- DC Streetcar - H St/Benning (opening date unknown)

Map Key

- Rush-Only Station
- Transfer Station
- * Future Station

Note: This map is not intended for navigation; It contains lines and stations that do not yet exist.

Greater Baltimore & Washington
<http://greatergreaterwashington.org/>
 Map by Peter Dovak & David Alpert

The Red and Purple Lines offer new connections to Maryland's regional transit network.

Did you know? 30% of Maryland residents aged 16 and older take transit at least once per month according to the National Household Transportation Survey. That's the 4th highest of any state.

