

Maryland National Capital Purple Line Bethesda, MD (December 2017)

The Maryland Transit Administration (MTA) is constructing The National Capital Purple Line (“Purple Line”), a 16.2 mile east-west Light Rail Transit (LRT) line extending inside the Washington, DC Beltway from Bethesda in Montgomery County, MD to New Carrollton in Prince George’s County, MD. The Purple Line will operate largely at street level in a combination of dedicated and semi-exclusive right-of-way, and also includes segments on elevated structures and in tunnels. The alignment for the Purple Line will provide direct connections to Washington Metropolitan Area Transit Authority (WMATA) at Bethesda, Silver Spring, College Park, and New Carrollton, MD. The project will also connect to all three Maryland Area Regional Commuter (MARC) commuter rail lines, Amtrak, and local bus routes. The project includes twenty-one stations, two storage and maintenance facilities, and 25 light rail vehicles (LRVs). MTA is executing the project using a Public-Private Partnership (P3) method of project delivery. The project is expected to serve 56,100 average weekday trips in 2035.

In the opening year service is planned to be provided from 5:00 a.m. to 12:00 a.m. on weekdays and from 7:00 a.m. to 12:00 a.m. on weekends, with trains every 7.5 minutes during peak periods, and every 10 to 15 minutes during off-peak periods and on weekends.

The project would provide fast and reliable transit service in this cross-county corridor, improving access to several business districts and activity centers along the route. It would connect passengers via transfers to existing radial transit routes including branches of the Washington Metropolitan Area Transit Authority’s Red, Green, and Orange heavy rail lines. The project would also connect with three Maryland Area Regional Commuter (MARC) rail lines at Silver Spring, College Park, and New Carrollton, and with Amtrak on the Northeast Corridor in New Carrollton. While the project corridor has extensive radial transit service crossing the proposed route, the only existing transit available for travel along the length of the corridor is bus service, which is slow and unreliable – much of it operating at less than 10 miles per hour on indirect routes. The project is expected to provide significant travel time savings. For example, a peak period bus trip on parallel roads between Bethesda and Silver Spring would take 40 minutes in 2030, while the same trip on the project is estimated to take only 10 minutes.

The estimated project cost is \$2,407,030,288 and the scheduled Revenue Service Date (RSD) is December 31, 2022. The Section 5309 New Starts funding share is \$900.00 million.

Status

Following publication of the alternatives analysis and Draft Environmental Impact Statement (EIS) in October 2008, the State of Maryland selected an LRT line between Bethesda and New Carrollton as the locally preferred alternative in August 2009. The National Capital Region Transportation Planning Board approved the Purple Line into the financially constrained long-range regional transportation plan, including updated capital cost estimates for the project, in October 2009 and May 2011. Under SAFETEA-LU, FTA approved the project into New Starts Preliminary

Engineering in October 2011. The Final EIS was published in August 2013, and a Record of Decision (ROD) was issued in March 2014. Under MAP-21, FTA approved the project into the New Starts Engineering phase in August 2014. In August 2016, a United States District Judge vacated the ROD and requested additional environmental review be performed.

MTA and FTA entered into an FFGA in August 2017, with revenue operations scheduled for December 31, 2022. The Purple Line Project is currently in the Construction phase. All contracts have been awarded, construction activities are progressing well. Right of Way acquisition activities continue.

Section 3005 of the Fixing America's Surface Transportation ("FAST") Act (Pub. L. 114-94; Dec. 4, 2015) authorized FTA to award Federal major capital investment funds for final design and construction of the Maryland Capital Purple Line project. Through FY 2017, Congress has appropriated a total of \$328 million for the project.

Reported in Year of Expenditure Dollars		
Source of Funds	Total Funding (\$million)	Appropriations to Date
Federal: Section 5309 New Starts	\$900.00	\$328 million in total New Starts appropriations through FY 2017
Section 5307 Urbanized Area Formula Funds	\$36.00	
State/Local:	\$1,471.03	
Total:	\$2,407.03	

NOTES: The Source of Funds and Total Funding numbers are as established at the signing of the FFGA. The sum of the figures may differ from the total as listed due to rounding.

The map displays the proposed Light Rail Transit (LRT) alignment through Maryland and Washington, D.C. The route starts at Bethesda and ends at New Carrollton. Key stations include Lyttonville, Woodside/16th Street, Silver Spring Transit Center, Manchester Place, Long Branch, Piney Branch Road, Takoma/Langley Transit Center, Riggs Road, Adelphi Road/West Campus, East Campus, College Park Metro, M Square, Riverdale Park, Beacon Heights, Annapolis Road/Glenridge, and New Carrollton. The map also shows major highways like I-95, I-495, and various local roads. A legend identifies the LRT alignment types (surface, tunnel, aerial), station locations, existing rail lines (MARC, WMATA), and yard/maintenance facilities. A scale bar indicates distances up to 6,000 feet.