



**TPB Agenda Item 12: Notice of Proposed Amendment to the 2009 CLRP to include the Purple Line Light Rail Project in Montgomery and Prince George's Counties**

The Purple Line is a needed, regional asset because it

1. Provides significant **travel time savings** for transit riders going to key Regional Centers In Montgomery and Prince George's County
2. Is an **alternative to driving** on the most congested portion of the Beltway
3. Provides direct **connections** to four Metrorail stops, three MARC lines, and Amtrak
4. Provides **economic stimulus** for Transit Oriented Development in areas that need redevelopment or better land utilization
5. Is a **Regional "Connector "** by directly linking both sides of the "Regional Divide"
6. **Helps with Climate Change** by encouraging cleaner transit trips and Smart Growth
7. Encourages people to **reduce their car ownership** by offering vast number of transit connections

By building the Bethesda to New Carrollton portion of the Purple Line, we lay the basis for regional extensions to Largo, Tysons Corner, and Alexandria (via the Woodrow Wilson Bridge).

However, we need your help. There is some well-funded opposition to this project. We ask you to --

1. Approve air quality testing for the Purple Line in June using the best practices available
2. Add the Purple Line to the CLRP in the fall, and
3. Help mobilize the region in supporting and advocating for more transit funding in the upcoming federal transportation reauthorization bill.

Harry Sanders, President, Purple Line Now, [sandersh@verizon.net](mailto:sandersh@verizon.net)

# The Purple Line!

The Purple Line is a 16 mile light rail system that will run from Bethesda in Montgomery County to New Carrollton in Prince George's County. It will connect branches of Metro's Red, Green and Orange Lines at Bethesda, Silver Spring, College Park and New Carrollton, with stops along the way. The Purple Line also connects MARC stations in Silver Spring, College Park and New Carrollton. Along much of the route, a trail for biking and hiking will be completed.

# Why do we need it?

Montgomery and Prince George's counties are two of the fastest growing communities in the nation. Our transportation system isn't keeping up with the growth. Ridership projections show that as many as 68,000 trips a day would be taken on quiet comfortable light rail trains instead of on our congested roadways.

# Is this a real project, or just a dream?

Explicitly noting his support for the project in early 2008, Governor O'Malley put \$100 million in his FY08-13 State transportation budget. The Montgomery and Prince George's County Councils have strongly endorsed the project. The Maryland Transit Administration ([www.purplelinemd.com](http://www.purplelinemd.com)) has been developing route and design plans and reviewing those with the public. The Purple Line is a real project but it will take a lot of work to get it from the planning to building phase. Key issues are county, state and federal funding for construction. Please visit our website at [www.purplelinenow.com](http://www.purplelinenow.com) for maps, photos, press releases and contact information to help you get involved.



(left) Metro map including purple line.

(below) Artist's rendering of Capital Crescent Trail Bridges across Rock Creek Park.

(right top) Light Rail, Portland, OR

(right bottom) Light Rail, Pittsburgh, PA



Concept plan Purple Line Bridge over Rock Creek Park, Capital Crescent Trail crossing on a separate bridge at right

# YES, I CAN HELP

- I want to be a friend of **Purple Line NOW!**
- I want to volunteer by: \_\_\_\_\_

I want my business or other organization listed as a supporter of **Purple Line NOW!**

First Name/Last Name: \_\_\_\_\_

Organizational Name: \_\_\_\_\_

Street Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

e-mail: \_\_\_\_\_

phone: \_\_\_\_\_

## MEMBERSHIP CATEGORIES

- \$ 35 Individual Membership
- \$ 50 Family Membership
- \$ 10 Student or Low Income
- \$ 100 Supporter
- \$ 500 Conductor
- \$ 1,000 Advocate
- \$ 2,500 Station Master

Make checks payable to **Purple Line NOW!**

Mail to: PLN, P.O. Box 7074, Silver Spring, MD 20907-7074

**Purple Line NOW!** is an advocacy organization and not a charitable organization, so contributions are not deductible for tax purposes.

# Who Is Purple Line NOW?

We are volunteers committed to bringing clean, efficient, forward thinking transportation to the National Capital Area. Our coalition is made up of individuals and businesses, environmental, labor and civic organizations. Some of the groups which have endorsed the Purple Line are listed below.

### Businesses & Institutions

Adventist Health Care  
Baltimore-Washington Corridor Chamber of Commerce  
Bancker Ventures  
Bad Miller Associates, Inc.  
Eagle Bank  
Greater Bethesda-Chevy Chase Chamber of Commerce  
Greater Silver Spring Chamber of Commerce  
Hispanic Chamber of Commerce, Montgomery County  
KCE Structural Engineers  
Lee Development Group  
Linowes & Decker LLP  
MONI - My Organic Market  
Montgomery County Chamber of Commerce  
FH Rockwood Corporation  
Quantum  
Rodgers Consulting  
Sandglass Systems  
Social & Scientific Systems, Inc.  
Stanland & Katz, Ltd.  
Stout & Teague Co.  
The Chevy Chase Land Company  
The Michael Companies  
Takoma/Langley Crossroads Development Authority

### Environmental & Other Advocacy Organizations

1,000 Friends of Maryland  
Action Committee for Transit  
CASA of Maryland  
Chesapeake Climate Action Network  
Chesapeake Bay Foundation  
Citizens Against Beltway Expansion  
Clean Energy Partnership  
Clean Water Action  
Coalition for Smarter Growth  
Environment Maryland  
Gateway Coalition  
Gateway- Georgia Avenue Community Revitalization Corp.  
League of Women Voters - Montgomery County  
Long Branch Advisory Group  
Maryland Public Interest Research Group  
NAACP Montgomery County Chapter  
NOW - Montgomery County  
Prince George's Advocates for Community Transit  
Progressive Maryland  
Sierra Club, MD Chapter  
Washington Area Bicyclist Association

### Union/Trade Organizations

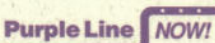
Amalgamated Transit Union Local 689  
Metropolitan Washington Council, AFL-CIO  
UPCW Local 400

### Civic Organizations

Action Langley Park  
Advocates for Silver Spring  
Arlord Civic Group  
College Park Woods Civic Association  
Indian Springs Citizens Association  
North College Park Citizens Association  
West College Park Citizens Association  
Wheaton Citizens Coalition  
Woodside Forest Civic Association  
Yarrow Civic Association

### City Governments

Cities of College Park, Greenbelt, Riverdale Park  
Town of Edmonston, City of Takoma Park



PLN, P.O. Box 7074  
Silver Spring, MD 20907-7074



# Action Committee for Transit

*www.actfortransit.org*

*P.O. Box 7074, Silver Spring, MD 20907*

Good afternoon Mr. Chairman and members of the TPB. I am Jim Clarke, Vice President for Legislative Affairs for ACT, the Action Committee for Transit. We represent transit riders in Montgomery County. Our group was founded 23 years ago to promote rail transit on what was then called the Georgetown Branch Transitway/Trail between Bethesda and Silver Spring. That project has since become the Purple Line between Bethesda and New Carrollton.

I am here today to speak in regard to items 12 and 14 on your agenda.

At the start let me make it clear that the continuation of the Capital Crescent Trail from Bethesda to Silver Spring along the proposed route of the Purple Line has and continues to be a key component of our support for the proposed Purple Line.

The Purple Line project, as will be presented by MDOT, has the support of the Montgomery and Prince Georges County Executives as well as the County Councils of both counties and a number of municipalities in the Purple Line Corridor. The project is also supported by a broad cross section of organizations and citizens of both counties.

I would point out that the ridership estimates for the Purple Line are higher than for the Silver Line extension of METRO to Dulles Airport.

I need not emphasize to this group that there is an urgent need for an East-West transit connection north of the District of Columbia. And the Purple Line is just that, an East/West transit line that will cross four Metro lines as well as all three MARC lines.

I would also point out, that there is a crying need in this region to provide an alternative to the automobile and this, the Purple Line provides. Our members have spent many long hours at numerous points in Montgomery County passing out Purple Line information and the invariable comments from people are about how, when the Purple Line is built, it would provide them with an alternative to driving and especially it would provide an alternative to driving the Beltway.

In my case whenever we go to the AFI in Silver Spring my wife's enviable comment is, "If only we could take the Purple Line."

In conclusion ACT urges you to support the inclusion of the full Purple Line in the CLRP.

Thank you for opportunity to present our views.

May 20, 2009  
Hearing Item 12: Notice of Proposed Amendment to the 2009 CLRP  
to include the Purple Line Light Rail Project in  
Montgomery and Prince George's Counties  
Metropolitan Council of Governments, Transportation Planning Board  
Testimony of Matthew K. Sullivan  
9632 Old Spring Road  
Kensington, MD 20895

Members of the Board, my name is Matt Sullivan and I live in the Rock Creek Hills neighborhood of Kensington. The proposed Purple Line light-rail system has been promoted as the solution to the traffic congestion choking roads around Montgomery and Prince George's Counties, which by almost all accounts, is anticipated to worsen dramatically as the region continues to grow.

Yet the MTA's daily ridership projections are 62,600 – of which only 19,200, less than one-third, are expected to be new transit riders. So, two-thirds already take transit, and when you factor the ridership counts as round trips, are we really only talking about taking 9600 cars off the roads? That's about half a sold out Terps game at the Comcast Center (17,950). It's hard to see how that makes the Purple Line a viable mass transit project by any measure.

With the FDA's consolidation at White Oak (7,000+ employees), BRAC's relocation of Walter Reed Army Medical Center to Bethesda Naval Hospital campus (2,200 employees plus an estimated doubling of patients and visitors), the new White Flint Sector Plan (adding 17,000 dwelling units and 1.8 million square feet of office and retail space) and continued development along Rockledge Drive and around Montgomery Mall, our area is poised to explode, resulting in a massive increase in traffic problems which plans for light-rail cannot address.

Nor does the Purple Line plan address the ultimately desirable regional goal of linking Montgomery County with Tyson's Corner and eventually BWI, serving key locations along the way such as Strathmore, NIH, downtown Silver Spring and College Park.

I believe the better long-term solution is a new, east-west heavy rail line to Washington's proven and highly-successful Metro system. Money is always the problem, but there are ways to make construction cost-efficient and creatively fund this vital work. Perhaps such a heavy-rail line could be built over or under the Beltway to keep land costs down, perhaps development rights above station stops could be auctioned in exchange for capital revenue or perhaps voters could be told, honestly and directly, "it's going to be painful and expensive, but it will work—are you in?" We might all be surprised by just how many people will have the foresight to sign on—just like they did when the Red Line was the suburban pioneer of the Metro system.

Thank you.