

SAVE THE TRAIL—STOP THE PURPLE LINE

As Governor, LARRY HOGAN will SAVE THE TRAIL and STOP THE PURPLE LINE.

The Purple Line is a fiscal disaster. Its costs have spiraled out of control, with no end in sight:

- The Purple Line's projected cost has more than doubled—it now stands at \$2.43 billion, and *continues to rise dramatically*.
- According to Federal Transit Administration reports issued in March and July, the multi-billion dollar cost of the Purple Line **continues to grow by about a half million dollars every day**.
- The Purple Line's \$2.43 billion—and rapidly growing—cost excludes any operating subsidies, which the O'Malley/Brown administration has said would be *funded through fare increases on other Maryland transit systems*.
- The Purple Line's cost comes to about \$850 for every income tax return filed by Maryland residents, and is over seven times as much as the O'Malley/Brown administration proposed for school construction in its FY2014 budget.
- The hundreds of millions of dollars squandered by the O'Malley/Brown administration on much simpler projects—such as the scrapped health insurance exchange web site and the troubled Silver Spring transit center—show that a Governor Brown could not contain Purple Line costs.

The Purple Line also would be an environmental disaster:

- The Purple Line would tear through numerous neighborhoods and destroy one of the most prized features of lower Montgomery County, the Capital Crescent Trail.
- What now is a pristine linear park very heavily used for hiking and biking would be torn up.

The Purple Line makes no sense as transportation policy:

- Alternative clean fuel buses would be a far less expensive, more environmentally responsible, and more adaptable means of transporting persons around the inner Washington suburbs.
- Despite its misleading name, the Purple Line would not be part of the Metro system.
- The Purple Line is about accelerating development, not relieving congestions, and helping big developers, not people—that is why it goes to downtown Bethesda, not NIH and Walter Reed.
- It will almost certainly cost more and take longer for a service member or veteran to travel on the Purple Line from New Carrollton to Walter Reed for treatment than simply using the existing Metro system, because travel on the Purple Line would require a cumbersome transfer to the Metro Red Line, and payment of an additional fare.