

Washington Suburban Transit Commission Public Forum

ROCKVILLE MEMORIAL LIBRARY
TUESDAY, OCTOBER 29, 2019

MARYLAND-NATIONAL CAPITAL PARKS AND PLANNING COMMISSION ADMINISTRATION BUILDING
TUESDAY, NOVEMBER 12, 2019



WASHINGTON SUBURBAN TRANSIT COMMISSION

Washington Suburban Transit Commission - Composition

Seven Commissioners: three appointees each from Prince George's and Montgomery counties plus the Maryland Secretary of Transportation (ex officio).

Montgomery County

Mr. Michael Goldman (Chair)

- Appointed by Gov. O'Malley in 2013. Re-appointed by Gov. Hogan in 2017
- Also principal Director on the WMATA Board

Ms. Kathryn Porter

- Appointed by County Exec. Leggett in 2013
- Also alternate Director on the WMATA Board

Mr. Hoan Dang

- Appointed by County Exec. Leggett in 2013

Prince George's County

VACANT

- Gubernatorial appointment
- Also principal Director on the WMATA Board

Mr. Thomas Graham

- Appointed by County Exec. Alsobrooks in 2019
- Also alternate Director on the WMATA Board

Councilman Todd Turner

- Appointed by the County Council in 2013
- Only elected official on the Commission

Washington Suburban Transit Commission - Composition



Michael Goldman (Chair)
WMATA Director



Kathryn Porter
WMATA alternate Director



Vacant
WMATA Director



Thomas Graham
WMATA alternate Director



Hoan Dang



Sec. Pete Rahn
WMATA Director



Hon. Todd Turner

Background and County Coordination

- Created in 1965 by an act of the Maryland General Assembly.
- Bi-county agency: codified in the laws of Prince George's and Montgomery counties (Articles 16 and 17) in 1970 and 1990.
- Administers the activities of the Washington Suburban Transit District (Prince George's and Montgomery counties).
- Assists the Maryland Department of Transportation (MDOT) and Montgomery and Prince George's counties in developing policies and procedures for the bi-county mass transit system, including financial assistance:
 - MDOT grants for Locally Operated Transit Systems (LOTS) – The Bus, RideOn
 - Taxing authority for LOTS funding

Maryland's Liaison to WMATA

- WSTC works with the Washington Metropolitan Area Transit Authority (WMATA) in the formulation of the regional transit services and facilities to be provided by the Authority.
- Acts as a financial conduit for the State of Maryland to WMATA.
- Approves the subsidy to be provided by the State of Maryland to the Authority to meet the operating and capital needs of WMATA's regional mass transit system:
 - Metrorail,
 - Metrobus, and
 - MetroAccess (paratransit services).

Regional Partners in Transit



Statewide Funding for Regional Transit

Fiscal Year 2020 WMATA Subsidy

- \$741 million
 - Operating subsidy: \$432 million
 - Capital Program subsidy: \$309 million
- WMATA's proposed Fiscal Year 2021 budget will be introduced next month.
 - Expected approval date: March 2020.

Fiscal 2019 LOTS Grants

- Prince George's County: \$14 million
- Montgomery County: \$35 million

Recent Legislation Brings Changes

- *Maryland Metro/Transit Funding Act*

Legislation passed in 2018 in Maryland, the District of Columbia, and Virginia created a dedicated capital funding stream totaling \$500 million annually for WMATA. This legislation requires the State to provide \$167 million toward this fund, provided that WMATA satisfies certain requirements:

- Submit required reports on system performance and condition assessments,
- Receive a clean financial audit,
- Constrain Maryland's subsidy increases to 3 percent annually.

Maryland began providing Dedicated Capital Funding as part of the capital subsidy with the Fiscal Year 2020 budget.

Recent Legislation Brings Changes (cont'd)

- *Metro Board Member Act*

As of July 1, 2019, Maryland Transportation Secretary Pete Rahn assumed one of Maryland's two voting seats on the WMATA Board. The second seat, which rotates on a two-year basis between the gubernatorial appointees to the WSTC, is currently occupied by Mr. Goldman, from Montgomery County.

The change requires additional coordination between the counties and the WSTC in order to ensure that the Commissioners serving on the WMATA Board are fully educated on the transit priorities and projects in *both* counties, and not solely the county from which they were appointed. This will enable them to speak with the voice of the Transit District as a whole in discussions with WMATA.

Transit Improvements: Now & Coming Soon

- *Additional Metrorail Red Line Service*
 - *Elimination of the Grosvenor and Silver Spring Turnbacks*
- *Platform Improvement Project*
 - *Summer 2020 closure of Greenbelt, College Park, Prince George's Plaza, and West Hyattsville stations postponed (summer 2022?)*
 - *Closure of New Carrollton, Landover, Cheverly, and Deanwood planned for summer 2021*
- *Purple Line Coming*
 - *Governor Hogan and Secretary Rahn ceremonially installed the 1st rail on September 5, 2019.*
- *Possible big changes in bus service in the future*
 - *The Bus Transformation Project is nearing a set of recommendations for WMATA*
- *Bus Rapid Transit coming to Montgomery County*

WMATA Overview

Washington Suburban Transit Commission

2019 Public Forums



WMATA Service Overview

- WMATA launched operations in 1976 and has three modes: Metrorail, Metrobus, MetroAccess



- Metro serves population area of ~4 million within a 1,500 square-mile radius
- WMATA provides ~1 million trips on an average weekday by bus and rail

Metrorail

- Third largest U.S. heavy rail system
 - ~170 million trips per year
- Six rail lines
 - Blue, Green, Orange, Red, Silver, Yellow
 - 118 route miles; 91 stations
- Rail system infrastructure
 - >1,100 railcars
 - 600+ escalators (in operating system)
 - 300+ elevators (in stations and parking facilities)
- Service hours
 - 5:00 am to 11:30 pm Monday through Thursday, 5:00 am to 1:00 am on Fridays, 7:00 am to 1:00 am on Saturdays, and 8:00 am to 11:00 pm on Sundays.



Metrobus

- Sixth largest bus network
 - ~112 million trips per year
 - Carries about 70% of the region's bus trips
- Bus Fleet: >1,600 buses
 - Fuel mix: Diesel, CNG, Hybrid electric
- >245 bus routes; ~160 bus lines; ~10,700 bus stops and 2,500 shelters
- Andrews Federal Bus Facility opened June 23, 2019



MetroAccess

- ~2 million passenger trips annually
- Shared-ride, door-to-door paratransit service for persons with disabilities
- Operates ~725 vans
- Provides service 7 days a week, 365 days a year



Federal Relationship

- More than half of Metrorail stations serve federal facilities
- Approximately 1/3 of Metrorail's peak period commuters are federal employees



- Metro moves visitors to the capital and for national events such as presidential inaugurations, state funerals, celebrations and festivals on or near the National Mall
- Metro also serves a unique vital security role for the federal government and is essential for public safety and emergency preparedness

Metro is a critical regional asset

Drives economic growth in the region

- 28% of the region's property tax base is located within ½ mile of a Metrorail station



- 54% of the region's jobs are within ½ mile of Metro stations or bus stops

Promotes environmental sustainability



- Improves air quality by reducing auto use, and avoiding emission of 260 tons of VOCs, 22 tons of particulate matter, and 500K tons of CO2.

Improves quality of life and enhances mobility



- Supports over 1 million trips every single day (~20% of region's mode share)

- Enables 2.3 million trips by transit dependents per year



Attracts residents by making the region affordable

- Allows ~20% of rail and 53% of bus riders to live car-free.
- Saves households a combined \$705 million in yearly time savings



FY 2020 budget: \$3.6 billion

Operating Budget: \$2 billion

- Increase ridership
- Improve the customer experience
- Maximize operating efficiency
- Increase non-fare revenues
- \$815 million from passenger fares and other fees and revenues
- \$1.2 billion from state/local jurisdictions
- 70% of operating costs support personnel (i.e. employee wages, health care and pensions)

Capital Budget: \$1.6 billion

- \$9.2 billion 6-year Capital Improvement Program (FY 2020-FY 2025) includes:
 - New 7000-series railcars
 - Radio & wireless infrastructure upgrades
 - Replacement and rehabilitation of vehicles
 - Rehabilitation of station platforms
- \$500 million in new dedicated capital funding from DC, MD & VA supports \$1.5 billion annual capital program
- Anticipated federal funding of ~\$500 million
- Focus on system preservation and state of good repair
- Target investments that drive operating efficiency, support service reliability and improve customer experience

Progress Update

- Best rail performance in eight years
- Oldest and least reliable railcars are out, replaced with 7000-series railcars
- Nearly 9 out of 10 trips arrive on time
- Rush Hour Promise introduced in January 2018 to provide credits for trips delayed 15+ minutes – now reduced to 10+ minutes
- Station improvements, including free Wi-Fi, cellular service roll-out, brighter and cleaner stations, and platforms
- Major crime on Metro at lowest level since 1999
- Eliminated Red Line turnbacks and extended Yellow Line service to Greenbelt

Progress Update

Metro's reputation rebounds, poll finds

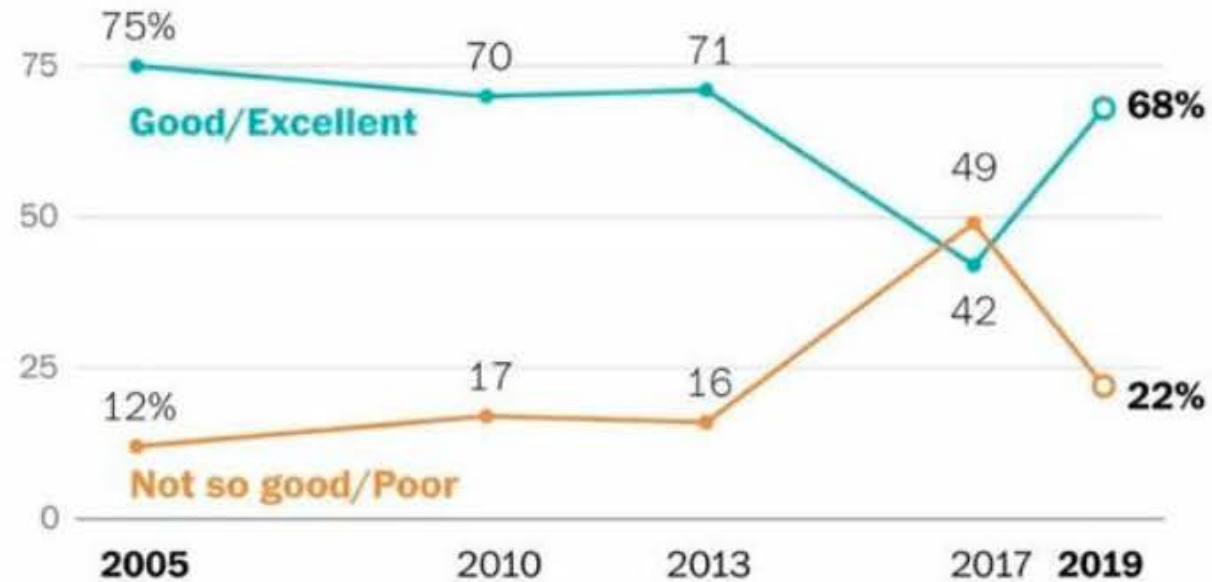
Public confidence largely restored, but that doesn't mean more people riding

BY ROBERT MCCARTNEY
AND SCOTT CLEMENT

Metro's reputation in the region has improved dramatically in the past two years and has almost reached the positive levels it enjoyed before a fatal smoke incident in 2015, according to a Washington Post-Schar School poll.

Washington-area residents give Metro positive marks, rebounding from 2017 drop-off

Q: How would you rate the Metrorail subway system in the Washington, D.C., region: excellent, good, not so good or poor? (Results among Washington area residents)



A blurred high-speed train moving through a tunnel, with light trails indicating motion. The train is white with blue and red accents. The tunnel walls are concrete with a grid of rectangular openings.

QUESTIONS?

More information available at
www.wmata.com

BUS TRANSFORMATION PROJECT

WSTC Public Forums

October 29 and November 12, 2019



Congestion, affordability, and mobility are major problems in the DC region that will only continue to grow

What can we do?

Bus is a major part of the region's transportation system, carrying 600,000 daily passengers.

- Much of our region's population depends on bus as their only way to travel

Meanwhile, the world of transportation is innovating rapidly, and our bus system has not kept pace.

- Many technology-driven mobility options threaten to make congestion worse
- Ridership is declining and operators are feeling the pinch

It is time for this region to transform its bus system.

collective effort

Since the project began in September 2018, elected officials, transit agencies, transit advocates, bus operators, bus riders, and many other stakeholders helped to develop the recommendations in the Strategy.

- 8,500+ public survey responses
- 140 participants in September 2018 Kickoff Summit
- 33 regional pop-up events
- 3 Focus Groups
- 3 Public Open House events
- 31 project committee meetings
- 13 Metrobus operator listening sessions
- 40 interviews with local jurisdictions and transit agencies
- 35 project briefings/meetings with elected officials
- 15,365 people reached by the project Facebook page

Recommendations

The strategy to achieve the vision and goals is built around four recommendations



1

Frequent and Convenient Bus Service

Provide frequent and convenient bus service that connects communities and promotes housing affordability, regional equity, and economic growth.



2

Bus Priority on Roadways

Give buses priority on roadways to move people quickly and reliably.



3

Customer Experience

Create an excellent customer experience to retain and increase ridership.



4

Task Force to Implement the Strategy

Empower a publicly appointed Task Force to transform bus and lead the implementation of a truly integrated regional system.

...resulting in real changes for users of the system:

from
Wondering when the bus will come

...>


MAKE BUS THE EASY FIRST CHOICE

→

to
Frequent and predictable

from
Slow and stuck in traffic

...>


PRIORITIZE BUSES ON MAJOR ROADWAYS

→

to
Fast trips where you want to go

from
Last resort

...>


FOCUS ON THE CUSTOMER

→

to
Appealing and desirable

from
Region divided

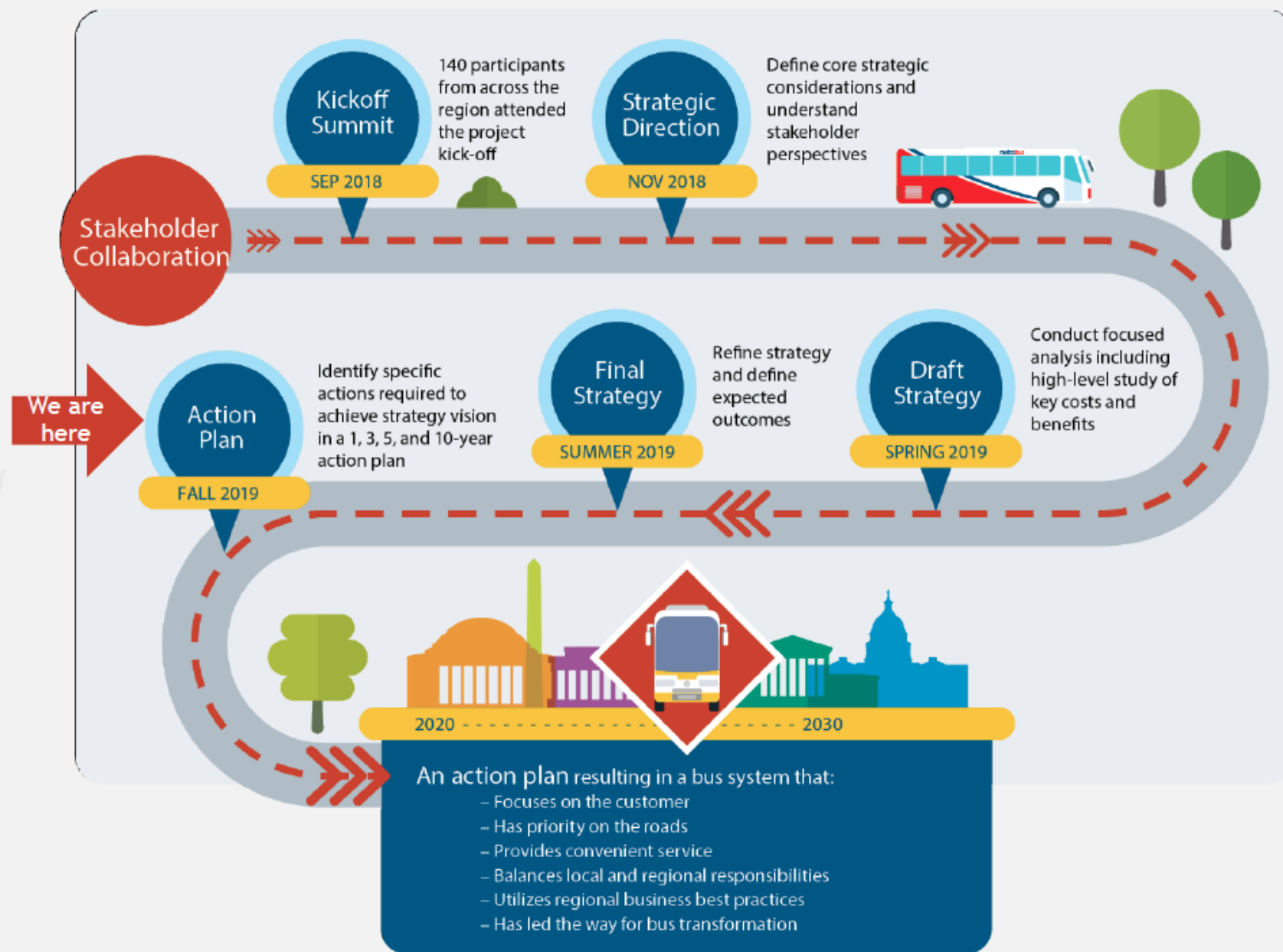
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STRENGTHEN REGIONAL COOPERATION TO TRANSFORM THE BUS SYSTEM

→

to
Stronger together

Project Timeline





Washington Suburban Transit Commission Public Meeting

Agenda

- MCDOT Transit Services and Commuter Services
- Current Initiatives
- Upcoming Capital Improvement Program Projects

Rockville Memorial Library
October 29, 2019

Transit Services

Basic Statistics

- 22 million trips/year
- 75 routes
- 375 buses



Transit Services

- RideOn
- RideOn express
- RideOn extRa
- Connector services

Other Services

- Medicaid transportation
- Call and Ride
- Bus stop improvements
- Park and Ride lots
- Taxi regulation

Commuter Services

- TDM Mission – Promote use of alternative modes to single occupant vehicles
- Backbone of TDM is Transit
- Promote all other non-SOV commuting options
 - Car/vanpooling
 - Biking/bikesharing
 - Personal mobility (e-scooter/e-bikes)
 - Walking
 - Telework and alternative work schedules
- Operate Transportation Management Districts

Current Initiatives

Ride On Extra

- Peak period service
- Limited stop (13 instead of 80)
- No farecard reloading
- Transit signal priority
- Currently carrying over 2,000 daily passengers



Current Initiatives

RideOn Flex Microtransit

- Summer 2019
- Virtual bus stops
- On-demand service
- Fare integration
- Small accessible vehicles



- Two service zones:
 - Rockville Metro
 - Glenmont Metro



Current Initiatives

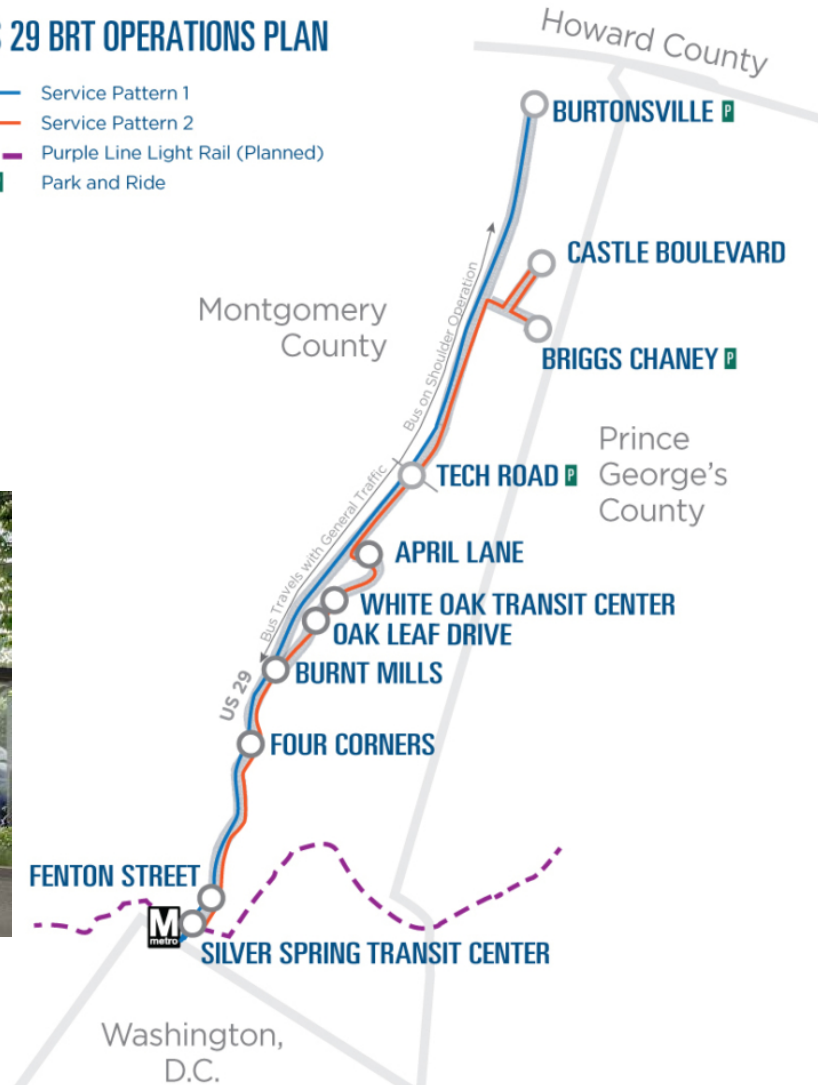
US 29 Flash BRT

- Construction October 2018
- Service start planned for spring 2020



US 29 BRT OPERATIONS PLAN

- Service Pattern 1
- Service Pattern 2
- Purple Line Light Rail (Planned)
- P Park and Ride



Current Initiatives

MD 355 Flash BRT

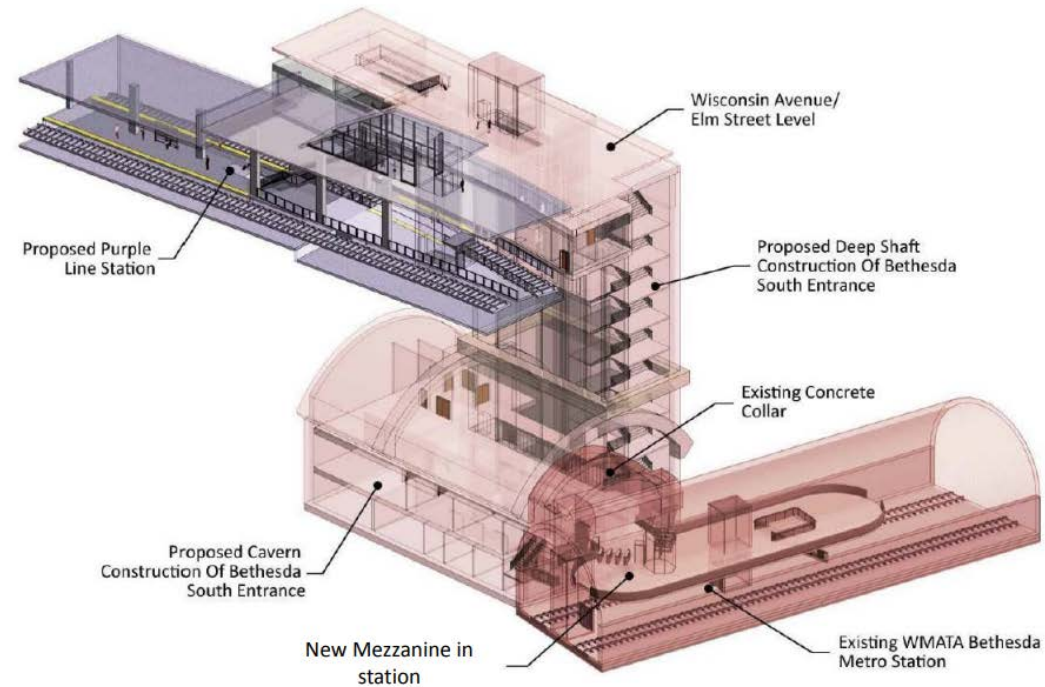
- LPA anticipated Spring 2019
- 22-mile corridor from Clarksburg to Bethesda



Current Initiatives

Bethesda Station South Entrance

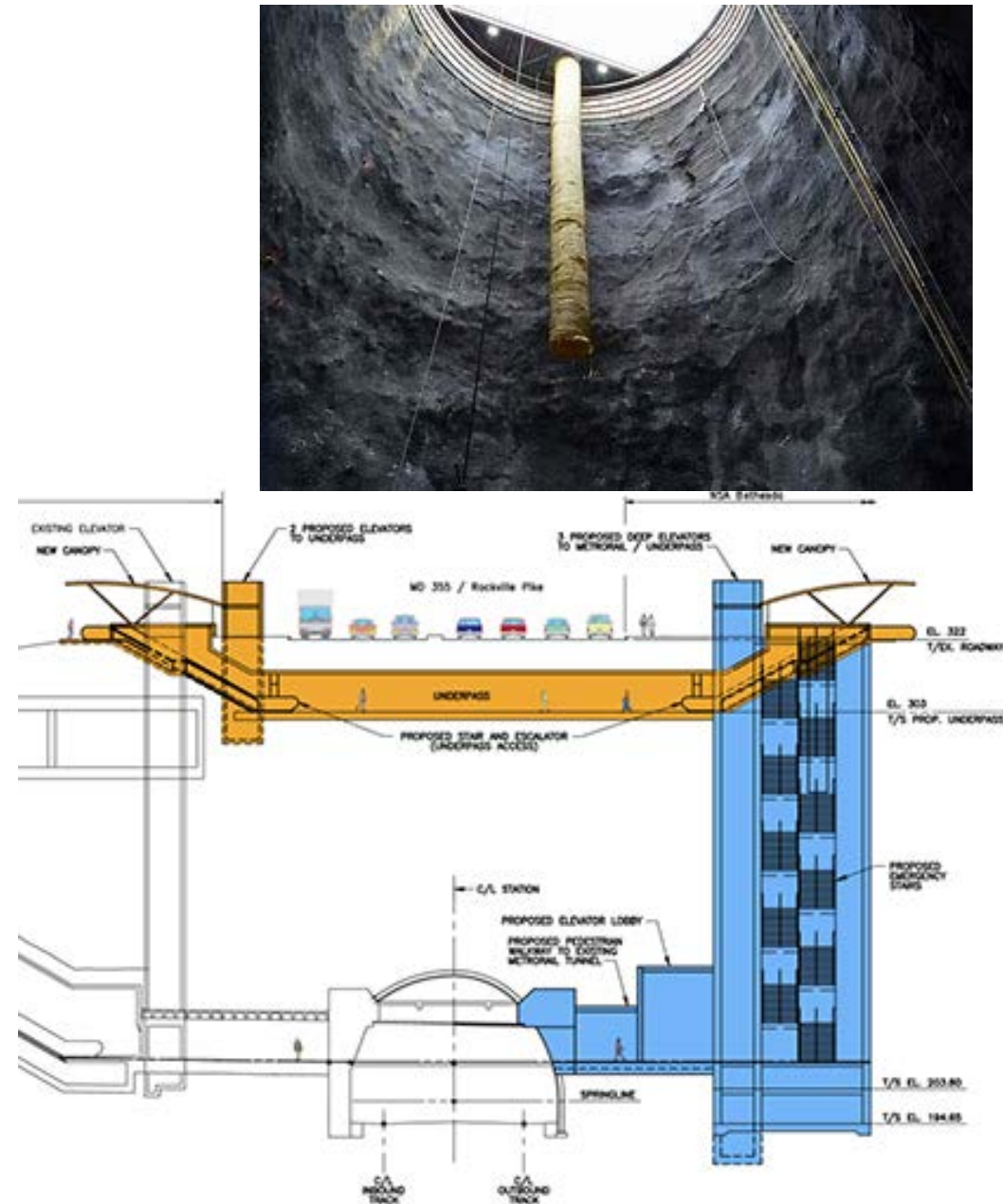
- Construction Underway through the Purple Line
- \$110M – expected completion in FY23



Current Initiatives

MD 355 Crossing

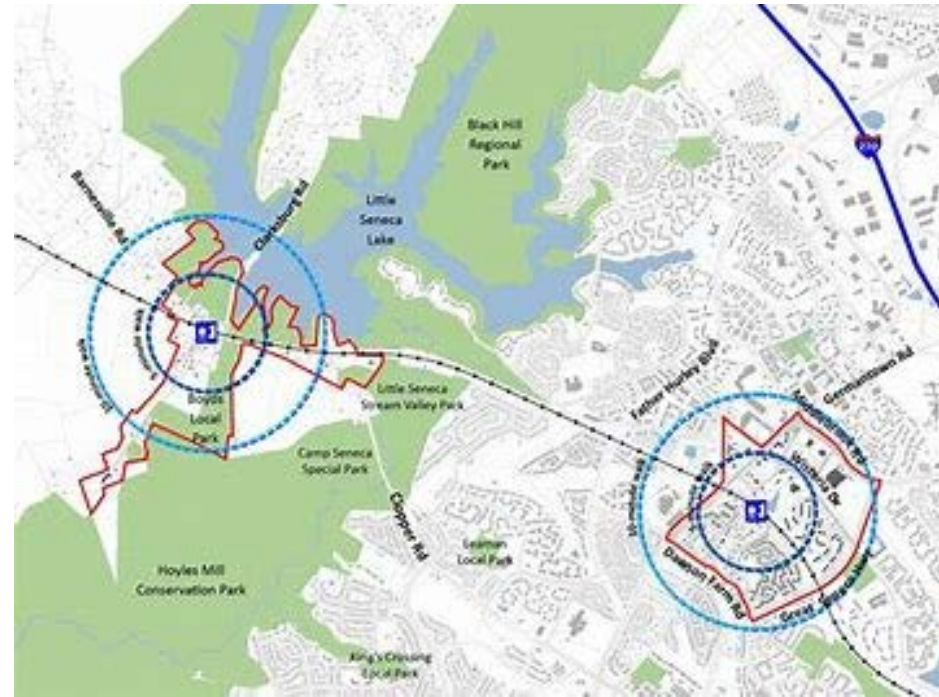
- Construction about 50 percent complete
- \$109M – expected completion in FY21



Current Initiatives

Boyd's Transit Center

- Land acquisition and facility planning underway



Upcoming CIP Projects

- White Flint Station Improvements
 - Design starting in FY 21
- Forest Glen Station Access Improvements
 - Design starting in FY 21/Construction FY 23
- MD610/New Hampshire Avenue BRT
 - Planning starting in FY 22
- MD586/Veirs Mill Road BRT
 - Design starting in FY 23
- North Bethesda Transitway (BRT)
 - Planning starting in FY 24

Prince George's County Department of Public Works and Transportation



Keeping Prince George's County Moving

Washington Suburban Transit Commission
Public Forum
November 28, 2018

Department of Public Works and Transportation

Acting Director: Ms. Gwendolyn T. Clerkley

Offices

Office of Transportation

- Associate Director: D'Andrea Walker

Office of Engineering and Project Management

- Associate Director: Kate Mazzara

Office of Highway and Maintenance

- Associate Director: Vernon Stinnett

Office of Administrative Services

- Associate Director: Eboni Gatewood-Crenshaw



Gwendolyn T. Clerkley,
Acting Director



Office of Transportation

The Bus:

- 28 fixed route system, using 78 vehicles
- Operate Monday to Friday
- 5:15 am to 8pm
- ~12,000 passengers per day

Call-A-Bus:

- Transport seniors, deliver frozen meals, carry residents to dialysis appointments, using 40 vehicles
- Operate Mon-Friday, 8:00 am to 3:30 pm

Capital Bikeshare Program

- Launched program on June 1, 2018
- 8 locations (Largo Metro, PGCC, National Harbor, Mt. Rainer, Riverdale Park, Oxon Hill P&R lot, Wayne K. Curry Building, downtown Hyattsville)



Office of Transportation Initiatives

The Bus

- **Completed 5-Vision Transit Vision Plan**
 - Surveyed close to 2,000 passengers
 - Interviewed County Council and staff, Economic Development Office, Health Department and other key community stakeholders
- **Ordered 6 new fixed route buses**
 - Delivery expected by early 2019

Call-A-Bus

- **Introduced new scheduling software in Spring 2018 (NOVUS)**
 - Reduced advance reservation time from 14 days to 7 days
- **Ordered and received 6 new Paratransit vehicles**

Bikeshare

- **Preparing to expand up to 6 locations in 2018 and up to 25+ new locations in 2019**



DPW&T Future Projects

- Transition to a new **third-party fixed route vendor**
- Implement **Transit Vision Plan**
- Identify opportunities to **replace aging buses**, using local and State funding
- Continue to **reduce advance reservation** time for Call-A-Bus
- **Improve our infrastructure network** for bicyclists and pedestrians
- **Update Bus Stop Signs** with Unique ID numbers to allow passengers to get real-time arrivals via text
- **Expand bikeshare** network



MARC and Commuter Bus

Andrea Farmer

Deputy Chief Operating Officer – Contracted Services

10/29/2019

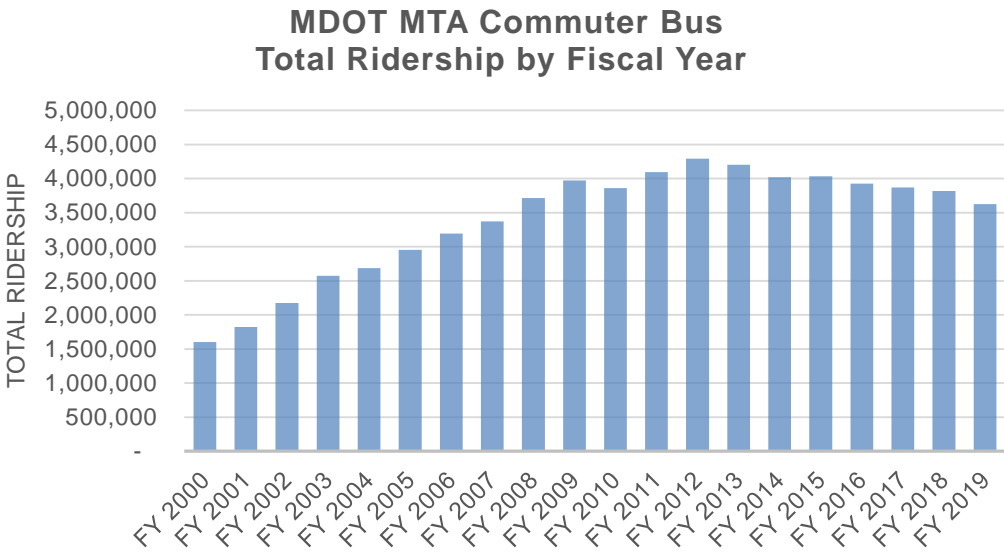


MARYLAND TRANSIT
ADMINISTRATION

Commuter Bus Overview



- 24 routes serving DC
- Total cost of \$57.4 million in FY19
- Over 3.6 million rides in FY19



Commuter Bus in 2019

- New schedules for 505 and 515 routes
- North Frederick Park-and-Ride scheduled to open November 1st, 2019
- Implementation of Real-Time tracking of Commuter Buses through Transit App
- Expanded Commuter Bus Operations Center focused on service management, real-time tracking, and analytics & key performance indicators.

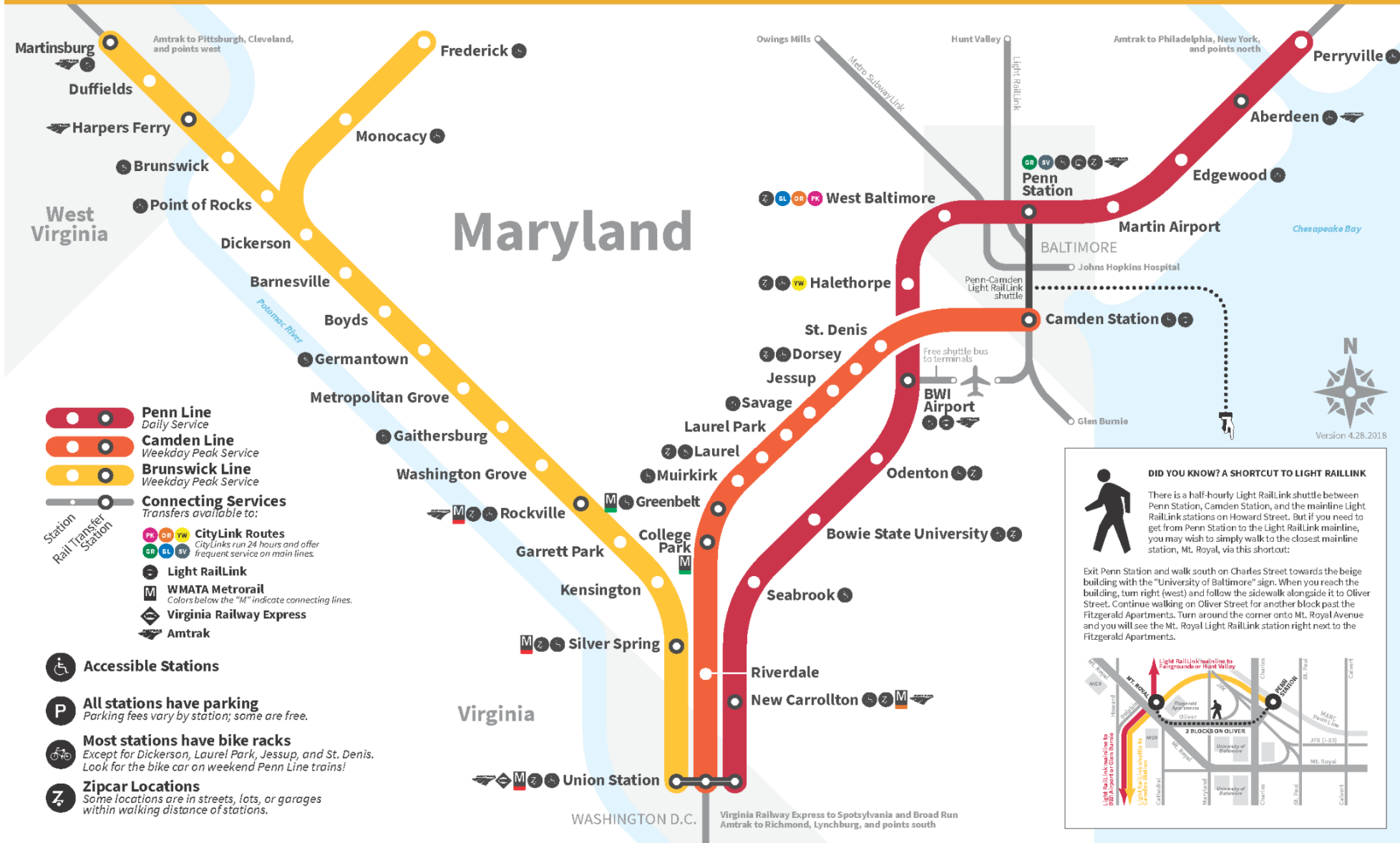
**Commuter Service
Provided under
contract to the
Maryland Transit
Administration**



MARC Overview

- MARC operates on two host railroads:
 - Camden/Brunswick Lines – CSX
 - MDOT MTA owns the 3.4 mile Frederick Branch
 - Penn Line – Amtrak
- MDOT MTA contracts MARC operations:
 - Penn Line – Amtrak
 - Camden & Brunswick – Bombardier
- By the numbers:
 - 202 route-miles of commuter rail services
 - 48 locomotives and 177 commuter rail coaches
 - 42 stations in MD, WV & DC
 - 39,000 weekday passengers (average)





DID YOU KNOW? A SHORTCUT TO LIGHT RAILLINK

There is a half-hourly Light RailLink shuttle between Penn Station, Camden Station, and the mainline Light RailLink stations on Howard Street. But if you need to get from Penn Station to the Light RailLink mainline, you may wish to simply walk to the closest mainline station, Mt. Royal, via this shortcut:

Exit Penn Station and walk south on Charles Street towards the beige building with the "University of Baltimore" sign. When you reach the building, turn right (west) and follow the sidewalk alongside it to Oliver Street. Continue walking on Oliver Street for another block past the Fitzgerald Apartments. Turn around the corner onto Mt. Royal Avenue and you will see the Mt. Royal Light RailLink station right next to the Fitzgerald Apartments.

MARC Challenges

	BRUNSWICK LINE	CAMDEN LINE
Host Railroad	 CSX Transportation	 CSX Transportation
Primary Function	Freight	Freight
AM Peak Service	provided	provided
PM Peak Service	provided	provided
Reverse Commute Service	unavailable	provided
Midday Service	limited	unavailable
Weekend Service	unavailable	unavailable
Hours of Operation (Approximate)	4:30am - 9:30am 3:30pm - 9:00pm	5:00am - 9:30am 3:30pm - 9:00pm
Northern Terminus	Martinsburg, WV/Fredrick	Baltimore-Camden
Average Peak Frequency	20 min (Germantown)	30 min (Baltimore-Camden)
Route Length	74 mi.	39 mi.
Trains Per Weekday	18	21

- MARC does not control train dispatching or infrastructure maintenance.
 - OTP struggles due to dispatcher preference to Amtrak trains and CSX freight trains.
- Growing ridership
- Limited parking
- Train storage limitations – inability to extend length of Trains (i.e. add additional train cars to increase capacity)

2019 MARC Cornerstone Plan



- Outlines MDOT MTA's strategic initiatives for MARC Train service over the next 25 years
- Links potential service enhancements to investments in infrastructure
- Highlights include:
 - Storage and Maintenance Needs
 - State of Good Repair/System Preservation
 - Station Access
 - Managing Ridership Growth
- Available on MDOT MTA's website:
<https://mta.maryland.gov/transit-projects>

Recent Progress

- \$58.1 million for 8 new Siemens “Charger” locomotives
 - 4400 HP, top speed of 125mph
 - Latest EPA “Tier 4” emissions standards
- Implementation of Positive Train Control on Camden and Brunswick Lines
- \$55.7 million for overhaul of locomotives and bi-level railcars
- Major station refurbishment and construction:
 - BWI Rail Station, Camden Station
- Customer-Experience Station Improvements:
 - Germantown, Kensington, Laurel, Bowie State University, Seabrook
- Modernized and Upgraded Ticketing
 - MTA CharmPass mobile ticketing
 - New Ticket Machines installed last year
 - Machines added at Metropolitan Grove, Point of Rocks, and Bowie State University, which did not have them previously



Bicycles on MARC Train

- Bicycle rack and locker upgrades and replacements at many stations.
- Penn Line accepts full-size bicycles on most rush hour trains and all weekend trains.
- Working to expand service to Brunswick and Camden Lines, and the remainder of Penn Line trains.
- Special bicycle service offered in 2019:
 - Bike to Work Day
 - World Car Free Days





Thank you!

Questions/Comments/Discussion



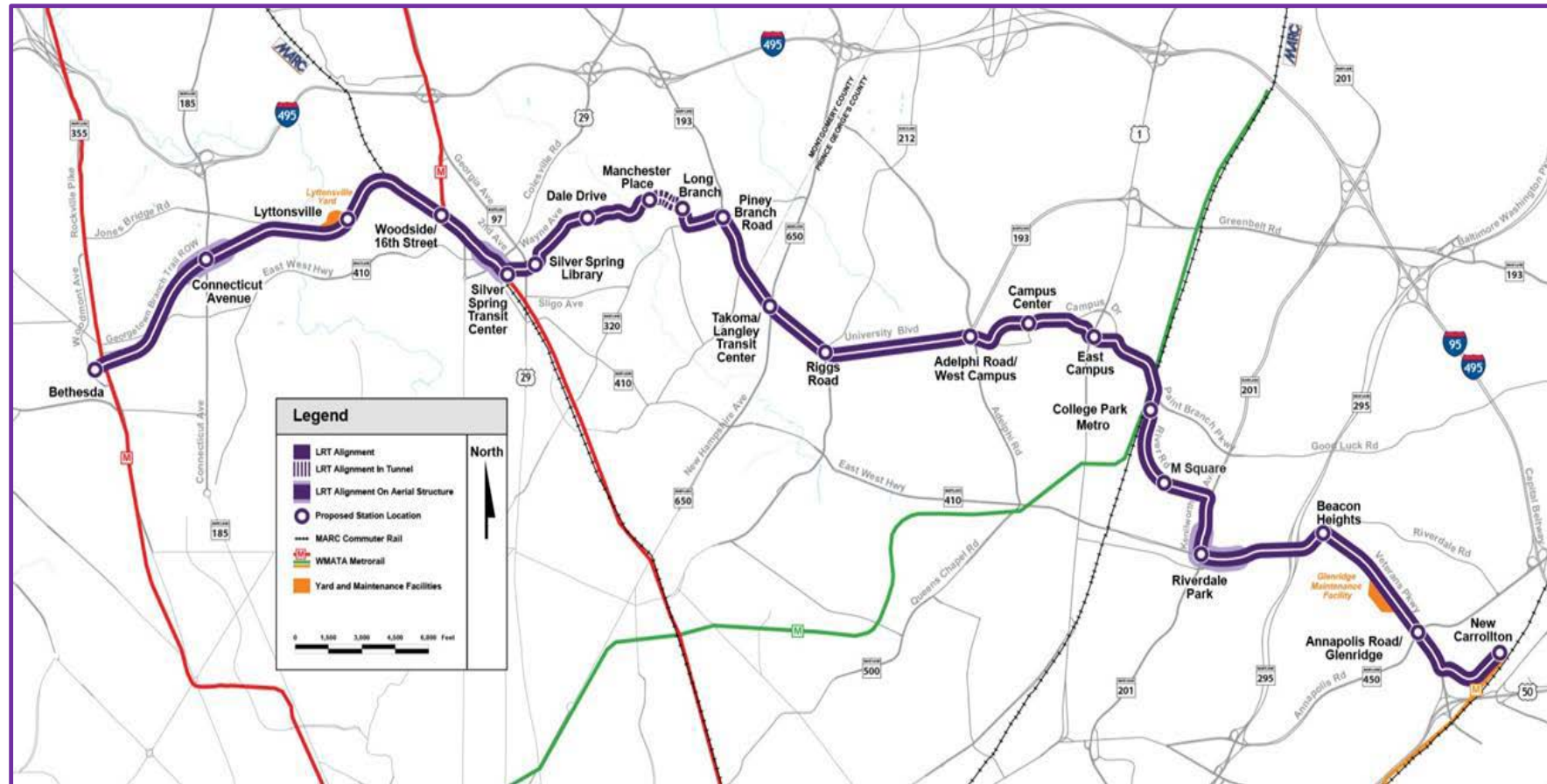


Washington Suburban Transit Commission Public Forum



October 29, 2019

A New East-West Connection for Maryland's Fastest Growing Counties



The Purple Line Connects Maryland's Transit Systems

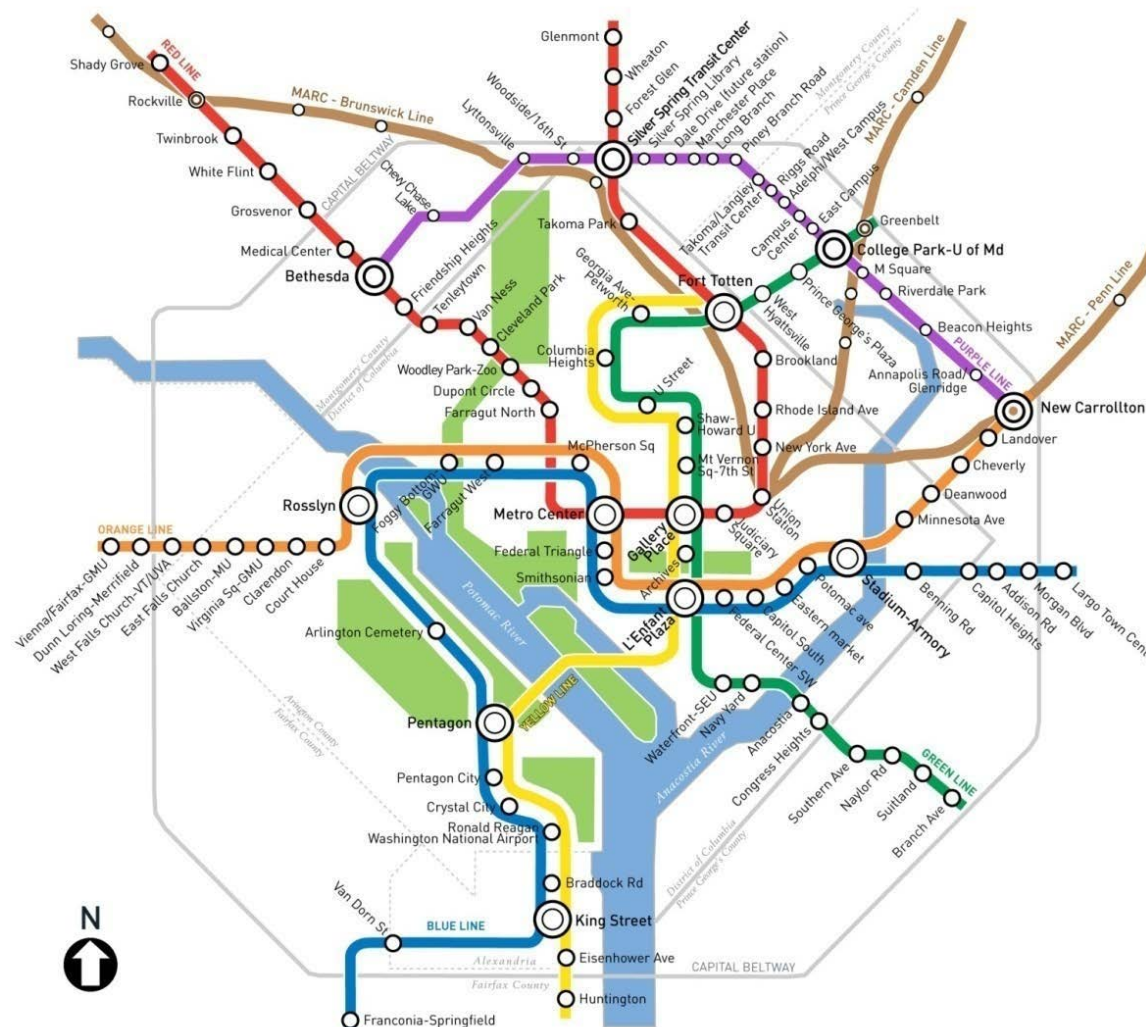
Links with Metro at:

- Red Line at Bethesda
- Red Line at Silver Spring
- Green Line at College Park
- Orange Line at New Carrollton

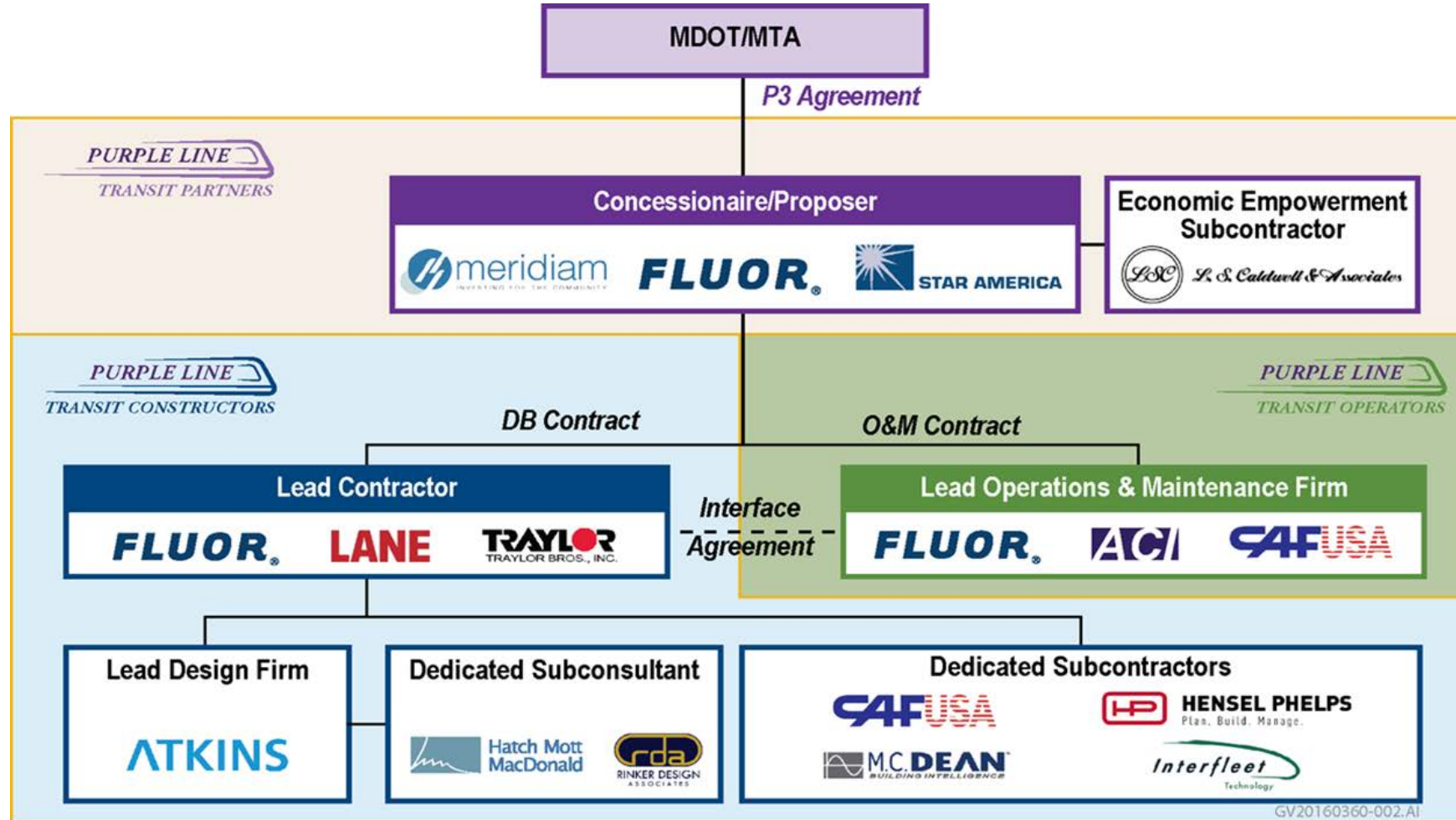
Connects to all three MARC commuter rail lines.

Connects to Amtrak Northeast Corridor at New Carrollton.

Links up with regional and local bus services.



The P3 Team



Project Update

- Construction officially commenced September 2017
- As of October 2019 construction is about 22% complete.
- The project schedule has been adjusted to reflect the impacts of delays due primarily to litigation.
- The new schedule includes a phased opening.
- Phase 1, New Carrollton to College Park Metro, will open in December 2022.
- Phase 2, College Park Metro to Bethesda, by Mid 2023.

Our Local Government Partners

- Montgomery and Prince George's counties are financial partners in the project.
- Prince George's County is contributing \$100M over the design & construction period.
- Montgomery County is contributing \$40M, plus funding a new connection between the Purple Line and the WMATA Red Line station in Bethesda.
- The new connection, including six high speed elevators, will facilitate transfers between the two transit systems (\$109M).

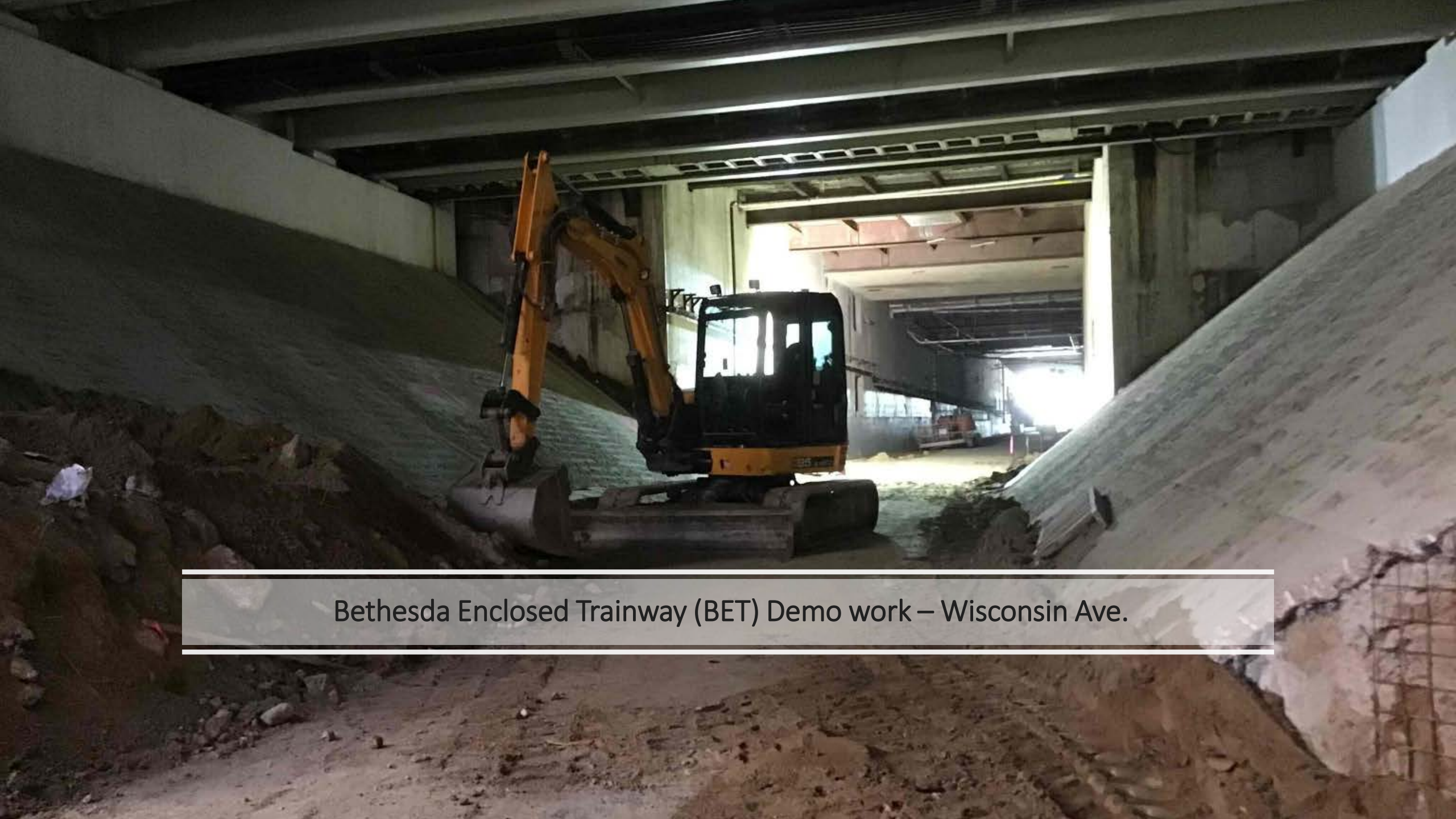
Transit Drives Development

- Transit drives significant investment in surrounding communities.
- The American Public Transit Association states:
“Every \$1 invested in public transportation generates \$4 in economic returns.”
- Since the Purple Line was approved there has been a surge of new adjacent development.
- To date, more than \$2B in new development is planned or underway. This is only the beginning of new opportunities the Purple Line will bring to the corridor.

CAF Light Rail Vehicle



- 1500 V Supply
- Modular Construction
- 80% Low Floor
- Bi-directional Operability
- 80 Seats (40 Flip down)



Bethesda Enclosed Trainway (BET) Demo work – Wisconsin Ave.



S04 Concrete Staining – Columbia Country Club



SPL Wall 1-074 Lagging – GBT near Grubb Road
Week Ending 10-04-19

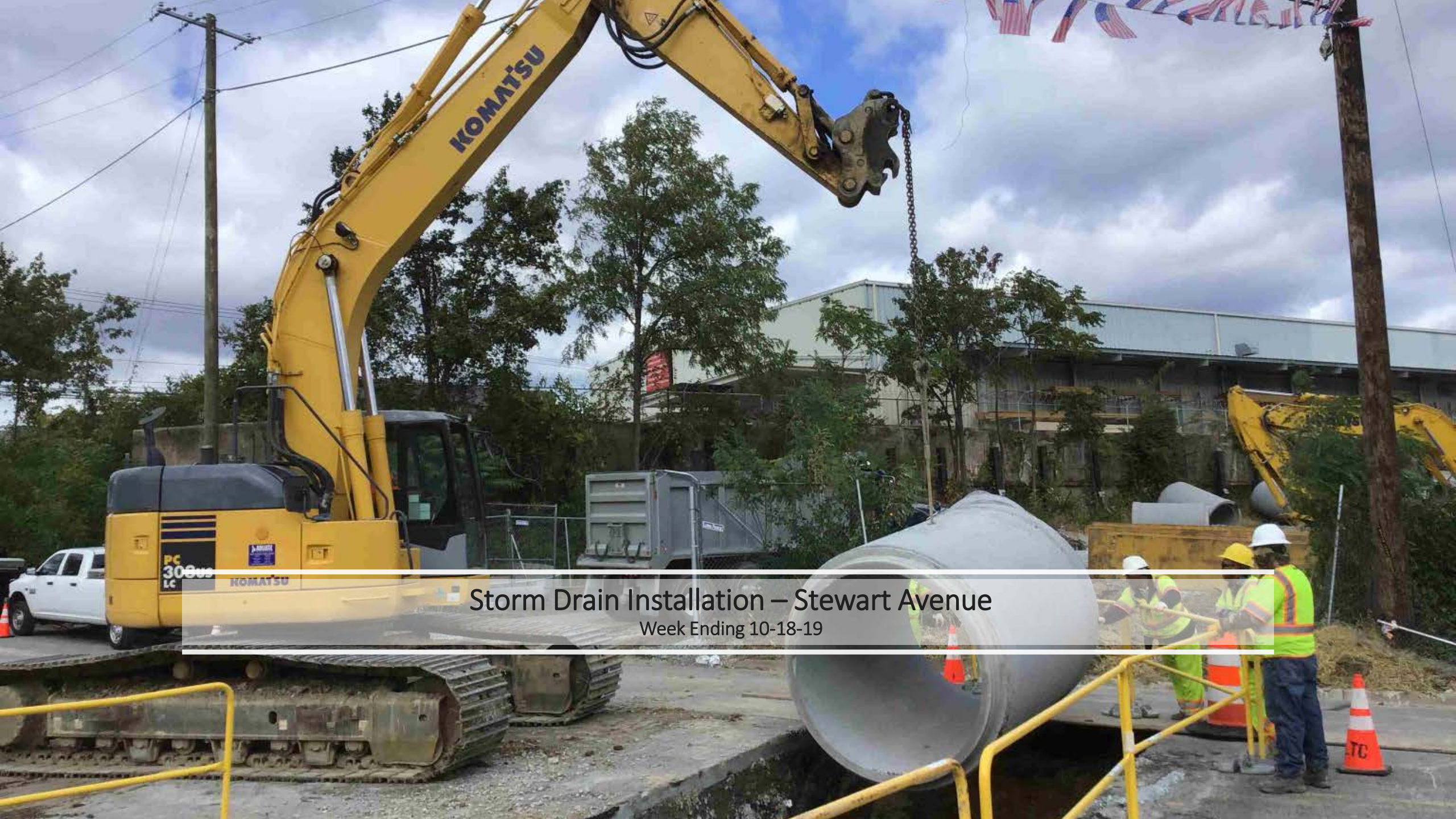


U104 Watermain Relocation – Brookville Road

Week Ending 10-04-19



U304 Gas Relocation – Wayne Avenue
Week Ending 10-04-19



Storm Drain Installation – Stewart Avenue

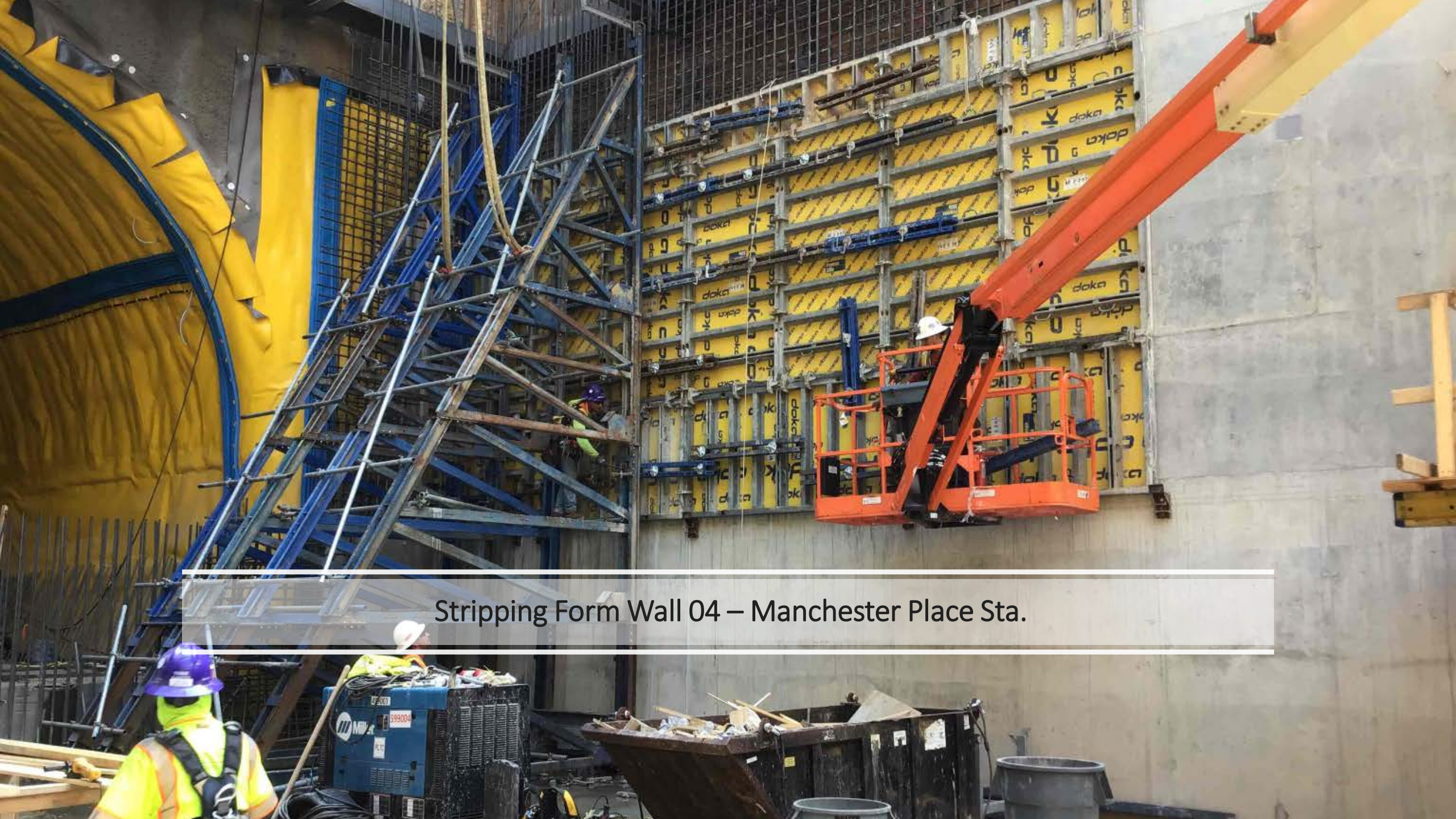
Week Ending 10-18-19



Tunnel Crown Waterproofing – Plymouth Tunnel



Shotcrete Secondary Liner – Plymouth Tunnel



Stripping Form Wall 04 – Manchester Place Sta.



S20 Abutment A Formwork – East-West Highway

Week Ending 09-27-19



Upper Lot Sidewalk Placement - SSIMS

Week Ending 10-11-19



S20 Piers 3 & 4 Concrete Placement – Silver Spring Transit Center

Week Ending 10-11-19



Excavation work at NW Branch Bridge – University Blvd.



MSE Wall 7-172 Subgrade Preparation – College Park

Week Ending 09-27-19

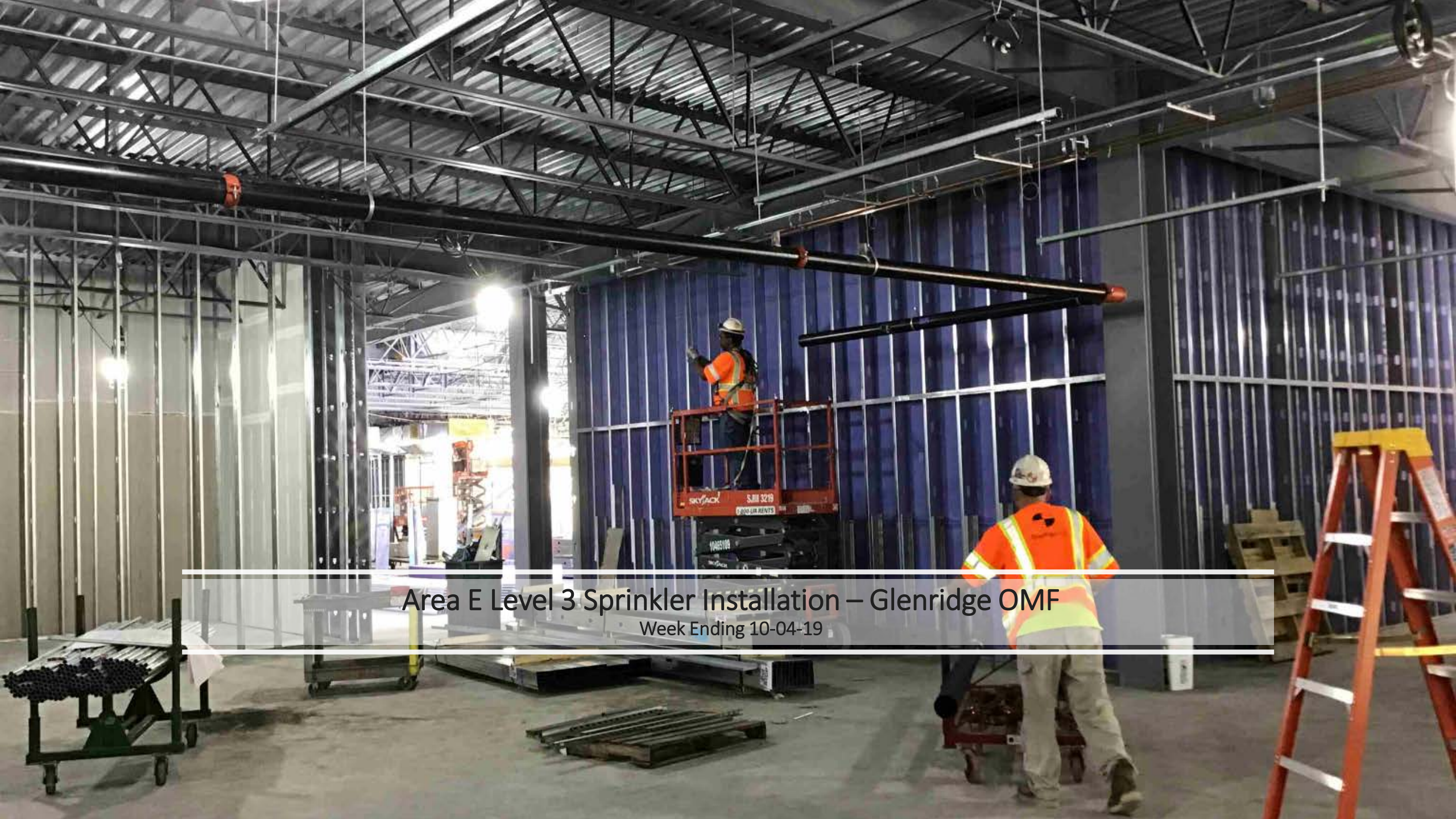


Area A Metal Stud Installation – Glenridge OMF



Area F Masonry Block and Stud Installation – Glenridge OMF

Week Ending 09-27-19



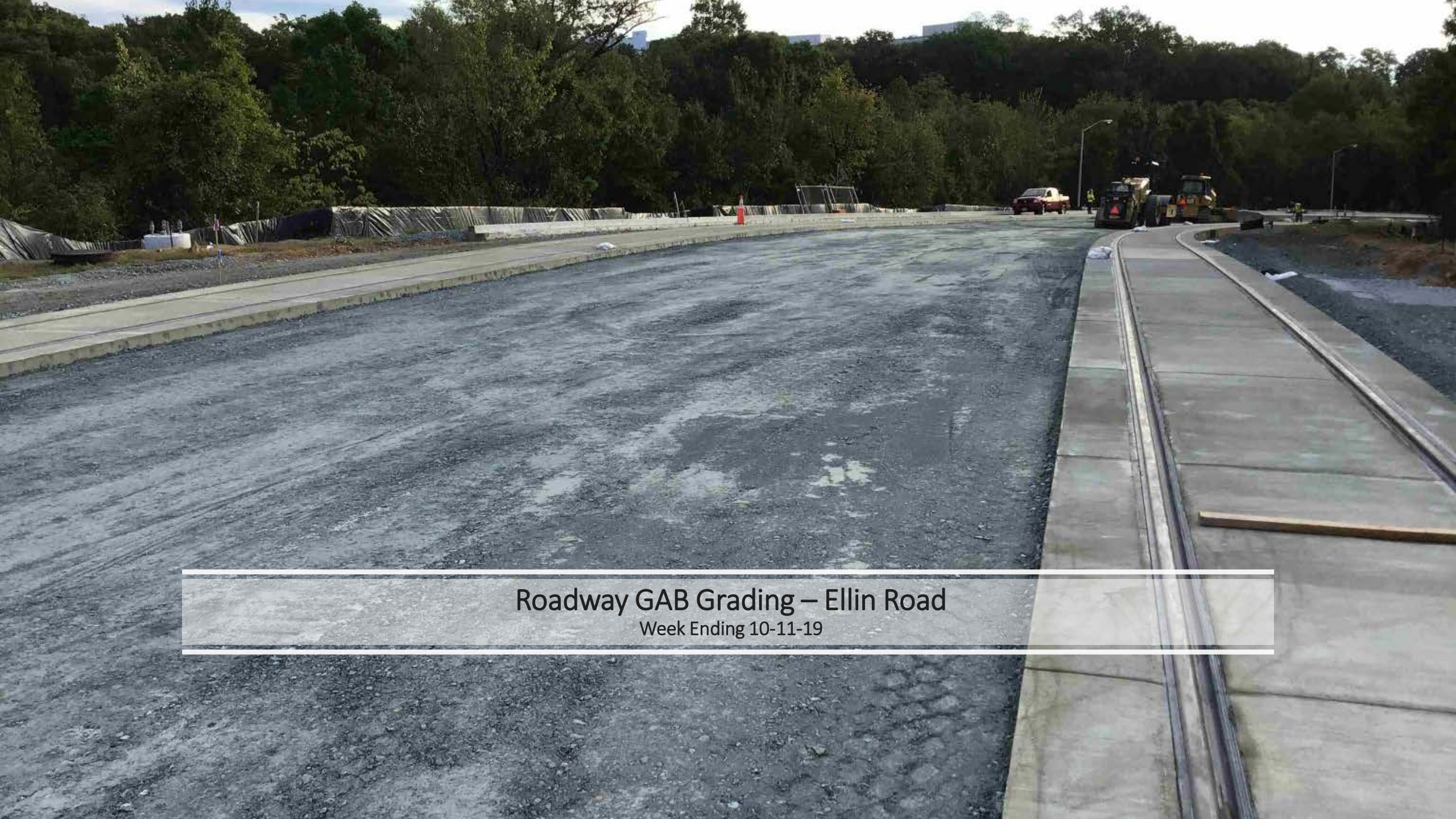
Area E Level 3 Sprinkler Installation – Glenridge OMF

Week Ending 10-04-19



Embedded Track #2 Rebar and Formwork – Ellin Road

Week Ending 09-27-19



Roadway GAB Grading – Ellin Road

Week Ending 10-11-19

Procurement Opportunities

Firms interested in pursuing contract opportunities on the Purple Line project can register as a vendor with Purple Line Transit Partners at www.purplelinetransitpartners.com

- Engineering Design and Inspection Services.
- Material Suppliers & Testing -- concrete, asphalt, rebar, precast arches and pipe (10 miles), high voltage equipment, etc.
- Construction services -- bridges, structures, paving, duct banks, utility relocation and tunnel work.
- Concrete finish work.
- Stormwater Management Ponds and Wetland Restoration.

Construction Updates & Information

Sign up for text or email updates

www.Purplelinemd.com

General Purple Line Information (MDOT MTA)

443-451-3706

443-451-3705 (Espanol)

outreach@purplelinemd.com

Purple Line Construction

Information and Concerns

240-424-5325

outreach@pltcllc.com