



Washington's Purple Line Rail Service On Track To Be Another Billion Dollar Boondoggle

The National Capital Purple Line, which is supposed to connect Washington, DC's subway lines in the Maryland suburbs, was over budget and behind schedule before it even started.

Construction costs have steadily increased from \$2 billion to \$3.4 billion while the overall price tag to build, operate, and manage the system has ballooned from \$5.6 billion to \$9.3 billion.

And as the costs go up, the completion date, which is nearly five years behind schedule, keeps getting pushed back. The service, originally expected to begin in spring 2022, is now delayed until fall 2026.

The project has literally been stopped in its tracks for two years because the companies building it quit. Ironic, since the Purple Line was promoted as "Transit that Works."

Now, another contractor with its own track record of cost overruns and delays has been hired to complete the Purple Line.

The company selected to manufacture the passenger cars for the rail service also has a reputation for late deliveries and lack of reliability.

What could possibly go wrong?

Despite all the flashing warning signals, the U.S. Department of Transportation (DOT) is all aboard, providing more than \$910 million in grants and a low-interest, taxpayer-backed loan totaling nearly \$1.8 billion to try to get the rail service back on track.

The Purple Line's Track Record, By the Numbers:

- \$1.4 billion over budget to construct
- \$3.7 billion over budget to operate
- 4 ½ years behind schedule
- Cost to taxpayers: More than \$910 million in grants and a taxpayer-back loan totaling nearly \$1.8 billion

