

# **Purple Line Construction Status**

**2025 JCR, p. 118-119**

**November 2025**

Maryland Department of Transportation

Maryland Transit Administration

## **Introduction:**

The Maryland Department of Transportation (MDOT) prepared this report in response to language contained in the 2025 Joint Chairmen’s Report (JCR). The language states:

*“Given challenges and cost overruns associated with completing construction on the Purple Line Light Rail project, the committees request that the Maryland Transit Administration (MTA) submit six bimonthly construction status reports for the Purple Line project to the committees. The status reports shall provide:*

- 1) The completion percentages for the project as a whole and for each major category of work;*
- 2) The running total amount expended for construction; and*
- 3) An explanation of any material change to the total construction cost estimate or construction schedule as set forth in the revised public-private partnership agreement as amended to add Maryland Transit Solutions as the replacement design-build contractor for the project.”*

The Purple Line is a critical investment in Maryland’s transportation system that will provide reliable east-west travel in Montgomery and Prince George’s counties, help reduce congestion, improve our environment, increase transit connectivity, create jobs, and drive economic growth.

The Purple Line will transform the region by:

- Advancing the shared mission to improve the quality of life and economic vitality in our communities by creating and sustaining an integrated, convenient, and reliable transportation network;
- Creating several new multimodal connections across the region, linking to three Washington Metropolitan Area Transit Authority (WMATA) Metro lines, three Maryland Area Regional Commuter (MARC) commuter rail lines, Amtrak, and a host of bus services;
- Greatly expanding transit opportunities in Maryland’s two most populous and fastest-growing counties in the State;
- Creating convenient, dependable east-west access to jobs, educational centers, shopping, recreation, and attractions;
- Supporting more than 6,000 jobs, with 26% for design services going to small and minority-owned businesses and 22% for construction going to small and minority-owned businesses;
- Relieving automobile congestion on major arteries and local roads in one of the most congested areas in the nation;
- Providing significant environmental benefits through the operation of clean electric energy light rail vehicles and taking thousands of vehicles off the road daily, thereby reducing vehicle emissions caused by single occupancy vehicle drivers;
- Spurring economic growth along the Purple Line alignment in and between Prince George’s and Montgomery counties and having a positive impact on property values by improving access and mobility; and
- Revitalizing communities and providing much-needed opportunities for transit-oriented developments, many of which are already under development in anticipation of completion of the Purple Line.

## **Information Requested:**

As requested in the 2025 Joint Chairmen's Report, MTA is providing the most recent information collected and summarized through the end of September 2025.

### *1. The percent completion for the overall project and for each major category of work.*

The Purple Line continues its year of transformation with an active end to summer. As of the end of September 2025, the project is reporting 84.6% complete with more than 148,000 of 193,100 feet of track laid overall, bringing rail progress to 76.6%. Twenty of 28 LRVs have been delivered to the Glenridge Operations and Maintenance Facility, and the remainder are expected to be on site before the end of 2025 (ahead of schedule).

In September, construction crews completed the curved track crossing at Wayne Avenue and Fenton Street and began the track crossing at Sligo Creek Parkway and Wayne Avenue. This completes track work at Wayne Avenue and Fenton Street. Track work at Manchester Place was completed in September. The complex demolition of the old Spring Street Bridge is complete, and girder erection for Span 2 is scheduled for October. The bridge deck is complete for Phase 2 of the Wayne Avenue Bridge over Sligo Creek, with parapet and approach slab work ongoing. Track construction is complete along University Boulevard, and fencing and landscaping work has started. Box culvert work is ongoing adjacent to Chevy Chase Lakes Drive and traffic has been shifted to allow for completion of this work. Storm drain work continues along Wayne Avenue, with expected completion in November. Train control system installation work continues from New Carrollton to the University of Maryland.

Overall construction of the Capital Crescent Trail is at 64.9%. Work this period focused on retaining walls supporting the trail. Drainage work is expected in October, and landscaping is expected to continue by the end of the year.

Station work primarily involves cabling, signage, and lighting installations. At New Carrollton Station, the platform Art In Transit (AIT) paver installation was completed in September. At Lyttonsville Station, three steel AIT structures have been installed. At Piney Branch Station, windscreen AIT panels were installed.

In Bethesda, concrete and waterproofing work for the shaft continues and excavation of the lobby area has begun. In Chevy Chase, construction crews completed excavation for Phase 2 of the Jones Mill underpass with footing concrete work underway. At the Silver Spring Transit Center, mezzanine work to connect Purple Line to WMATA's station included elevator, electrical, and roofing work this period.

Crews continued with systems installation, including communications, train control equipment, and grade crossings with all Central Instrument Houses installed. The final Traction Power Substation (TPSS) was installed during this reporting period. Track and systems work at the Glenridge Operations and Maintenance Facility (OMF) yard included completion of power to the west side of the yard.

As of September 30, 2025, the following completion percentages have been achieved:

<b>Completion Category</b>	<b>% Complete (as of 9/30/25)</b>	<b>% Complete (as of 7/31/25)</b>
Overall Project <sup>(i)</sup>	84.6%	82.1%
Utility Relocations <sup>(ii)</sup>	98.6%	97.3%
Civil Design <sup>(iii)</sup>	100%	100%
Systems Design <sup>(iv)</sup>	89.5%	84.2%
Construction Possession of Property Acquisitions <sup>(v)</sup>	100%	100%
Civil Construction <sup>(vi)</sup>	84.7%	80.9%
Rail Installation <sup>(vii)</sup>	76.6%	65.5%
Systems Construction <sup>(viii)</sup>	77.0%	70.8%
Station Construction <sup>(ix)</sup>	78.2%	74.2%
Glenridge Operations and Maintenance Facility <sup>(x)</sup>	100%	100%
Rail Vehicles Ready to Ship <sup>(xi)</sup>	100%	100%
Capital Crescent Trail Construction <sup>(xii)</sup>	64.9%	63.2%

## CALCULATION FORMULAS:

- i. Overall Project completion is calculated by summing the earned value (EV) for the three P3 project phases (prior Design-Build Contractor, MTA interim, current Design-Build Contractor) and dividing by the sum of the estimates at completion (EAC) for the three P3 project phases.  
$$(EV_{priorDB} + EV_{interim} + EV_{currentDB}) / (EAC_{priorDB} + EAC_{interim} + EAC_{currentDB})$$
- ii. Progress of Utility Relocations is now calculated using partial progress information for each individual utility relocation package. Of the 260 total utility relocations packages, the following progress is noted:
  - a. 252 packages at 100% Complete
  - b. 1 package at  $90\% \leq \text{Complete} < 100\%$
  - c. 6 packages at  $50\% \leq \text{Complete} < 90\%$
  - d. 1 package at  $0\% < \text{Complete} < 50\%$
  - e. 0 packages at 0% Complete
- iii. Civil Design progress is based on 199 of 199 civil design packages having a Released for Construction (RFC) status.
- iv. Systems Design progress is based on 17 of 19 systems design packages having an RFC status. Systems design packages are the last packages to complete because equipment location and cable routing must fit into the completed civil design environment.
- v. Construction Possession of Property Acquisitions refers to available access for Purple Line Project construction. The category includes all original (P3A Exhibit 9) and additional (P3A Exhibit 9B) properties required for the project.
- vi. Civil Construction is calculated based on physical construction progress of major civil components (retaining walls, bridges, drainage, paving, and underground structures) across the project alignment.
- vii. Rail Installation is calculated based on measured rail installation as a percentage of all planned rail across the project alignment.
- viii. Systems Construction is calculated based on physical construction progress of major systems components (overhead power, train & traffic signals, communications equipment, substations) across the project alignment. This figure does not include testing and commissioning of project systems prior to achievement of revenue service and start of operations.
- ix. Station Construction is calculated based on physical construction progress of stations (platforms and structures, elevators and escalators, glazing, lighting, signs, fare collection, and other components) across the project alignment.
- x. This category measures the progress of just the maintenance facility. Civil, rail, and systems construction within the Glenridge Yard is now tracked and reported under the Civil Construction, Rail Installation, and Systems and Station Construction status.

- xi. Of the fleet of 28 light rail vehicles (LRVs), twenty (20) have been shipped and delivered to the Glenridge Operations & Maintenance Facility (OMF) as of the end of September 2025, and the remaining eight are ready to ship.
- xii. Capital Crescent Trail Construction is calculated based on physical construction progress of major civil components (retaining walls, bridges, drainage, paving, trail connections, and landscaping/fencing) along the Capital Crescent Trail. Portions of the Capital Crescent Trail will be constructed in conjunction with the Purple Line tracks, and therefore the Capital Crescent Trail will open when it is safe to do so in a later stage of the project.

2. *The running total amount expended for construction.*

Since the execution of the new design-build contract on April 15, 2022, through September 30, 2025, \$2.036 billion has been expended on the design-build contract. Reported expenditures are based on the latest monthly construction progress report prepared by the Concessionaire.

3. *An explanation of any material change to the total construction cost estimate or construction schedule as set forth in the revised P3 Agreement as amended to add Maryland Transit Solutions as the replacement design-build contractor for the project.*

As of September 30, 2025, there are no material changes to the cost or schedule of the project.

**Milestones:**

Live dynamic testing east of the test track was started in August 2025. Further extension west of the test track will occur in Fall 2025.

The table below highlights significant remaining anticipated milestones for the Project, including the estimated start date of revenue service. Please note that the table below reflects information accurate as of the end of the reporting period for this report - September 30, 2025. **Please see the notice on page 7 regarding an update received after the reporting period closed.**

Milestone	Date
Commencement of Extended Dynamic Track Testing, Beyond Glenridge Test Track	Fall 2025
Capital Crescent Trail Construction Complete	Spring 2026
Construction Complete, Commence Demonstration Testing & Commissioning Activities	Winter 2026-2027
Revenue Service Availability Begins	End of 2027

**Update as of October 31, 2025:**

Following the close of the reporting period for this report, Purple Line Transit Partners (PLTP) - the concessionaire building the Purple Line - submitted its monthly update of the project's construction schedule on October 28, 2025. This update is currently under review by MTA but reflects an overall project delay of 29 days, with revenue service availability beginning on January 28, 2028 instead of the previously reported date of December 30, 2027.

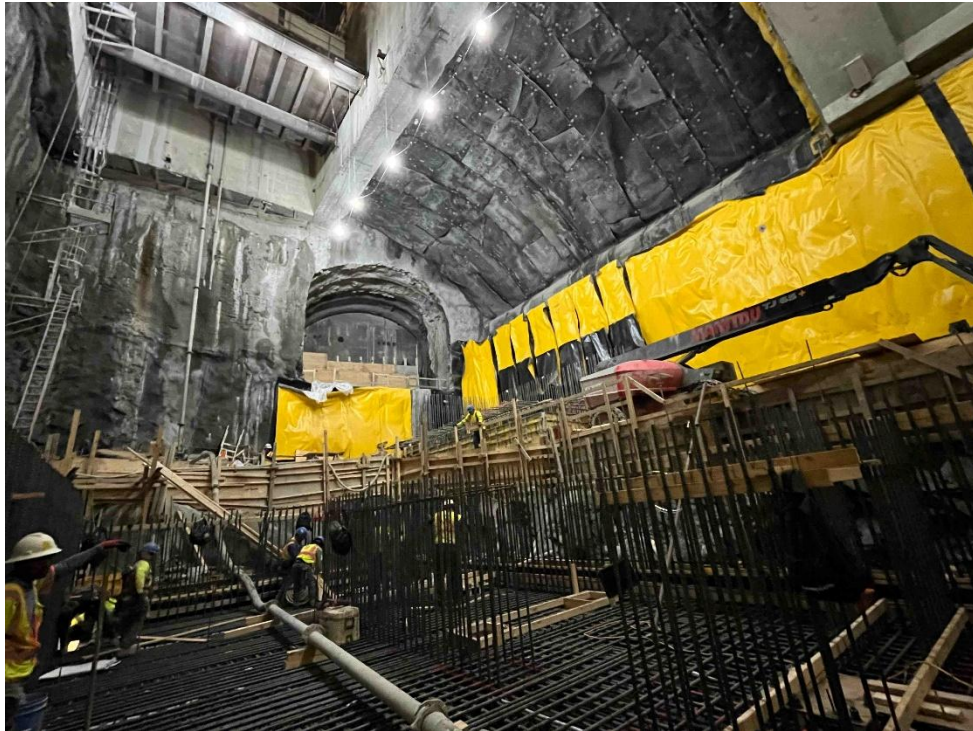
This submission incorporated several new activities related to existing overhead utilities. MTA is actively working with PLTP and key third-party utility owners to develop and implement mitigation strategies to reduce the duration of these added work activities, as well as recover any actualized delays to deliver the Purple Line on schedule. Additional information will be provided in the next JCR.

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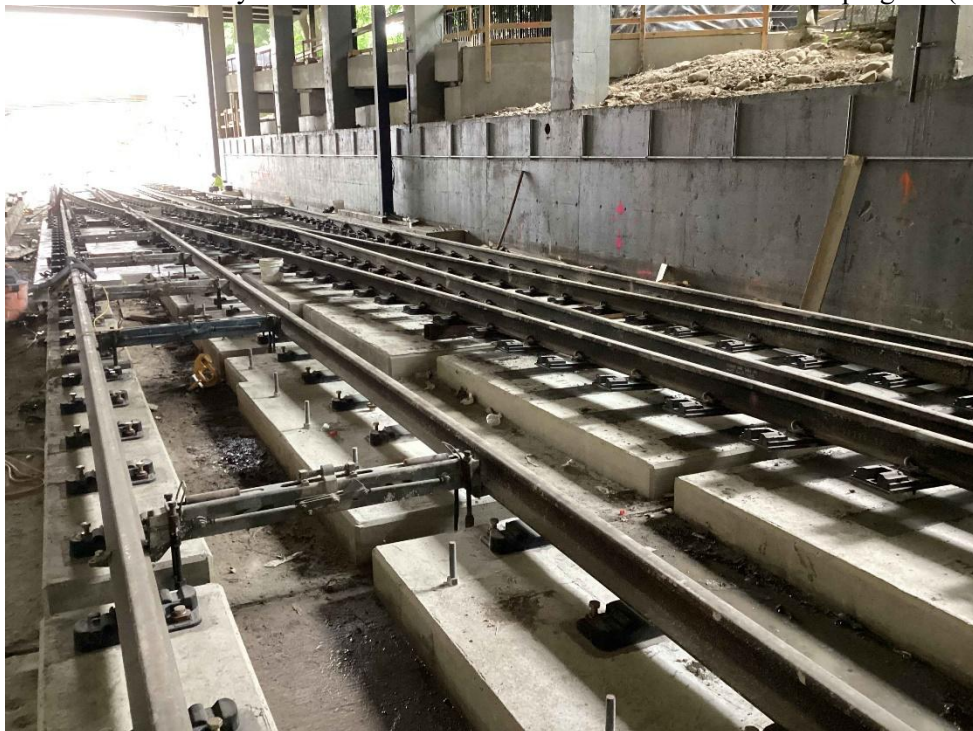
**Construction Progress:**

**Segment 1 (Bethesda - Spring Street):**

Bethesda Metro South Entrance – Site view of the shaft elevator pit slab and wall waterproofing work as of 09.20.25



Bethesda Enclosed Trainway - Site view of direct fixation tracks #1 and #2 work progress (08.18.25)



**Segment 2 (Lyttonsville Yard area):**

Lyttonsville Station - Site view of the elevator tower art in transit work progress as of 09.23.25



Lyttonsville Yard - Site view of traction power substation TPSS-Q2 set on concrete pad as of 09.22.25.

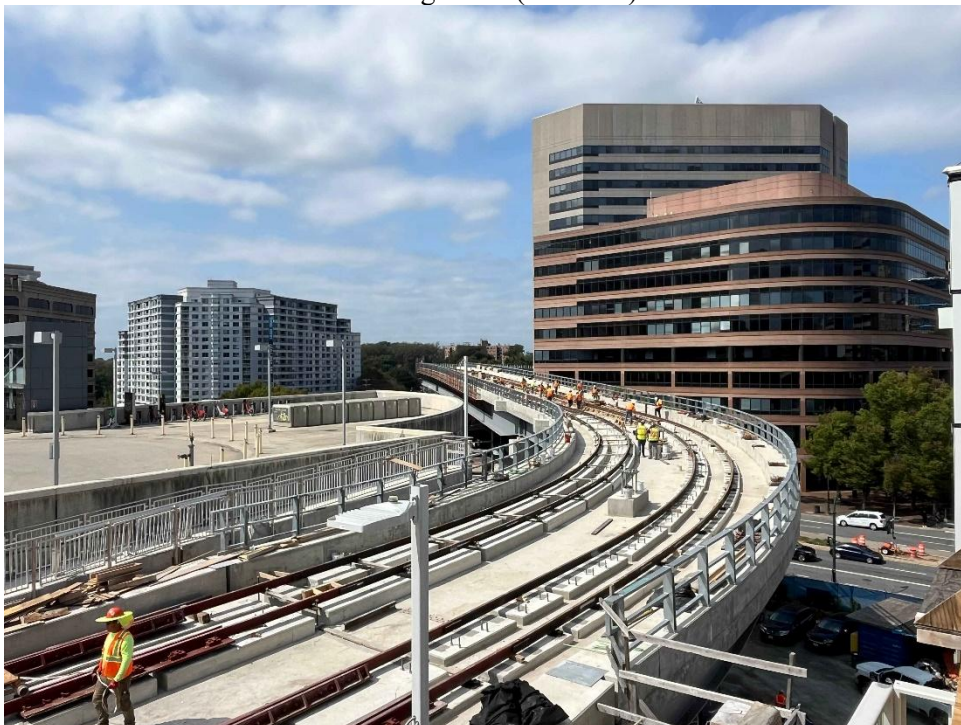


**Segment 3 (Spring Street to Manchester Road):**

Direct Fixation Track - Site view of track #1 and #2 work progress at Silver Spring Station (09.04.25)



Direct Fixation Track - Site view of track #1 and #2 work progress on the Silver Spring Transit Center LRT Aerial Bridge as of (09.22.25)



**Segment 4 (Manchester Road to Arliss Street / Plymouth Tunnel):**

Direct Fixation Track – Site view of direct fixation tracks #1 and #2 concrete placement from the Tunnel towards Arliss Street (08.08.25)



Direct Fixation Track – Site view of direct fixation tracks #1 and #2 work progress from the Tunnel towards Arliss Street (08.28.25)



**Segment 5 (Arlliss Street to Adelphi Road):**

Site Views of the Landscape planting along the ballasted tracks on University Blvd. at West Park as of (09.17.25)



Riggs Road Station - Site View of the ballasted tracks, light poles, and perimeter fence work progress on University Blvd. (08.22.25)



**Segment 6 (Adelphi Road to College Park):**

Site View of overhead catenary system poles installation work progress on Campus Dr at Adelphi Road-UMGC-UMD Station. (09.03.25)



Site view of the overhead catenary system messenger wiring work along Rossborough Ln at the Baltimore Ave.-UMD Station. (09.05.25)



**Segment 7 (College Park to Ellin Road):**

S28 Anacostia LRT Bridge over NE Branch - Site View of the direct fixation track #1 and #2 and overhead catenary system work progress (09.10.25)



New Carrollton Station - Site View of the platform art in transit pavers and track signal installation work progress along Ellin Road. (08.28.25)



**Segment 8 (Glenridge Maintenance Facility):**

Site View of Glenridge Yard access gate wiring work (08.11.25)



Site View of Glenridge Yard (September 2025)

