

Purple Line Construction Status

2025 JCR, p. 118-119

January 2026

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 November 2025.

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

The Purple Line's year of transformation wraps up with several achievements. As of November 30, 2025, the project is reporting construction at 87.4% complete, including nearly 154,000 of 193,100 feet of track laid overall, bringing rail progress to 80.8%. All 28 LRVs are delivered, weeks ahead of schedule, to the Glenridge Operations and Maintenance Facility in Prince George's County.

Trackwork on Bonifant Street crossing Georgia Avenue was completed in October, as well as trackwork through the intersection of Bonifant Street and Ramsey Avenue intersection. Trackwork on Wayne Avenue from Fenton Street to Cedar is ongoing. In Silver Spring, crews completed Pier 1 & 2 concrete work for the Spring Street bridge and erected the bridge's Span 2 steel girders. Pile driving has started for the new bridge abutments. Train control system installation work continues from Riverdale Park - Kenilworth to Piney Branch Road.

Overall construction of the Capital Crescent Trail (CCT) has increased from 64.9% to 67.1%. In October, CCT work continued on various retaining walls adjacent to the trail, as well as final grading of subbase on portions of the trail west of Jones Mill Road and landscaping west of Connecticut Avenue. Crews placed the precast arches over the Purple Line track and over the CCT to complete Phase 2 of Jones Mill Bridge construction. Work continued in November on various retaining walls adjacent to the trail and drainage work in the Woodside area of the CCT, and crews successfully reopened Jones Mill Road to pedestrian and vehicular traffic.

Station work across the alignment continues with cabling and lighting installations progressing. Station signage identifying neighborhoods was installed on platforms, and Art in Transit installations progressed. Canopy structures and columns were installed at Woodside Station, and steel structures on the north side of the Silver Spring WMATA Mezzanine were completed. Acoustic walls were installed at Bethesda Station, and roofing the over main stairs was installed at Connecticut Avenue Station.

At the Bethesda shaft, work advanced on elevator and ejector pit walls, backfilling and mud mat placement at the bottom of the shaft. In Chevy Chase, crews began grading and preparation for reconstruction of Chevy Chase Lake Drive.

Crews continued with systems installation, including communications, train control equipment and signalization equipment for highway grade crossings and at the Glenridge (Prince George's County) and Lyttonsville (Montgomery County) Operations and Maintenance Facilities. All Wayside Equipment Cabinets are installed. Traction Power Substation (TPSS) Q6 was energized, and functional performance testing began. Parallel feeders for traction power have been installed and temporarily spliced through University of Maryland campus. Between New Carrollton and College Park, overhead conflicts with the catenary are resolved and crews completed catenary installation. Integration system testing, including live-wire LRV testing, is now progressing from New Carrollton to College Park, covering more than 30% of the alignment.

New metrics for systems and vehicle testing completion percentages are currently being developed for inclusion in future reports as construction approaches completion. The categories shown below emphasize construction and equipment installation.

As of November 30, 2025, the following completion percentages were achieved:

Completion Category	% Complete (as of 11/30/25)	% Complete (as of 9/30/25)
Overall Project ⁽ⁱ⁾	87.4%	84.6%
Utility Relocations ⁽ⁱⁱ⁾	98.9%	98.6%
Civil Design ⁽ⁱⁱⁱ⁾	100%	100%
Systems Design ^(iv)	89.5%	89.5%
Construction Possession of Property Acquisitions ^(v)	100%	100%
Civil Construction ^(vi)	90.3%	84.7%
Rail Installation ^(vii)	80.8%	76.6%
Systems Construction ^(viii)	81.7%	77.0%
Station Construction ^(ix)	82.9%	78.2%
Glenridge Operations and Maintenance Facility ^(x)	100%	100%
Rail Vehicles Ready to Ship ^(xi)	100%	100%
Capital Crescent Trail Construction ^(xii)	67.1%	64.9%

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. 253 packages at 100% Complete
 - b. 1 package at $90\% \leq \text{Complete} < 100\%$
 - c. 6 packages at $50\% \leq \text{Complete} < 90\%$
 - d. 0 packages 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), all 28 have been shipped and delivered to the Glenridge Operations & Maintenance Facility (OMF) as of the end of November 2025.
- 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 November 30, 2025, \$2.171 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 November 30, 2025, there are no material changes to the cost or schedule of the project.

Milestones:

The table below highlights significant remaining anticipated milestones for the Project, including the estimated start date of revenue service, and reflects information known as of the end of the current reporting period (November 30, 2025).

Extended Dynamic Track Testing Beyond Glenridge Test Track commenced in August 2025, ahead of the Fall 2025 anticipated milestone. Since the milestone has been achieved, it has been removed from the table below.

The Capital Crescent Trail (CCT) projected completion date has been updated to Summer 2026 to reflect necessary design changes for grading and drainage systems and anticipated paving timelines. MTA is committed to working closely with Montgomery County to identify opportunities to open the entire trail or portions of the trail as early as is feasible.

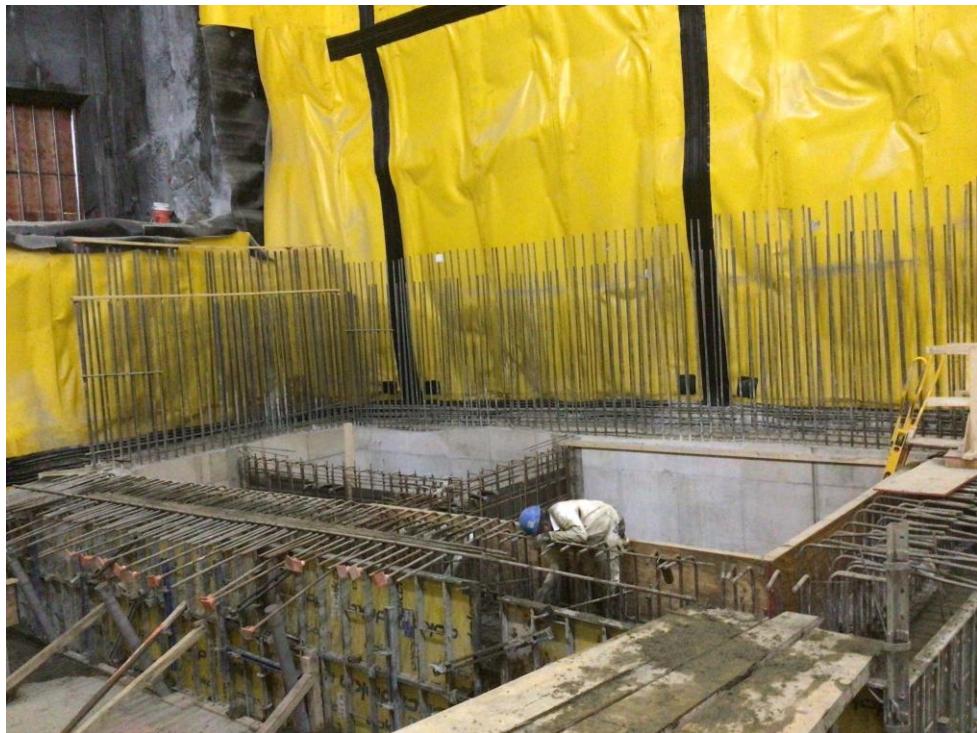
MTA is actively working with PLTP and key third-party utility owners to develop and implement mitigation strategies to reduce the duration of the added work activities related to existing overhead utilities, as well as to recover any actualized delays to deliver the Purple Line on schedule.

Milestone	Date
Capital Crescent Trail Construction Complete	Summer 2026
Construction Complete, Commence Demonstration Testing & Commissioning Activities	Winter 2026-2027
Revenue Service Availability Begins	End of 2027

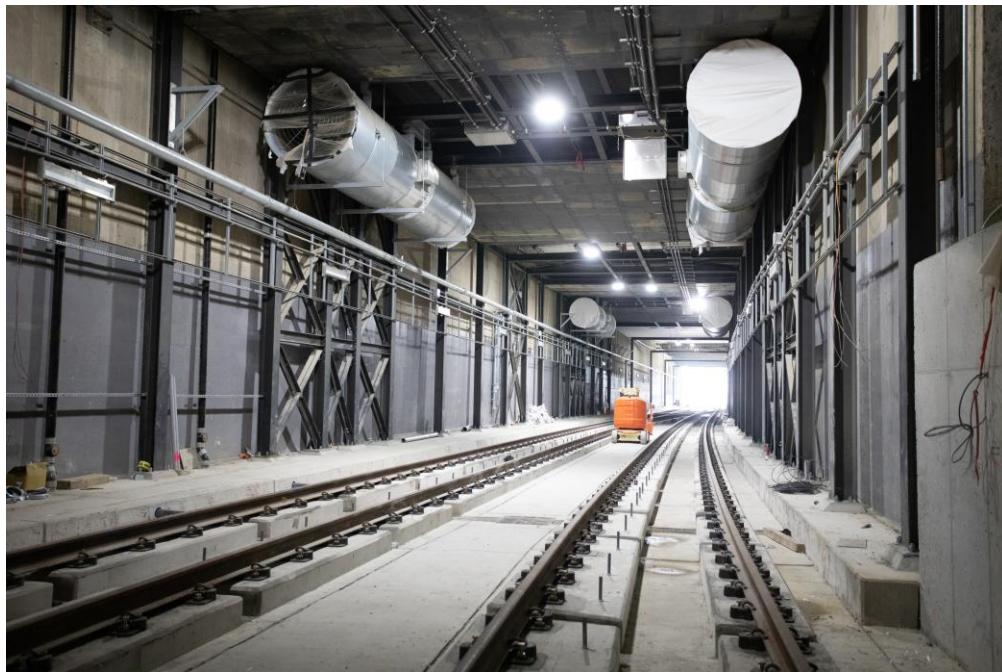
Construction Progress:

Segment 1 (Bethesda - Spring Street):

Bethesda Metro South Entrance – Site view of the shaft elevator pit slab and wall waterproofing work as of 11.22.25



Bethesda Enclosed Trainway - Site view of fire suppression installation work progress as of 11.26.25



Segment 2 (Lyttonsville Yard area):

Lyttonsville Yard - Site view of the ballasted track work progress as of 11.19.25

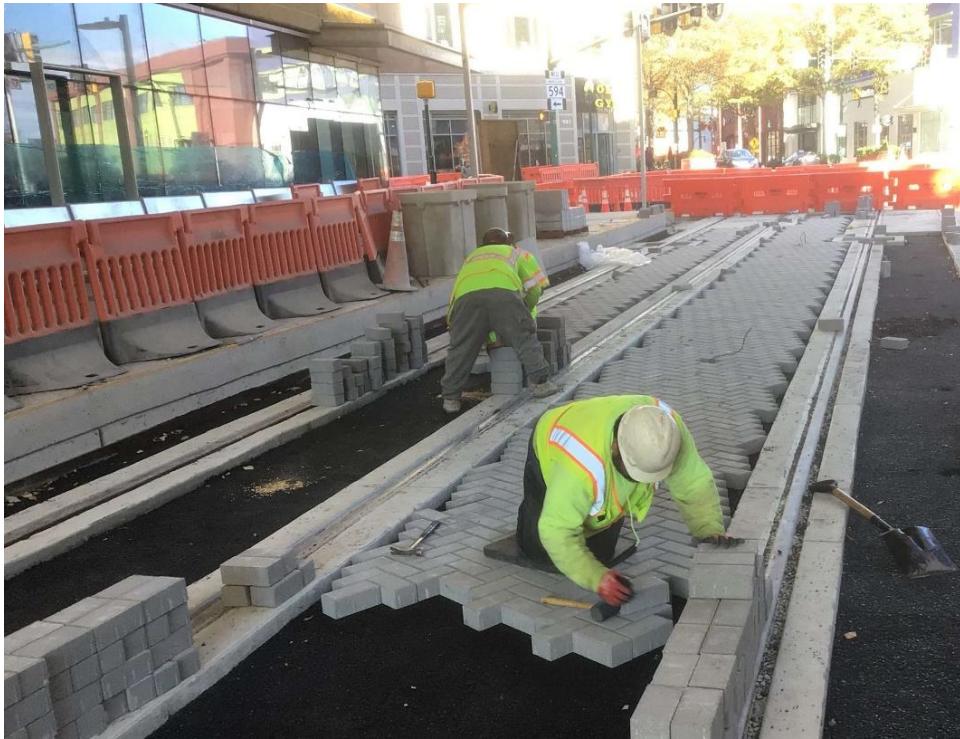


Lyttonsville Yard - Site view of maintenance pit work progress as of 10.28.25



Segment 3 (Spring Street to Manchester Road):

Silver Spring Library Station - Site view of brick installation between embedded track #1 and #2 as of 11.14.25



Direct Fixation Track - Site view of track #1 and #2 work progress on the Silver Spring Transit Center LRT Aerial Bridge as of 11.11.25

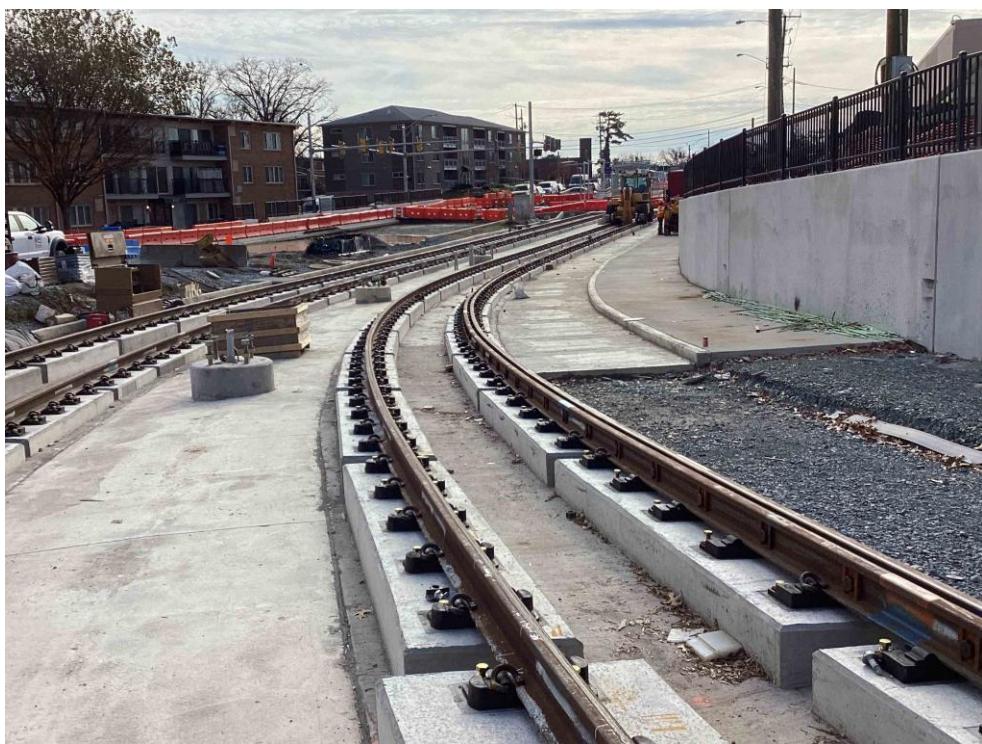


Segment 4 (Manchester Road to Arliss Street / Plymouth Tunnel):

Direct Fixation Track – Site view of direct fixation tracks #1 and #2 work inside the Tunnel. (11.25.25)

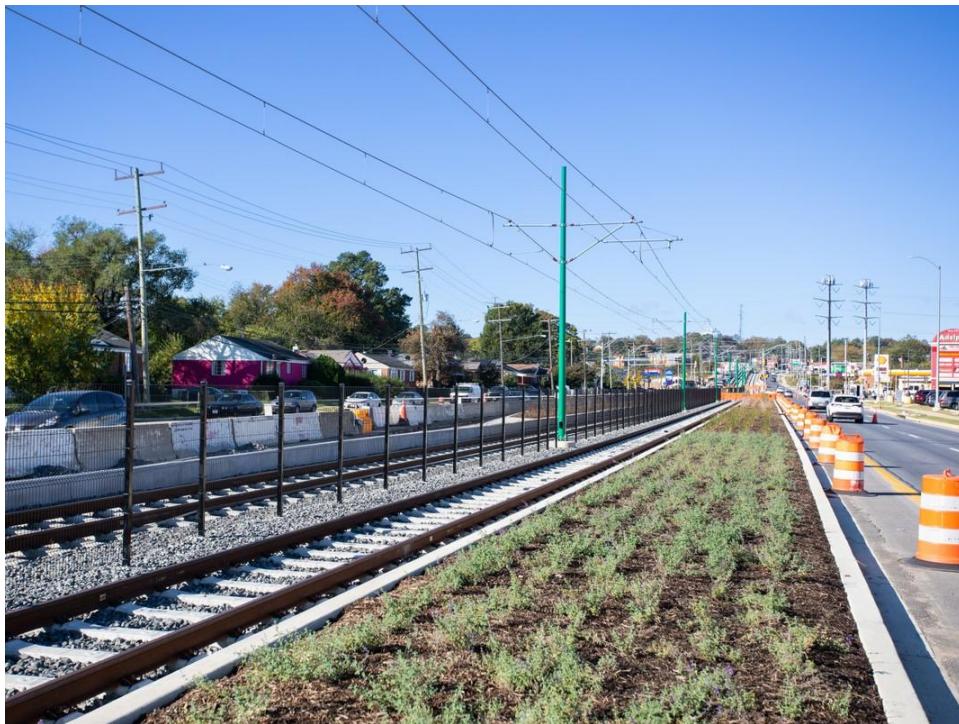


Direct Fixation Track – Site view of direct fixation tracks #1 and #2 work progress from the Tunnel towards Arliss Street (11.04.25)

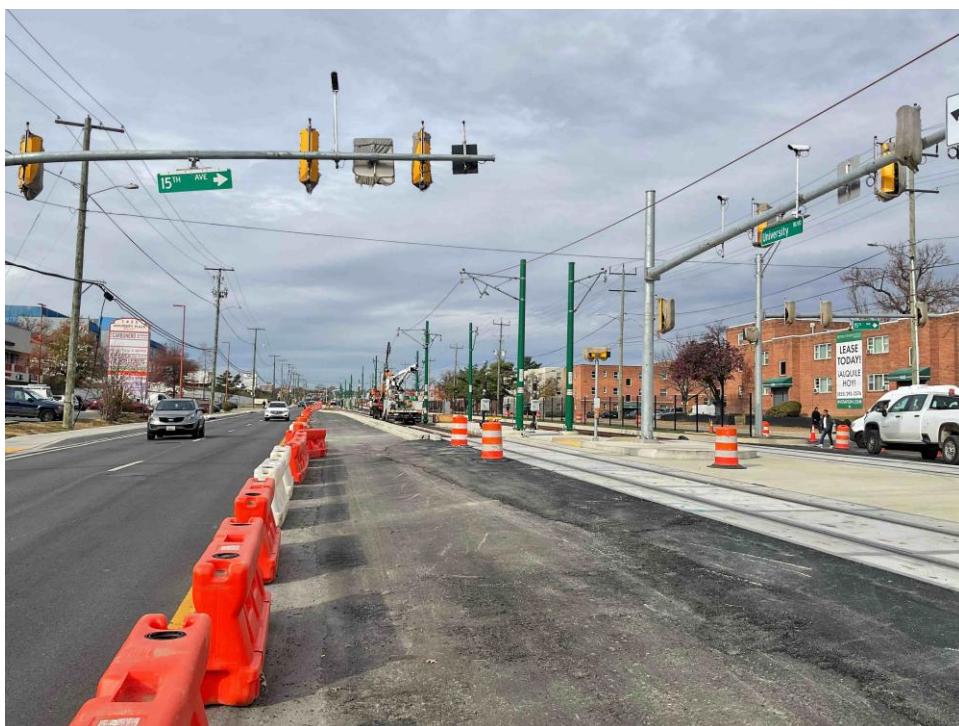


Segment 5 (Arliss Street to Adelphi Road):

Site view of the overhead catenary system wiring work progress along University Blvd. at West Park Drive as of 10.19.25



Site view of the overhead catenary system wiring work progress along University Blvd. at 15th Ave. as of 11.18.25



Segment 6 (Adelphi Road to College Park):

Site view of overhead catenary system poles installation work progress on Campus Drive near UMD Pump Station. (11.17.25)



Seg 6 Testing - Site view of the Light Rail Vehicle No. 102 at the College Park-UMD Station. (11.21.25)



Segment 7 (College Park to Ellin Road):

Segment 7 Testing - Site View of the Light Rail Vehicle No. 102 turning onto Kenilworth Ave. (11.20.25)



Segment 8 (Glenridge Maintenance Facility):

Site View of Glenridge Yard (September 2025)

