

Purple Line Construction Status

2025 JCR, p. 118-119

March 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 January 2026.

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

As of January 31, 2026, Purple Line design and construction is 88.8% complete, with progress across multiple design-build categories, including civil design and construction, station construction and light rail vehicle delivery. Although substantial construction completion is anticipated by late 2026, the system will undergo rigorous testing for more than one year beyond the construction completion date.

Rail installation is currently at 87% complete, with nearly 168,000 of 193,100 feet of track laid overall. As previously noted, all rail in Prince George's County is installed. Trackwork on Wayne Avenue from Fenton Street to Cedar Street is ongoing, with an expected completion by mid-February. Trackwork on Wayne Avenue crossing Sligo Creek Parkway was completed in December.

Overall construction of the Capital Crescent Trail (CCT) has increased from 67.1 to 68.3%. The grading and wall work for the trail are weather-dependent, and crews are progressing this work as weather conditions allow.

Station finalization across the alignment continues, and December and January work focused on signage and passenger handrail installation. Manchester Station progress included elevator headhouse roofing and glazing as well as mechanical room piping installation. At the Bethesda shaft, concrete placement for the shaft floor slab is complete and lobby excavation and waterproofing of the shaft walls progressed.

Crews continued systems installation, including communications, train control equipment and signalization equipment for highway grade crossings in Segments 3, 5, 6, and at the Lyttonsville (Montgomery County) Operations and Maintenance Facility. Integration system testing, including live-wire LRV testing, continues from New Carrollton to College Park.

Completion Percentages by Category

Completion percentages for the project as a whole and for each major category of work are shown below. Categories ii through xii emphasize construction and equipment installation. Please note, a new category, “Startup” has been added to distinguish between Design and Construction completion categories, which are planned to be substantially completed this calendar year, and the testing and commissioning activities that will become the emphasis of project work from now until the start of revenue operations.

As of January 31, 2026, the following completion percentages were achieved:

Completion Category	% Complete (as of 1/31/26)	% Complete (as of 11/30/25)
Overall Project ⁽ⁱ⁾	88.8%	87.4%
Utility Relocations ⁽ⁱⁱ⁾	98.9%	98.9%
Civil Design ⁽ⁱⁱⁱ⁾	100%	100%
Systems Design ^(iv)	89.5%	89.5%
Construction Possession of Property Acquisitions ^(v)	100%	100%
Civil Construction ^(vi)	91.1%	90.3%
Rail Installation ^(vii)	87.0%	80.8%
Systems Construction ^(viii)	86.8%	81.7%
Station Construction ^(ix)	85.9%	82.9%
Glenridge Operations and Maintenance Facility ^(x)	100%	100%
Rail Vehicles Ready to Ship ^(xi)	100%	100%
Capital Crescent Trail Construction ^(xii)	68.3%	67.1%
Startup ^(xiii)	16.9%	11.5%

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. All 28 light rail vehicles (LRVs) have been shipped and delivered to the Glenridge Operations & Maintenance Facility (OMF), since 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.
- xiii. Startup is calculated based on the percentage of successfully completed tests, and includes design-build contractor staff and consultants providing support to begin revenue operations. This figure includes testing and commissioning of train control, traction power, overhead catenary, and communications systems prior to achievement of revenue service and start of operations.

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

Since the execution of the new design-build contract on April 15, 2022, through January 31, 2026, \$2.237 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 January 31, 2026, the only material change is that Spring Street bridge, originally scheduled to re-open Spring 2026, is now expected to open Summer of 2026.

Milestones:

The table below highlights 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 (January 31, 2026).

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

The Capital Crescent Trail (CCT) projected completion date has been updated to Fall 2026 due to continued use for construction access. During this time, the CCT remains closed to pedestrians and cyclists to ensure public safety. MTA is closely monitoring construction progress and continues to work with Montgomery County to carefully evaluate whether any portions of the trail can be safely opened before the entire project is complete. Safety will remain the guiding factor in all decisions regarding public access. Once all construction is finished and the trail meets required safety standards, MTA will continue coordinating with the County to fully reopen the CCT to the public. MTA is

committed to re-opening part or all of the trail as soon as it is safe to do so.

The Purple Line team continues to address locations along the alignment where clearances between existing overhead utilities and the Overhead Catenary System do not meet governing code requirements. Resolution of these clearance issues is necessary to advance LRV testing within individual project segments. All clearance issues are resolved from New Carrollton through College Park, with work along University Boulevard continuing in January and February 2026. Despite severe weather conditions in late January 2026, significant progress has been achieved through targeted mitigations, infrastructure adjustments, and real-time coordination with third-party utility owners.

In mid-February 2026, the Purple Line concessionaire PLTP submitted its January 2026 monthly update of the construction schedule. This update is currently under review by MTA but projects an overall delay of 58 days, showing Revenue Service Availability beginning on February 26, 2028 instead of the contractual date of December 30, 2027. This completion estimate incorporates certain conservative assumptions that PLTP believes are appropriate for management of future risks.

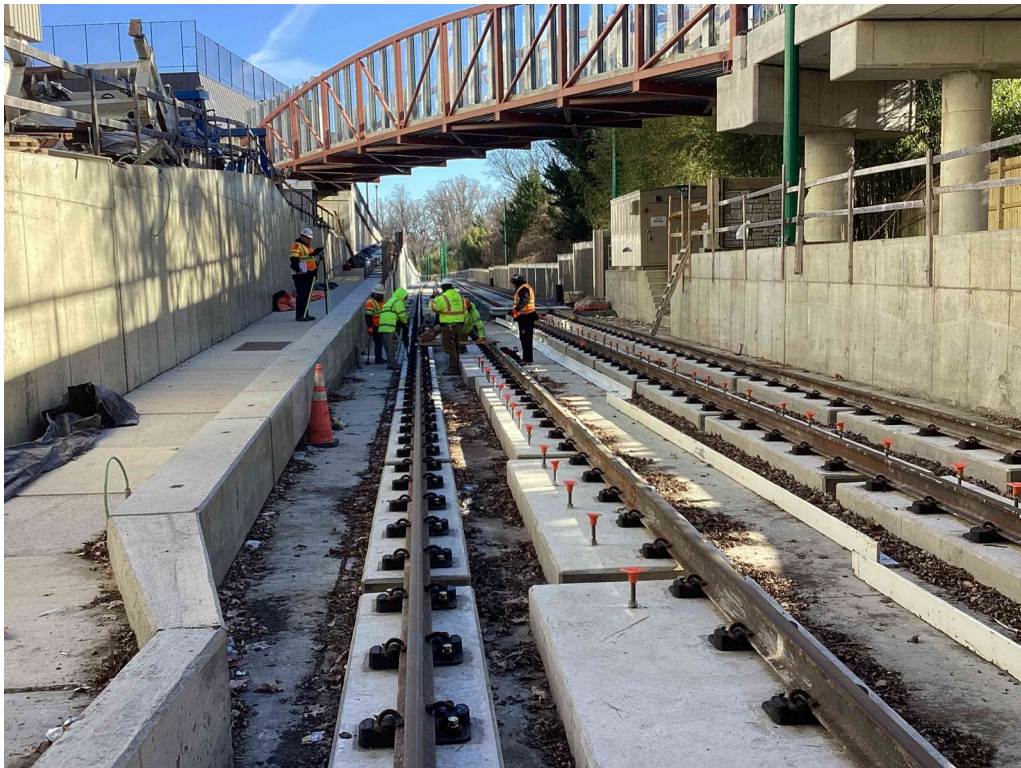
MTA is actively working with PLTP to explore alternative testing sequences to recover time and deliver the Purple Line on schedule. MTA will continue to provide additional information in the next JCR.

Construction Progress:
Segment 1 (Bethesda - Spring Street):

Bethesda Metro South Entrance – Site view of the Elm Street lobby area excavation work as of 01.20.26



Site view of direct fixation track work progress near CCT Pedestrian Bridge in Bethesda as of 01.21.26



Segment 2 (Lyttonsville Yard to Silver Spring area):

Lyttonsville Yard - Site view of maintenance pit work progress as of 01.14.26

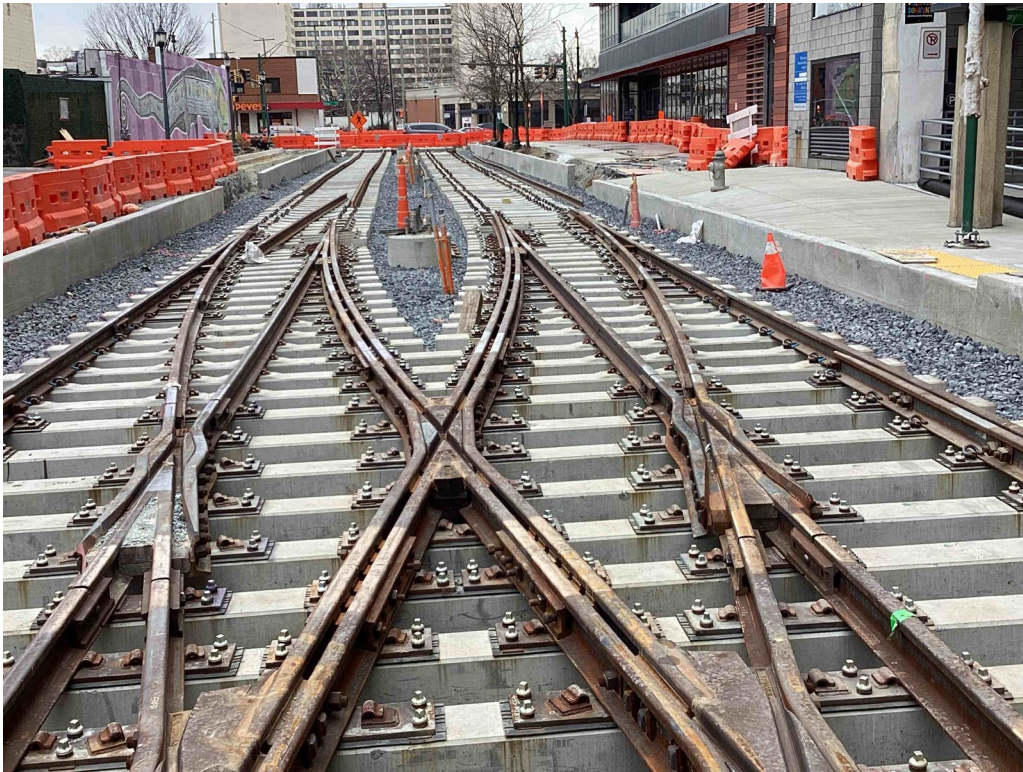


Woodside-16th Street Station - Site view of the prep for track work progress as of 01.21.26



Segment 3 (Spring Street to Manchester Road):

Site view of direct fixation track work progress as of 12.12.25



Site view of WMATA Mezzanine structure work progress at Silver Spring Metro as of 01.29.26



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 as of 01.20.26



Direct Fixation Track – Site view of direct fixation tracks #1 and #2 work progress from the Tunnel towards Arliss Street as of 01.07.26



Segment 5 (Arliss Street to Adelphi Road):

Site view of the axle counter installation along embedded tracks on Piney Branch Road as of 01.22.26



Site view of the overhead catenary system wiring work progress along University Blvd. at 15th Ave. as of 12.22.25



Segment 6 (Adelphi Road to College Park):

Site view of overhead catenary system wiring work progress on Campus Drive as of 01.20.26



Segment 7 (College Park to Ellin Road):

Segment 7 - Site View of the west-side stairs canopy and windscreen work at Riverdale Park-Kenilworth Station
as of 01.20.26



Segment 8 (Glenridge Maintenance Facility):

Site view of Glenridge Yard with Operations and Maintenance Facility in the background, as of 01.31.26

