Purple Line Construction Status

2025 JCR, p. 118-119

May 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 March 2026.

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

   As of March 31, 2026, Purple Line design and construction is 89.7% complete, with progress across multiple design-build categories, including civil design and construction, station construction, and light rail vehicle testing. 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 97.9% complete, with over 189,000 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 complete. All track is expected to be complete by the end of May.

   Systems installation progressed at the Lyttonsville Operations and Maintenance Facility, including communications and train control equipment. Signalization equipment work continued for highway grade crossings in Segments 3, 5, and 6. Updated traffic controllers were installed from New Carrollton to Annapolis Road, and Overhead Catenary System (OCS) installation and inspection was completed from Adelphi Road to Riggs Road.

   Station structural elements (signage, passenger handrail, stair, and canopy installation) are in final stages at six stations including Riverdale Park/Kenilworth, Manchester Place, Dale Drive, Silver Spring Transit Center, Woodside/16th Street, and Lyttonsville. Art in Transit is complete at the following 10 stations: New Carrollton, Glenridge, Riverdale Park North/UMD, Campus Drive, Adelphi Road, Piney Branch, Dale Drive, Lyttonsville (two art installations), Connecticut Avenue, and Bethesda. Manchester Station construction progress included installation of the Plaza level canopy structure above the tunnel, and mechanical and electrical installations within various service rooms. Lobby excavation at Bethesda station is complete, and concrete placement for the lobby slab and shaft walls is progressing.

   Construction of the Capital Crescent Trail (CCT) continues to advance. While the winter weather conditions limited grading, paving, and wall progress, crews are progressing wall construction between Talbot Ave and Spring Street and are placing base course asphalt heading west to east, from East West Highway to Connecticut Avenue.

   Startup activity included integration system testing. Live-wire testing of Light Rail Vehicles (LRVs) progressed from New Carrollton to Adelphi Road, including crossing University of Maryland's main campus.

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. "Startup" distinguishes between Design and Construction completion categories, which are planned to be substantially completed this calendar year, and the testing and commissioning activities that are the emphasis of project work from until the start of revenue operations.

As of March 31, 2026, the following completion percentages have been achieved:

Completion Category	% Complete (as of 3/31/26)	% Complete (as of 1/31/26)
Overall Project [(i)]	89.7%	88.8%
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)]	91.7%	91.1%
Rail Installation [(vii)]	97.9%	87.0%
Systems Construction [(viii)]	90.3%	86.8%
Station Construction [(ix)]	88.0%	85.9%
Glenridge Operations and Maintenance Facility [(x)]	100%	100%
Rail Vehicles Ready to Ship [(xi)]	100%	100%
Capital Crescent Trail Construction [(xii)]	68.4%	68.3%
Startup [(xiii)]	21.9%	16.9%

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 calculated using partial progress information for each individual utility relocation package. Of the 260 total utility relocation packages, the following progress is noted:

a. 253 packages at 100% Complete
b. 1 package at 90% ≤ Complete < 100%
c. 6 packages at 50% ≤ Complete < 90%
d. 0 packages at 0% < 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 the 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 the 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 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 March 31, 2026, $2.288 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.*

No material change to the construction cost estimate or construction schedule occurred this period.

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 (March 31, 2026).

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

The "Major Construction Complete" milestone signifies the substantial completion of Purple Line construction in the right-of-way, enabling commencement of end-to-end system testing. Following this milestone, remaining construction work is limited primarily to the connection at Bethesda to the WMATA Metro station and miscellaneous final adjustments.

Capital Crescent Trail (CCT) construction is projected to complete in Fall 2026 due to continued use for Purple Line 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. The project team is working to reopen the trail as soon as it is safe to do so, with plans to reopen in phases. Sections of the trail may open this year to provide limited access, with the full trail expected to reopen in 2027. Once all construction is finished and the trail meets required safety standards, MTA will coordinate with the County to fully reopen the CCT.

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 now resolved from New Carrollton through Adelphi Rd., including the University of Maryland campus, enabling the extension of live wire testing throughout this area. As of March 2026, resolution work is progressing in two locations simultaneously, along University Boulevard and in Chevy Chase area.

In March 2026, the Purple Line concessionaire Purple Line Transit Partners (PLTP) submitted its February 2026 monthly update of the construction schedule. This schedule remains under review by MTA but projects an overall delay of 78 days, showing Revenue Service Availability beginning on March 17, 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.

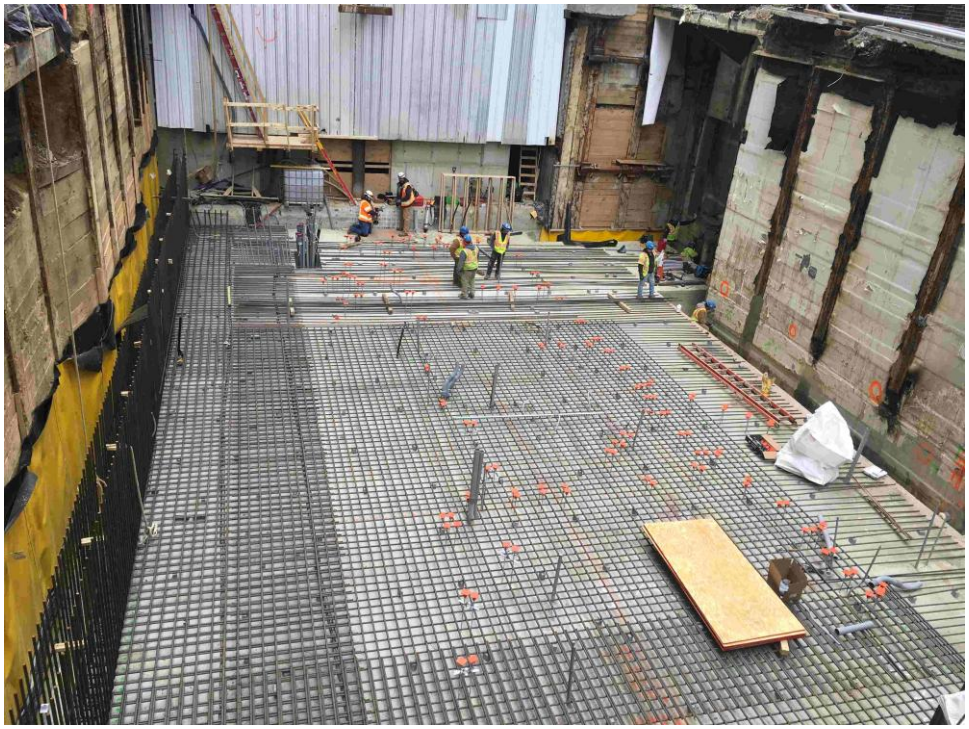
MTA is actively working with PLTP to explore alternative testing sequences to recover time and deliver the Purple Line on schedule. MTA will continue to provide additional information in the next JCR.

Following the closure date of this report, the project installed the last piece of rail on May 7, marked by a public event. The next bi-monthly report will reflect that rail installation is 100% complete."

Construction Progress:

Segment 1 (Bethesda - Spring Street):

Bethesda Metro South Entrance – Site view of Lobby Area slab rebar work as of 03.27.2026



Connecticut Ave. Station – Site view of platform installed Variable Message Sign as of 03.27.2026



Segment 2 (Lyttonsville Yard to Silver Spring area):

Lyttonsville Yard - Site view of Overhead Catenary System work as of 03.27.2026



Spring Street Bridge – Site view of bridge deck preparation for concrete work as of 03.27.2026



Segment 3 (Silver Spring to Manchester Road):

Silver Spring – Bonifant Street rail and overhead catenary system work progress as of 03.14.26

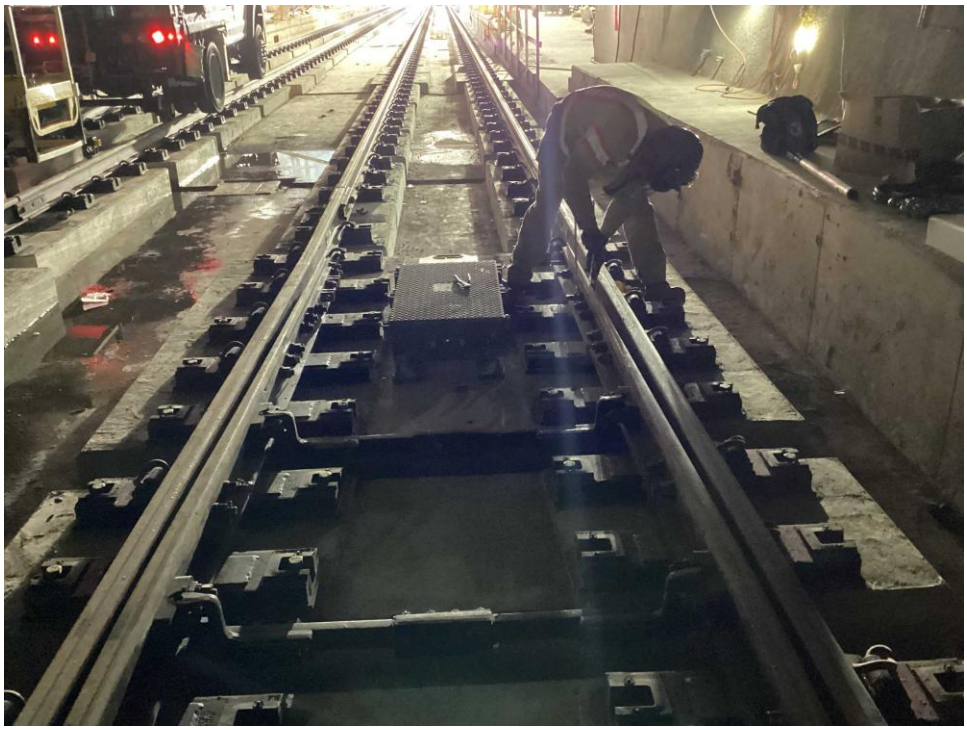


Wayne Ave. – Site view of Green Trail hot mix asphalt placement as of 03.27.2026



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

Plymouth Tunnel – Site view of direct fixation track switch machine installation as of 03.27.2026

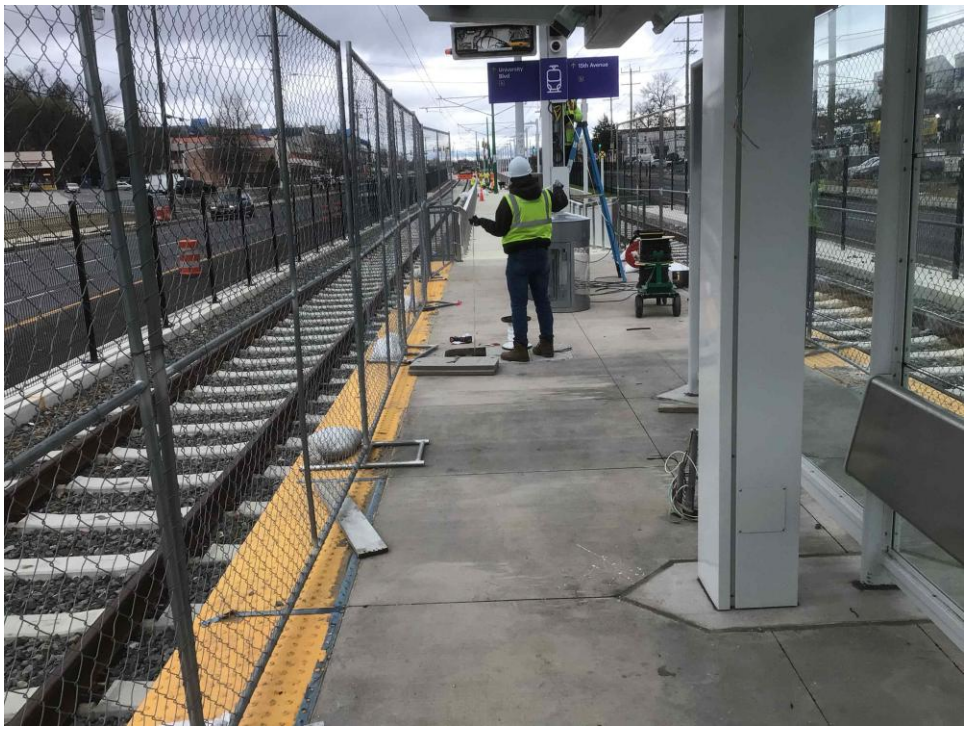


Plymouth Tunnel – Site view of OCS brackets work as of 03.27.2026



Segment 5 (Arliss Street to Adelphi Road):

Riggs Road Station – Site view of Variable Message Sign wiring work as of 03.27.2026



University Blvd. – Site view of Overhead Catenary System work as of 03.27.2026



Segment 6 (Adelphi Road to College Park):

Adelphi Road-UMGC-UMD Station – Live Wire Testing of LRV on 03.25.2026



Segment 7 (College Park to Ellin Road):

Riverdale Park - Kenilworth Station – East side stairs canopy roofing & panels installation as of 03.27.2026



Segment 8 (Glenridge Maintenance Facility):

Site view of Glenridge Yard with Operations and Maintenance Facility as of 03.31.26

