Purple Line Construction Status

2026 JCR, p. 117-118

November 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 2026 Joint Chairmen's Report (JCR). The language states:

> *"Given schedule delays 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 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 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 2026 Joint Chairmen's Report, MTA is providing the most recent information collected and summarized through the end of September 2026.

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

As of September 30, 2026, the overall project is 93.7% complete with progress across multiple design-build categories, including civil design and construction, station construction, and Light Rail Vehicle (LRV) testing. Startup activity has continued, having advanced 9% since July 2026, with 55.6% complete. The system will undergo rigorous mandatory testing for more than one year beyond substantial construction.

Installation of the Overhead Catenary System (OCS) continues to progress on the Montgomery County side of the alignment. Wire installed through downtown Silver Spring along Bonifant Street is complete, and installations have commenced along Wayne Avenue and Piney Branch Road.

The summer milling and paving program made significant progress. Surface pavement was completed and permanent markings began along Wayne Avenue, University Boulevard, River Road, Kenilworth Avenue, and Riverdale Road. Final paving and marking efforts also included work alongside streets and connections to the aforementioned main roadways. This includes multiple sequenced lane closures to maintain traffic flow during the milling and paving activities, placing the roads in their final condition. Restoring these roadways to their final condition marks a major milestone for residents, businesses, and travelers, delivering smoother and safer driving surfaces, improved pavement markings, and a more reliable transportation network after several years of utility and construction work throughout the corridor.

Live wire testing was completed between Bethesda and Lyttonsville in Montgomery County, as well as between Adelphi Road and 14th Ave. As a result, all live wire testing in Prince George's County is now complete for the current phase of testing. This allows the project to progress to completing the dynamic train control system testing in Prince George's County.

Signalization equipment work continued for highway grade crossings at numerous intersections along Wayne Avenue, Piney Branch Road, and University Boulevard, and two more traffic signals on Wayne Avenue were activated in their final configurations.

Final installation of structural, mechanical, and communications elements including handrails, stairs, canopies, signage, and utility services remains underway at all stations. Over the summer, work at the Bethesda station was centered on excavation, structural concrete placement, and utility installation for the Bethesda South Station Entrance. At the Silver Spring Transit Center (SSTC), crews undertook retaining wall construction, utility service connections, mezzanine canopy and wall construction.

Construction of the Capital Crescent Trail (CCT) advanced with fence installation, landscaping, and paving completion between Bethesda and Connecticut Avenue. Remaining construction in this section includes completion of fencing, furnishings, lighting, and final landscaping, followed by final inspection with Montgomery County before this section can be safely opened to public use. Grading and paving efforts continued eastward from Connecticut Avenue to 16th Street.

Crews progressed retaining wall construction between Talbot Avenue and the SSTC, notably continuing walls near 3rd Street and Apple Avenue, to allow for final grading and paving of the easternmost length of the trail.

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 vii primarily reflect design, construction, and equipment installation activities. The "Startup" category distinguishes progress toward completing the project's design and construction scope from the testing, commissioning, and readiness activities that will be the primary focus as the project transitions to trial running and, ultimately, revenue operations. As the project approaches completion of most design and construction activities, progress is expected to shift increasingly from physical construction and installation to system integration, testing, and commissioning efforts. As of September 30, 2026, the following completion percentages have been achieved:

Completion Category	% Complete (as of 9/30/26)	% Complete (as of 7/31/26)
Overall Project [(i)]	93.7%	92.1%
Utility Relocations [(ii)]	99.98%	99.98%
Systems Design [(iii)]	94.7%	94.7%
Civil Construction [(iv)]	96.4%	93.2%
Systems Construction [(v)]	94.1%	93.1%
Station Construction [(vi)]	89.4%	89.0%
Capital Crescent Trail Construction [(vii)]	77.8%	74.3%
Startup [(viii)]	55.6%	46.9%

CALCULATION FORMULAS:

Open categories:

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 base scope Utility Relocations is calculated using partial progress information for each individual utility relocation package. Final adjustments remain.

iii. Systems Design progress is based on 18 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.

iv. 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.

v. 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.

vi. 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.

vii. 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.

viii. 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.

Closed categories:

As of September 30, 2026, the following completion categories are at 100% for two periods or more:

Completion Category	% Complete
Civil Design [(a)]	100%
Construction Possession of Property Acquisitions [(b)]	100%
Rail Installation [(c)]	100%
Glenridge Operations and Maintenance Facility [(d)]	100%
Rail Vehicles Ready to Ship [(e)]	100%

a. Civil Design progress is based on 199 of 199 civil design packages having a Released for Construction (RFC) status.

b. 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.

c. Rail Installation is calculated based on measured rail installation as a percentage of all planned rail across the project alignment.

d. 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.

e. The full fleet of 28 LRVs were shipped and delivered to the Glenridge OMF as of November 2025 where they are currently housed.

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

Since the execution of the new design-build contract on April 15, 2022, through September 30, 2026, $2.491 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 changes 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.

Milestone	Date
Major Construction Complete	Winter 2026-2027
Capital Crescent Trail Construction Complete	Spring 2027
Trial Running Begins (End-to-End System Testing)	Spring 2027
Revenue Service Availability Begins	End of 2027

The "Major Construction Complete" milestone signifies the significant completion of Purple Line construction in the right-of-way, enabling the commencement of end-to-end system testing.

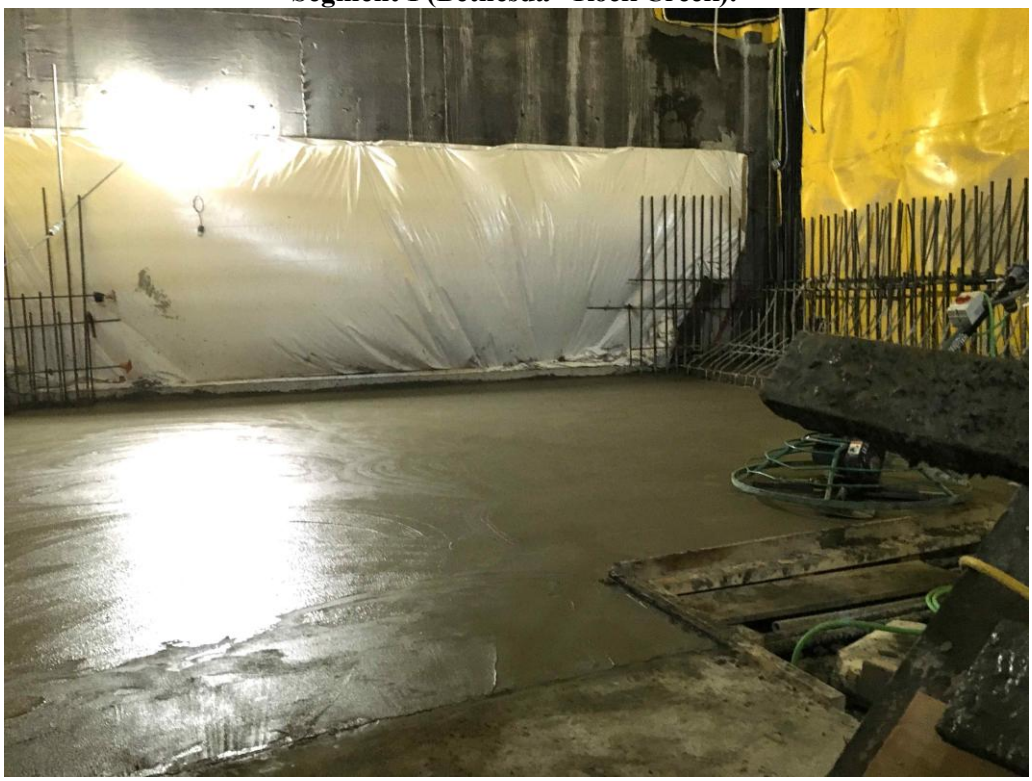
Construction completion of the CCT is anticipated by Spring 2027. However, due to continued use of the trail area for Purple Line construction access and to ensure public safety, the Capital Crescent Trail will remain closed to pedestrians and cyclists. MTA is closely monitoring construction progress 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. Sections of the trail may open initially for limited access, with the full trail expected to reopen after completion of the final inspection with the County and all safety standards are met.

The Purple Line project has experienced a range of utility conflicts during construction, including both underground and overhead utilities. Ongoing schedule logic adjustments by the concessionaire Purple Line Transit Partners (PLTP) have resulted in continuous changes to PLTP's forecasted Revenue Service Availability (RSA) date in recent months. As an example, the concessionaire's August 2026 schedule update (submitted in September 2026) incorporated additional changes extending their forecasted RSA date to May 27, 2028, which is 149 days later than the contractual RSA date of December 30, 2027. Since MTA does not believe PLTP's recent schedules accurately reflect past impacts or future mitigation opportunities, MTA did not approve this schedule update.

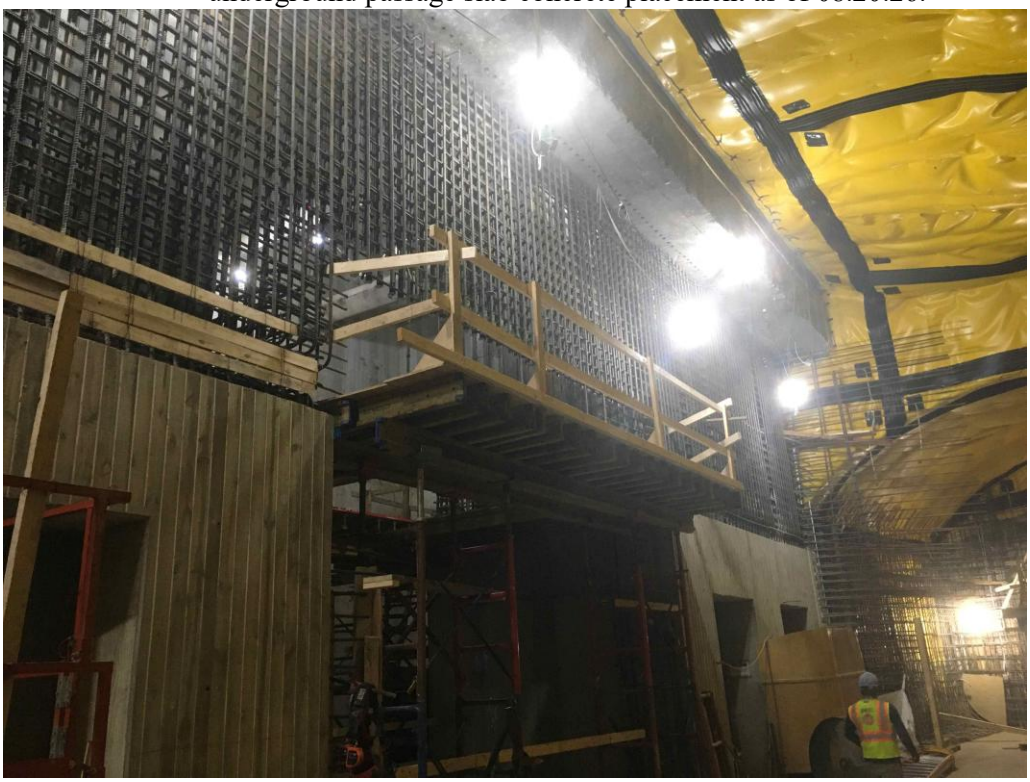
While MTA and PLTP continue discussions toward agreeing on an acceptable project schedule, the project's key critical-path activities continue to advance and additional sections of the alignment have begun testing in recent months. Although PLTP is currently forecasting completion in 2028, MTA does not consider this forecasted date to be definitive. MTA believes there remain opportunities to complete this work more efficiently and is continuing to work closely with PLTP to reduce schedule contingency and shorten the overall schedule. The contractual RSA date remains December 30, 2027.

Construction Progress:

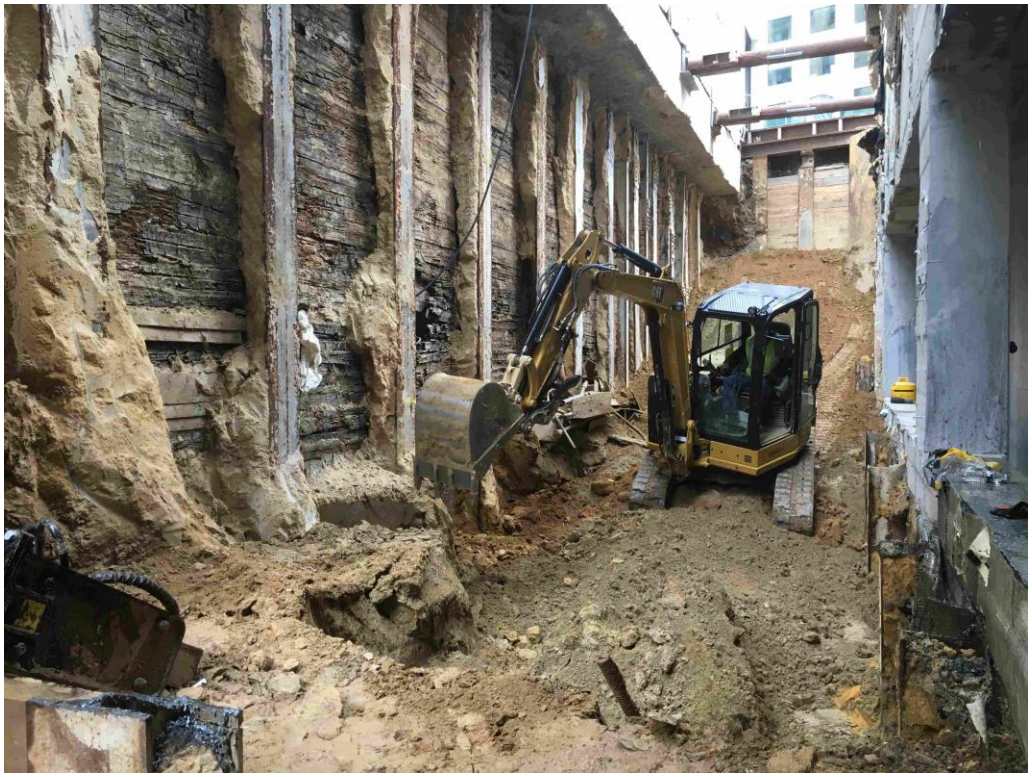
Segment 1 (Bethesda - Rock Creek):



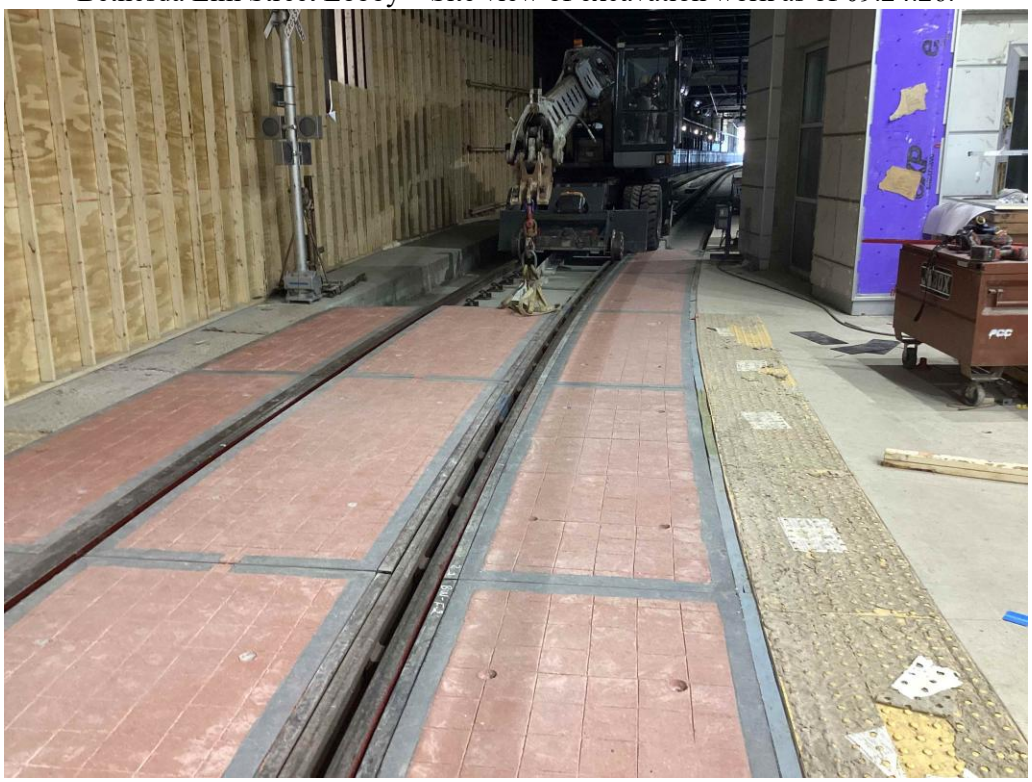
Bethesda Metro South Entrance – Site view of mezzanine level underground passage slab concrete placement as of 08.20.26.



Bethesda Metro South Entrance – Site view of mezzanine upper-level wall formwork as of 09.22.26.



Bethesda Elm Street Lobby – Site view of excavation work as of 09.24.26.

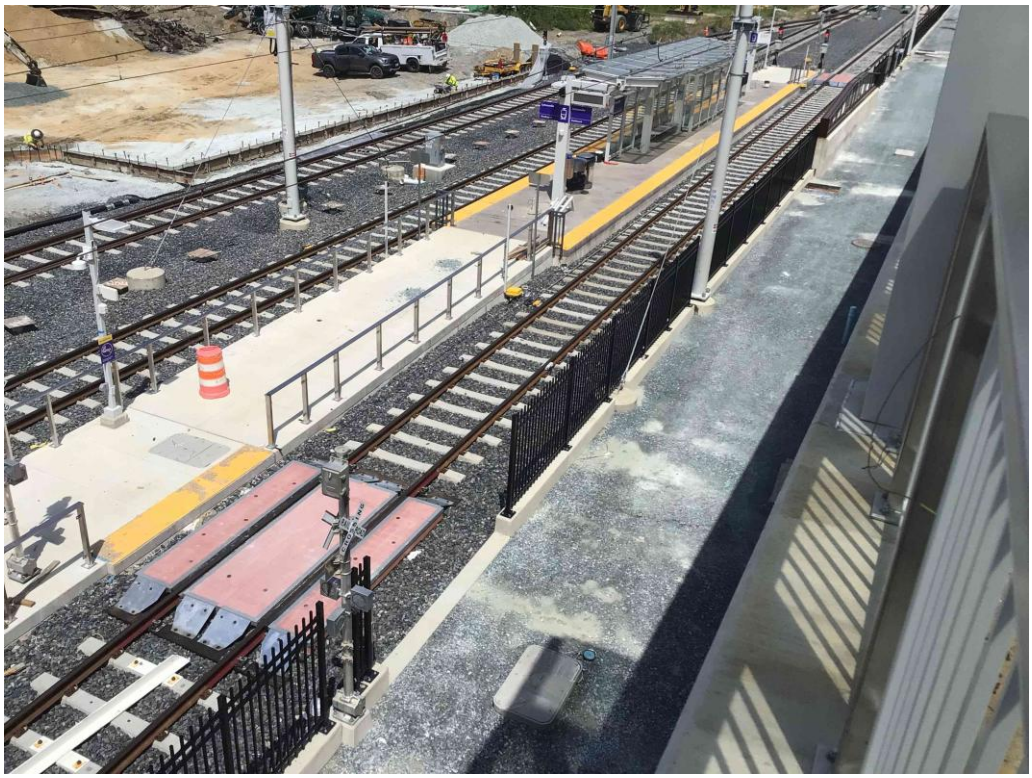


Bethesda Station – Site view of platform level pedestrian crossing panel installation as of 09.25.26.

Segment 2 (Lyttonsville Yard to Silver Spring area):



Lyttonsville Yard – Site view of ornamental fence installation and planting of vegetation as of 09.17.26.



Lyttonsville Station – Site view of platform walkway guardrail installation as of 08.24.26

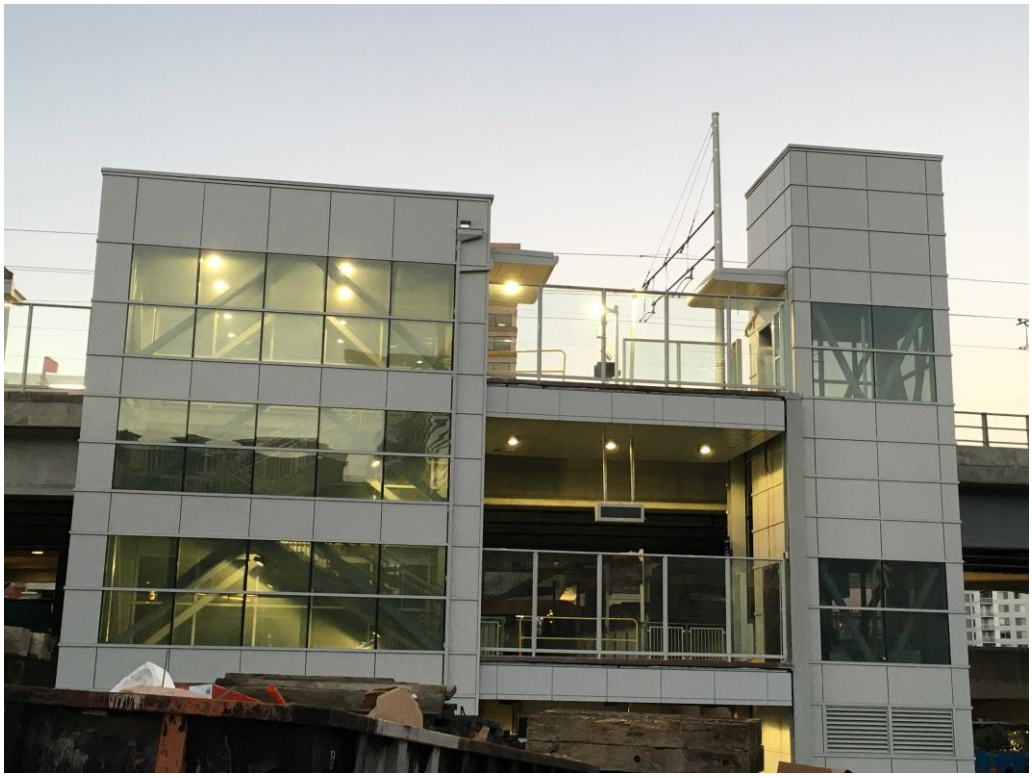


Site view of overhead catenary system towards Spring Street Bridge as of 09.10.26.

Segment 3 (Silver Spring to Manchester Road):



Site view of the Silver Spring Transit Center mezzanine barrier framing walls as of 09.17.26.



Site view of the Silver Spring Metro Station stair tower variable message sign installation as of 09.15.26.



Dale Drive Station – Site view of platform guardrail installation and hot mix asphalt work as of 09.21.26.

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



Manchester Place Station – Site View of the plaza level windscreen Art-in-Transit work as of 09.15.26.



Site view of overhead catenary system on Arliss Street as of 08.26.26.

Segment 5 (Arliss Street to Adelphi Road):



Piney Branch Road – Site view overhead catenary system as of 09.25.26.



Piney Branch Road – Site view overhead catenary system at Barron Street as of 09.25.26.

Segment 6 (Adelphi Road to College Park):



Campus Drive Underpass – Site view of wall conduit installation for streetlight work as of 09.10.26

Segment 7 (College Park to Ellin Road):



Site view of the Stormwater Management System along Riverdale Road as of 09.17.26.



Site view of the Stormwater Management System along Veterans Parkway at Riverdale Road as of 09.16.26