Purple Line Construction Status

2026 JCR, p. 117-118

July 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 May 2026.

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

As of May 31, 2026, Purple Line design and construction has passed the 90% mark and is at 90.5% 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 mandatory testing for more than one year beyond the construction completion date.

Installation of the 193,100 feet of track across the alignment is now 100% complete as the final piece of rail was installed on May 7 at an event attended by the Governor, Lt. Governor and many other federal, state, and local elected officials. The summer milling and paving program commenced on Piney Branch Road between Arliss Street and University Boulevard. This includes multiple, sequenced lane closures to maintain traffic flow during milling and paving activities.

At the Lyttonsville Operations and Maintenance Facility, communications and train control systems have been commissioned in preparation for live-wire testing between Bethesda and Lyttonsville. Signalization equipment work continued for highway grade crossings at numerous signalized intersections along Wayne Avenue, Piney Branch Road, and University Boulevard. Updated traffic controllers were installed and tested from New Carrollton to Annapolis Road. Overhead Catenary System installation and inspection progressed in Lyttonsville, Woodside/16th Street Station, and downtown Silver Spring. All Overhead Catenary System poles are now installed. The design of the fare validation system, which includes the requirements for ticket vending machines, platform validators, and handheld inspection devices for collecting fares, was completed in April.

All stations are nearing completion, with specific focus on finishing structural elements (signage, passenger handrail, stair, and canopy installation). Mechanical and electrical system installations within service rooms are also underway at the Silver Spring Library, Manchester Place, Silver Spring Transit Center, and Bethesda Stations. Concrete placement for the Bethesda lobby and shaft walls continues.

Construction of the Capital Crescent Trail advanced with paving from Bethesda to Connecticut Avenue, which is approximately one third of the total area to be paved. Remaining work prior to construction completion of that section of the trail includes installation of fences, furnishings, lighting, and landscaping. Crews are also progressing retaining wall construction between Talbot Avenue and Spring Street to allow for final grading and paving of the trail from Connecticut Avenue to the east.

Startup activity included static system integration testing and system acceptance testing of traction power, train control, and communications systems. Live-wire light rail vehicle testing continues 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 viii 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 May 31, 2026, the following completion percentages have been achieved:

Completion Category	% Complete (as of 5/31/26)	% Complete (as of 3/31/26)
Overall Project [(i)]	90.5%	89.7%
Utility Relocations [(ii)]	99.98%	98.9%
Systems Design [(iii)]	94.7%	89.5%
Civil Construction [(iv)]	92.8%	91.7%
Rail Installation [(v)]	100%	97.9%
Systems Construction [(vi)]	92.6%	90.3%
Station Construction [(vii)]	88.5%	88.0%
Capital Crescent Trail Construction [(viii)]	73.4%	68.4%
Startup [(ix)]	35.9%	21.9%

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 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. 259 packages at 100% Complete
   b. 1 package at 90% ≤ Complete < 100%

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

vi. 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.

vii. 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.

viii. 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.

ix. 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 May 31, 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%
Glenridge Operations and Maintenance Facility [(c)]	100%
Rail Vehicles Ready to Ship [(d)]	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. 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.

d. All 28 light rail vehicles have been shipped and delivered to the Glenridge Operations & Maintenance Facility, since November 2025.

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

   Since the execution of the new design-build contract on April 15, 2022, through May 31, 2026, $2.345 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 (May 31, 2026).

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

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

Capital Crescent Trail construction is projected to complete in Fall 2026. However, due to continued use of the trail area for Purple Line construction access, the Capital Crescent Trail will remain 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. Sections of the trail may open this year for limited access, with the full trail expected to reopen in 2027 after completion of the final inspection with the County and all safety standards are met.

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 light rail vehicles testing within individual project segments. 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. In addition, all clearance issues from Lyttonsville Yard to Bethesda are

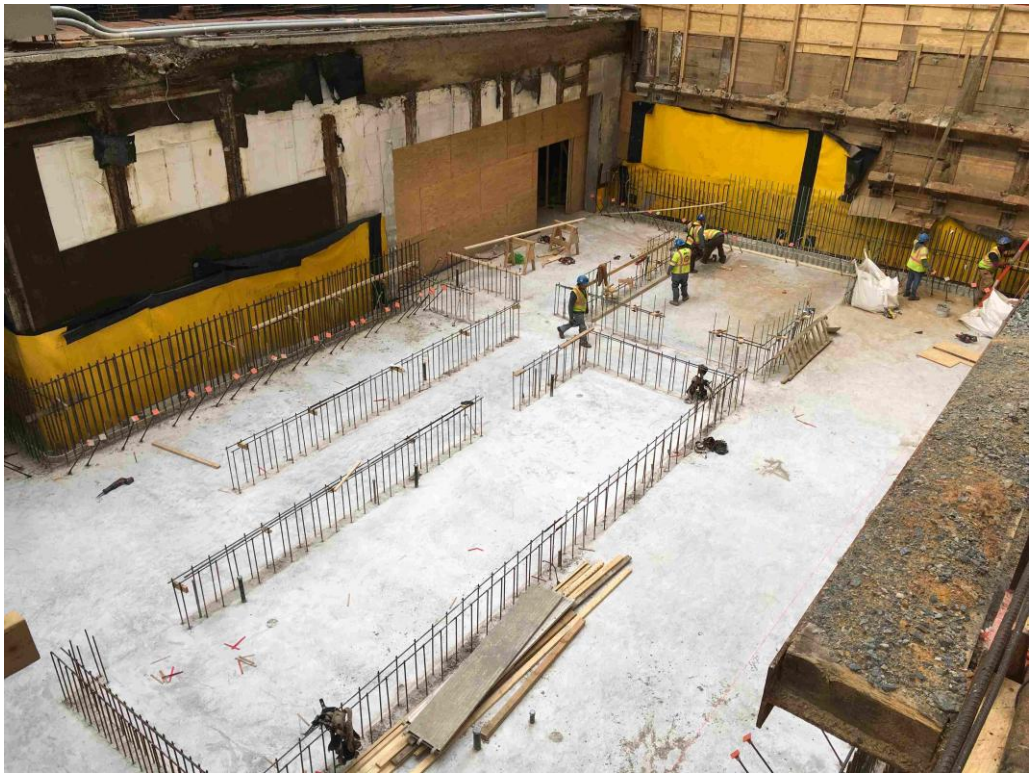
addressed. As of the end of May 2026, resolution work is progressing in multiple locations simultaneously, along University Boulevard, Piney Branch Road, and along Wayne Avenue. All overhead clearance issues are anticipated to be resolved by late Summer 2026.

In May 2026, the Purple Line Concessionaire, Purple Line Transit Partners (PLTP) submitted an April 2026 monthly schedule. This schedule was reviewed by MTA and projects an overall forecasted delay of 86 days, showing Revenue Service Availability beginning on March 25, 2028, instead of the contractual date of December 30, 2027. This completion estimate incorporates certain conservative assumptions that PLTP believes are appropriate for the management of future risks.

MTA is actively working with PLTP to explore alternative mitigation strategies to recover time and ultimately begin revenue service of the Purple Line. MTA will continue to provide additional information in the next JCR.

Construction Progress:

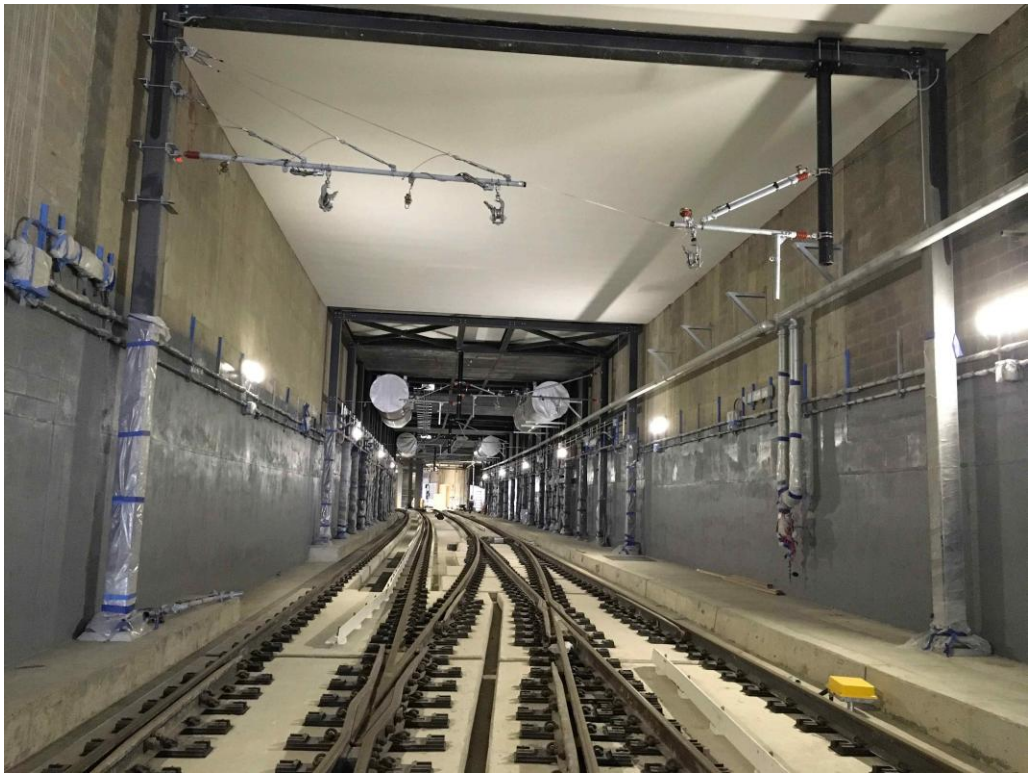
Segment 1 (Bethesda - Spring Street):



Bethesda Metro South Entrance – Site view of Lobby Area Slab Rebar Work as of 04.13.26.



Bethesda Metro South Entrance – Site view of shaft mezzanine level west exterior wall work progress as of 05.07.26.



Bethesda Enclosed Trainway – Site view of overhead catenary system work progress as of 05.07.26.



Capital Crescent Trail – Site View of hot mix asphalt placement on trail near Columbia Country Club as of 04.30.26.

Segment 2 (Lyttonsville Yard to Silver Spring area):



Lyttonsville Yard – Site view of asphalt placement work for the service road as of 05.19.26



Spring Street Bridge – Site view of S19 Bridge Deck Concrete placement as of 04.22.26.



Spring Street Bridge – Site view of S19 Bridge Deck Concrete Work as of 04.22.26.

Segment 3 (Silver Spring to Manchester Road):



Site view of the Silver Spring Transit Center Mezzanine Structure work progress as of 04.14.26.



Site view of the Silver Spring Light Rail Station platform work progress as of 05.22.26.

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



Manchester Place Station – Site View of the plaza level work progress as of 05.27.26.



Long Branch Station – Site View of platform variable messaging signage work as of 05.12.26.

Segment 5 (Arliss Street to Adelphi Road):

Contractor has focused on other segments during the period of April to May, 2026.



Piney Branch Road Station – Site View of progress as of 04.27.26.



Takoma-Langley Station – Site View of progress as of 04.27.26.

Segment 6 (Adelphi Road to College Park):



Adelphi Road-UMGC-UMD Station – Site View of the art-in-transit installed on top of the platform canopy as of 04.29.26.

Segment 7 (College Park to Ellin Road):



Riverdale Park North-UMD Station – Site view of the walkway brick pavers progress as of 5.28.26.



New Carrollton Station – Site view of the Driver Relief building progress as of 5.28.26