Purple Line Construction Status

2026 JCR, p. 117-118

September 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 July 2026.

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

   As of July 31, 2026, construction is 92.1% 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 11% since May 2026, with 46.9% complete. The system will undergo rigorous mandatory testing for approximately a year beyond substantial completion of construction.

   Installation of the Overhead Catenary System (OCS) has progressed in the Montgomery County side of the alignment. All OCS poles are installed, and wire-runs from Bethesda Station to the Lyttonsville Yard are complete.

   The summer milling and paving efforts continued from Piney Branch Road between Arliss Street and onto University Boulevard. This includes multiple, sequenced lane closures to maintain traffic flow during milling and paving activities, which are placing the roads in their final condition.

   Live wire testing commenced in Montgomery County, between Bethesda and Lyttonsville, and continued from New Carrollton Station to Adelphi Road Station, including crossing University of Maryland's main campus. Signalization equipment work continued for highway grade crossings at numerous intersections along Wayne Avenue, Piney Branch Road, and University Boulevard, and several traffic signals on Wayne Avenue were activated in their final configurations.

   Final installation of structural and communications elements is underway at all stations, including handrails, stairs, canopies, and signage. The WMATA Red Line shutdown commenced to accommodate the tie-in to Metro's Bethesda station on July 6 and ended earlier this month.

   Construction of the Capital Crescent Trail (CCT) advanced with fence installation and paving preparation between Bethesda and Connecticut Avenue. Remaining construction in this section includes completion of fencing, furnishings, lighting, and final landscaping. Paving also continued eastward from Connecticut Avenue toward Jones Mill Road, while grading of the base aggregate progressed from Jones Mill Road toward Talbot Avenue. Crews progressed retaining wall construction between Talbot Avenue and the Silver Spring Transit Center, notably resuming and commencing the unbuilt 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 viii emphasize construction and equipment installation. "Startup" distinguishes between Design and Construction completion categories, which are planned to be substantially completed during 2026, and the testing and commissioning activities that are the emphasis of project work from substantial completion until the start of revenue operations.

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

Completion Category	% Complete (as of 7/31/26)	% Complete (as of 5/31/26)
Overall Project [(i)]	92.1%	90.5%
Utility Relocations [(ii)]	99.98%	99.98%
Systems Design [(iii)]	94.7%	94.7%
Civil Construction [(iv)]	93.2%	92.8%
Systems Construction [(v)]	93.1%	92.6%
Station Construction [(vi)]	89.0%	88.5%
Capital Crescent Trail Construction [(vii)]	74.3%	73.4%
Startup [(viii)]	46.9%	35.9%

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. 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 July 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%
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 Operations & Maintenance Facility 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 July 31, 2026, $2.421 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 (July 31, 2026).

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 substantial 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, versus an anticipated milestone of Fall 2026 in the July report. Factors affecting the schedule include the timing of certain property access arrangements needed to complete work along the trail and additional corrective work identified through the inspection and acceptance process. 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.

As of August 2026, the Purple Line team has fully addressed all overhead electrical clearance issues along the alignment that were preventing construction or testing progress. Any remaining overhead clearance work is not on the project's critical path and is anticipated to be resolved by late Fall 2026.

In July 2026, the Purple Line concessionaire, Purple Line Transit Partners (PLTP), submitted a June 2026 monthly schedule. This schedule was reviewed by MTA and projects an overall forecasted delay of 119 days, showing Revenue Service Availability beginning on April 27, 2028, instead of the contractual date of December 30, 2027. This completion estimate incorporates additional conservative assumptions that PLTP believes are appropriate for the management of future risks, and MTA is evaluating the duration of the remaining testing and operational readiness requirements needed to achieve Revenue Service Availability (RSA).

MTA is actively working with PLTP to explore and implement 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 - Rock Creek):



Bethesda Metro South Entrance – Site view of mezzanine level slab work progress at connection from Purple Line shaft to WMATA Red Line station as of 07.20.26.



Bethesda Enclosed Trainway – Site view of overhead catenary system work progress as of 06.09.26.



Bethesda Station – Site view of LRV No. 119 onsite for live wire testing on 07.14.26.


Capital Crescent Trail – Site View of hot mix asphalt placement on trail towards Connecticut Avenue pedestrian bridge as of 07.09.26.

Segment 2 (Lyttonsville Yard to Silver Spring area):



Lyttonsville Yard – Site view of LRV No. 119 onsite for live wire testing as of 07.16.26



Woodside-16th Street Station – Site view of platform utility module column installed speakers as of 07.27.26.



Spring Street Bridge – Site view of S19 Bridge work progress as of 07.21.26

Segment 3 (Silver Spring to Manchester Road):



Site view of the Silver Spring Transit Center mezzanine structure work progress as of 06.15.26.



Site view of Wayne Avenue overhead catenary system work progress as of 07.09.26.

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



Manchester Place Station – Site View of the plaza level canopy Art In Transit work progress as of 07.14.26.



Long Branch Station – Site view of platform installed pedestrian barrier between embedded tracks as of 06.24.26.

Segment 5 (Arliss Street to Adelphi Road):



Piney Branch Road – Site view of hot mix asphalt placement as of 06.15.26.



University Blvd. – Site view of hot mix asphalt placement as of 07.27.26.

Segment 6 (Adelphi Road to College Park):



Adelphi Road-UMGC-UMD Station – Site view of LRV No. 103 onsite for live wire testing on 06.10.26



Baltimore Avenue-UMD Station – Site view of the walkway concrete placement progress as of 07.22.26

Segment 7 (College Park to Ellin Road):



Riverdale Park-Kenilworth Station – Site view of the Plaza level walkway concrete and East stairs access gate installation as of 06.29.26.



Site view of the Stormwater Management System POI-134 work progress along Riverdale Road as of 07.08.26.