

PMOC Comprehensive Monitoring Report

National Capital Purple Line Light Rail Transit Project Montgomery and Prince George's Counties, MD

Maryland Transit Administration (MTA)

June 2020

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EXECUTIVE SUMMARY

Project Description

The National Capital Purple Line (“Purple Line”) is a 16.2-mile east-west Light Rail Transit (LRT) line extending inside the Washington, DC Beltway from Bethesda in Montgomery County, MD to New Carrollton in Prince George’s County, MD. The Purple Line will operate largely at street level in a combination of dedicated and semi-exclusive right-of-way, and also includes segments on elevated structures and in tunnels. The alignment for the Purple Line will provide direct connections to Washington Metropolitan Area Transit Authority (WMATA) at Bethesda, Silver Spring, College Park, and New Carrollton, MD. The project will also connect to all three Maryland Area Regional Commuter (MARC) commuter rail lines, Amtrak, and local bus routes. The project includes twenty-one stations, two operations control / vehicle storage and maintenance facilities, and 25 light rail vehicles (LRVs). MTA is executing the project using a Public-Private Partnership (P3) method of project delivery. As documented in the Full Funding Grant Agreement (FFGA), the estimated project cost is \$2,407,030,288 and the scheduled Revenue Service Date (RSD) is December 31, 2022.

Project Status

Following the execution of the FFGA on August 22, 2017, the Purple Line Project is currently in the Construction phase, with Purple Line Transit Partners (PLTP) as the P3 Concessionaire.

Scope / Significant Activities

- Regarding the third lawsuit filed by The Friends of the Capital Crescent Trail in January 2019 against U.S. Army Corps of Engineers (USACE), the District Court ruled in favor of the USACE / MTA motion for Summary Judgement to Dismiss, and the case was dismissed in April 2020. The plaintiff subsequently filed an appeal on May 11, 2020 and the case continues in the legal process.
- Purple Line Transit Constructors (PLTC), the PLTP partner responsible for the design and construction of the capital project, continues with project design. MTA’s assessment of PLTC design progress is forecasting substantial design completion for Civil packages in August 2020 and Systems packages (except for fare collection) in September 2020. The original Baseline Schedule anticipated design completion by late fall 2017. The current progress through mid-June 2020 reflects that 180 of the 215 total planned design packages, as being tracked by MTA, have been issued as Released For Construction (RFC). In MTA’s tracking system, the 215 packages include Systems as well as Civil and Utilities.
- In late April 2020, PLTC notified PLTP that due to its forecasted schedule delays on the project, it intends to exercise the clause that allows it to terminate its contract with PLTP. This issue has not yet been resolved. See the **Major Problems and/or Issues** subsection of this **Executive Summary** for further details.
- MTA, PLTC and CSX reached conceptual agreement on the remaining CSX design issues. As of mid-June 2020, only the following implementing actions remain to be resolved:
 - Design of the mezzanine connector pedestrian bridge (non-FFGA) as “building concourse” space so that CSX will accept a 23-foot vertical clearance above the CSX tracks. In its review of the final design submittal, CSX made additional

comments, and as a follow-up, PLTC prepared additional code compliance documentation. In May 2020, CSX indicated that the design is acceptable, and MTA is awaiting the written concurrence from CSX.

- New drainage connections (non-FFGA) were relocated from the CSX yard area to Montgomery County-owned property, pending Montgomery County formally accepting responsibility for one additional connection currently under CSX responsibility. The formal agreement between Montgomery County and CSX for the transfer of connection responsibility is in negotiation, and the agreement for the property was signed with the acquisition continuing in its final stages. Cost responsibility to jack and bore to reach a second connection point continues under PLTP /MTA negotiations.
- MTA and Washington Suburban Sanitary Commission (WSSC) reached agreement on an alignment primarily in the median of Veterans Highway into which to relocate the 66-inch water main that currently runs under the Glenridge Operation and Maintenance Facility (OMF). The original Purple Line GEC team is performing the design, WSSC will provide the material and MTA will separately contract for the construction that is anticipated in the first quarter of CY2021. Design is underway, and the 30% design package was submitted to WSSC for review. This work is separately funded from the FFGA, but MTA is currently coordinating construction approach and sequencing with PLTC to avoid conflicts while the two projects proceed in close proximity near the Glenridge OMF. This relocation is not schedule-critical work.
- PLTC reached resolution on the last remaining Alternate Technical Concept (ATC) identified during the proposal process, which is related to the use of jet fans at the Bethesda Station in lieu of vent shafts. Per established process, MTA will coordinate with PLTC once the final design package is released for construction to prepare the documentation to file substantiating that this change has no impact on the environmental decision on this project.
- MTA continues implementing its non-P3 construction contract activities:
 - Prince George’s County Parks Polk Street Maintenance Facility Design-Build (D-B) contract. The D-B contractor, Forrester, completed design and construction is in process. As of mid-June 2020, construction is 64% complete overall. The North Building construction activities include installation of piping and HVAC ductwork runs, interior walls and floor refinishing. South Building construction activities include installation of the sprinkler system and interior walls. Exterior activities include preparing for final paving and finalizing the replacement of the existing deteriorated sanitary sewer line.
 - Off-site Wetlands Mitigation (Ken-Gar). The Design-Bid-Build construction contract was awarded and Notice to Proceed (NTP) was issued on September 5, 2019. Kickoff meetings were conducted, and the contractor applied herbicides for invasive species before the end of the fall 2019 season. The contractor mobilized in December 2019. Current activities include east wetland cell as-built drawing completion; rough grading for the athletic field; and removal of the invasive species from the east wetland enhancement cell.

- Off-site Stream Mitigation (Paint Branch). The Design-Bid-Build construction contract was awarded and NTP was issued on September 5, 2019. The contractor mobilized in late November 2019. Installation of erosion and sedimentation (E&S) Controls was completed and approved by Maryland Department of the Environment (MDE) in early February 2020. Sandbags and pump-around equipment have been staged in preparation of the start of in-stream construction activities after the seasonal stream restrictions expire on June 15, 2020.
- PLTC’s construction activities continued throughout the corridor. Utility relocations, drainage work and retaining and noise wall construction continue in various locations. Abutment construction for the Connecticut Avenue and Rock Creek aerial structures the Jones Mill underpass continued. Construction activities continued on the Talbot Avenue and 16th Street vehicular bridges. Site preparation, utility relocation and wall construction for the Lyttonsville OMF continues. Deck pans and shear studs were installed on two spans of the Silver Spring Transit Center aerial structure while construction of the remaining piers and abutment continues. At Manchester Place Station, construction of walls for the Plymouth Street access to the station continues. At Plymouth Tunnel East cut and cover section, backfilling on the completed roof continues. Through the tunnel, placement of ductbank conduits, reinforcing steel and concrete for the maintenance/emergency walkway through the length of the tunnel continues. Design is available for construction to start on the Bethesda Enclosed Trainway (BET) existing grade beams. Utility relocations on the University of Maryland (UMD) campus has benefitted from the absence of students due to COVID-19 restrictions. Work on the abutment for the Northwest Branch Anacostia River bridge continues. Utility relocation and excavation continued for installation of embedded track on Campus Drive at the CSX/Wmata underpass. Deck placement on the Northeast Branch Anacostia River LRT Bridge was completed except for the plinths, which will likely be installed later in order to allow the bridge to be used for construction vehicle access. At the Baltimore-Washington (B-W) Parkway Bridges, northbound traffic was switched back onto the permanent structure. Wall construction along Veteran’s Parkway continued. At the Glenridge OMF, all equipment has been installed except for the paint booth, car wash and wheel truing areas. Site preparation continues for Traction Power Substations (TPSSs) #5, #6, #7, #8 and at Glenridge OMF. To date, 94 of approximately 1200 planned OCS pole foundations and approximately one mile of Communications Infrastructure Backbone ductbank has been installed.
- CAF vehicle carshell manufacturing activities, coordinated with design progress, continued until the facility in Spain was shut down in late March 2020 and the final assembly facility in Elmira, NY was shut down in early April 2020 due to restrictions related to the coronavirus (COVID-19) pandemic. The Spain facility gradually reopened starting the week of April 20, 2020 and is now fully staffed for this project, and the Elmira, NY facility reopened on May 18, 2020 at 50% of its workforce. The following is the current status of LRV manufacturing as of mid-June 2020:
 - In Spain, resolution of MTA comments on Intermediate Design packages has been completed and resolution of comments on the Final Design packages continues. The manufacturing of carshells has resumed. Seventy-eight carshell segments have been completed to date in Spain, including 42 carshells that have been shipped to

the US for final assembly and six carshell segments that are being prepared for shipment.

- Vehicle final assembly is being performed in CAF’s facility in Elmira, NY. There are currently 42 carshells (eight full vehicles plus two of the five carshells for the ninth vehicle) in Elmira. CAF assembled all five carshell segments of the first two vehicles together and placed the vehicles on their trucks on the Elmira test track for static testing. CAF completed modifying the power supply to its Elmira test track from 750 Volts to 1500 volts, and LRV 101 was operated on the Elmira test track under its own power in December 2019. The first two vehicles, LRVs 101 and 102, continue in static testing. Final assembly of all five segments of the third through eighth vehicles and the first two segments of the ninth vehicle continue in various stages of final assembly activities in Elmira. Environmental chamber testing of LRV 101 is scheduled to commence on June 22, 2020.
 - Shipment of the first vehicle to the project site is dependent on readiness of on-site storage space, the test track and available traction power, and is currently anticipated in October 2020. CAF and PLTP are currently preparing the Factory Test (in Elmira) Procedures and Field Test (onsite) Procedures and submitting them for MTA review.
- MTA has continued to submit environmental re-evaluations as required based on design advancement and other causes. To date, PLTC and MTA have prepared multiple packages, primarily for minor Limits of Disturbance (LOD) cases, which were submitted to Federal Transit Administration (FTA) for review and have received FTA concurrence. MTA is currently preparing a request for submittal to FTA consisting of one minor LOD change for a utility tie-in on the UMD campus. There are currently no packages in FTA review. Once design is complete, the project team will prepare documentation of the Bethesda jet fan ATC that is expected to show less disturbance than was previously analyzed.
 - MTA is responsible for providing offsite stormwater mitigation in Montgomery County. To date, MTA has accumulated a credit over 10 acres of designed, MDE-approved off-site Stormwater Management (SWM) capacity in its “bank”. MDE indicated that construction can proceed provided there is a positive balance of credits to construction impact. As of mid-June 2020, MTA assesses that onsite mitigation will be close to satisfying the construction mitigation requirements but could sway to the positive or negative as PLTC’s onsite mitigation continues to be reviewed/approved by MDE. The project continues to hold off advertising any construction of off-site mitigation sites until and unless it determines that the onsite mitigation is not sufficient.
 - Right of Way (ROW) acquisition activities continue for the required 464 private parcels and 137 public parcels, for 601 parcels total. All the original P3 contract Exhibit 9 FFGA scope private parcels are in MTA possession. To date, 337 of the 464 private properties have completed settlement.
 - MTA also evaluated and reduced the approximately 280 additional small acquisitions initially identified by the P3 Concessionaire for utility relocations to a current total of 175 parcels, including two parcels that PLTC is expected to request. of which 125 are private and 50 are public. To date, 169 of the additional 175 properties are in MTA possession through rights of entry, options and/or agreements. The remaining private parcels are not

for utility relocations and are not as immediately needed. The cost responsibility for these additional parcels has not yet been negotiated.

- To date, all the identified 176 required relocations have been completed, however, costs for the moves completed continue to be filed in accordance with the applicable procedures. Also, MTA is monitoring terms of agreement of the above property acquisitions that have not yet completed settlement, since some of them have the potential to result in the need for additional relocations.
- Preparation for Safety Certification is ongoing, including the development of the appropriate checklists for both design and construction.
- Relative to Management Capacity and Capability, in early March 2020, both the Executive Director of MTA Transit Development and Delivery (TDD) and the Purple Line Project Director announced that they were (separately) leaving the organization to accept positions elsewhere. In May 2020, MTA announced that the TDD Executive Director successor has been selected and will be on-boarding on June 17, 2020. The MTA Chief Engineer will transition from Acting TDD Executive Director to Acting Purple Line Project Director, supported by a team of consultants. The recently created Deputy Project Director position remains currently vacant.

Cost

- The project's documented expenditures are \$1,357.9 million through May 2020.
- There is significant risk that mitigation to recover the schedule and associated change order negotiations will result in substantial added costs to the project. See the **Major Problems and/or Issues** subsection below.
- Refer to the Core Accountability Table below for additional project cost information.

Schedule

- PLTC currently does not have an approved recovery schedule to address the one-year delay to the start of construction caused by the environmental lawsuit. In response to a letter that FTA issued to MTA in early August 2018 expressing concern with the amount of time that the project had advanced without an approved schedule, MTA prepared a working schedule update of the master project schedule and submitted "MTA Master Schedule August 2018". The updated proposed baseline schedule was based on the negotiations as of August 2018 of the P3 contract schedule, which have been ongoing with PLTC since late 2017 and which had been detailed in prior PMOC Monthly Monitoring reports; but the update is not based on a mutually agreeable P3 contract schedule. In fall 2019, the P3 concessionaire submitted a revised fully cost-loaded schedule in response to the terms of the negotiations, reflecting a phased project opening with the first phase opening at the end of 2022, and the second phase opening in mid-2023. This phased opening schedule is currently the basis of the ongoing MTA/PLTP negotiations, but MTA has not yet incorporated it into the working Master Project Schedule. See also the **Major Problems and/or Issues** subsection of this report, below.
- The following are the current key milestone dates for the project, showing the last approved (March 15, 2017) master project schedule, the MTA Master Schedule August 2018

proposed re-baseline and the (most recent) February 2020 progress update of the MTA Master Schedule proposed rebaseline. (MTA reports that the March 31, 2020 and the April 30, 2020 data date progress updates are continuing to undergo MTA internal review.) Previously actualized milestones are not shown here for brevity but are presented in the body of the report.

National Capital Purple Line LRT Key Milestone Dates			
Activity	Latest (March 15, 2017) Approved Project Schedule	MTA Master Schedule August 2018 (working baseline)	MTA Master Schedule; February 29, 2020 update
All Significant ROW Acquisition & Relocation	As needed by construction	---	All P3 contract Ex. 9 properties in possession
Commencement of Trial Running	---	03/09/2022	06/08/2022
P3 Ready to Commence Revenue Service	TBD	10/28/2022*	12/26/2022
MTA Opens for Revenue Service	3/2022	---	12/26/2022
Revenue Operations Date (includes contingency)	12/31/2022	---	12/31/2022
FFGA Revenue Service Date (includes contingency)	12/31/2022	12/31/2022	12/31/2022

* P3 Revenue Service date is based on MTA's working version of an updated integrated master project schedule based on earlier MTA/P3 Concessionaire negotiations, but which will likely be superseded by the P3 fully resource loaded phased schedule once negotiations have concluded and schedule agreement is reached. (see **Major Problems/Issues**, below).

Core Accountability

FFGA			
Core Accountability Items			
Project Status:		Original at FFGA:	Current Estimate (EAC):
Cost	Cost Estimate	\$2,407,030,289	\$2,407,030,289
Contingency	Unallocated Contingency	\$90,535,748	\$23,838,406
	Total Contingency (allocated plus Unallocated)	\$150,035,748	\$44,420,504
Schedule	Revenue Service Date (FFGA)	December 31, 2022	December 31, 2022
	MTA Target Revenue Service Date	March 31, 2022	December 26, 2022 NOTE 5

FFGA Core Accountability Items			
		Amount (\$)	Percent (as percent of total)
P3 Planned Value to Date	Total budgeted cost of work scheduled to date (if available) NOTE 1	Not Available	---
P3 Earned Value to Date	Budgeted cost of work completed to date, i.e., actual total value of work earned or done (if available) NOTE 1	Not Available	---
P3 Actual Cost	Total cost of P3 work completed to date (actual total expenditures)	\$876,982,776	48.1%
Total Project Actual Cost	Total cost of work completed to date (actual total expenditures)	\$1,357,900,099	56.4%
		Amount (\$)	Percent
Contracts	Total contracts awarded to date (Note 2)	\$2,336,207,719	97.1%
	Total construction contract awarded to date (construction contracts only) (Note 3)	\$1,089,406,198	98.7%
	Physical construction work completed (amount of construction contract work actually completed) (Note 4)	\$412,366,478	37.9%
Major Issues	Status	Comments / Action / Planned Action	
	See discussion below		
Date of Next Quarterly Meeting (if known):		August 13, 2020	

NOTE 1 (Core Accountability Table). The Planned Value to Date and the Earned Value to Date are currently not available, since even approximated values have become unreliable and/or misleading until re-baselining of the P3 cost-loaded schedule is completed. This effort is ongoing with the P3 Contractor.

NOTE 2 (Core Accountability Table). Amount includes value of all construction, right of way, vehicle and professional services contracts awarded to date (right of way “awarded” value is the cost of right of way to date). Percentage is calculated based on total project cost estimate of \$2,407,030,289.

NOTE 3 (Core Accountability Table). Amount includes the SCC 10 through 50 values of all contracts awarded to date. Percentage is calculated based on total project planned SCC 10 through 50 costs including approved changes contained in the latest project SCC Workbook.

NOTE 4 (Core Accountability Table). Amount includes the SCC 10 through 50 values expended to date. Percentage is calculated based on total project planned SCC 10 through 50 costs including approved changes contained in the latest project SCC Workbook.

NOTE 5 (Core Accountability Table). The Current Estimate at Completion (EAC) for the Schedule (MTA Target Revenue Service Date) of December 26, 2022 is from MTA’s working version of an updated integrated master project schedule progressed through February 29, 2020, which is based on MTA/P3 Concessionaire negotiations to date, but for which final agreement with the P3 Concessionaire has not been reached. This will likely be superseded by the most recent fully resource loaded phased schedule, currently still under negotiation with PLTP, once it is approved by MTA.

Major Problems and/or Issues

- Due to the impacts of the initial lawsuit filed by the Friends of the Capital Crescent Trail, it has been challenging for MTA to strictly follow the procedures and practices established in the Purple Line Project Management Plan (PMP) and its sub-plans.
- According to the PMP, the Master Schedule is to be updated monthly; however, the most recent approved Master Project Schedule update is as of March 15, 2017. Since the December 2016 baseline schedule no longer reflects project conditions, the project does not currently have a current approved resource-loaded Master Integrated Project Schedule to serve as a management tool.
- In May 2018, MTA issued a directive letter for PLTC to incorporate the workshop mitigations, but agreement on a mitigated project schedule was still not imminent. In summer 2018, the Maryland Secretary of Transportation strongly encouraged PLTP to negotiate in good faith, and in August 2018, FTA sent a letter to MTA expressing concern with the amount of time that the project has advanced without an approved schedule and requested MTA's formal response by September 30, 2018. In response, MTA prepared a working schedule update (proposed re-baseline) of the master project schedule. The update is based on the schedule negotiations as of August 2018 but does not have the full mutual agreement of both parties. MTA performs monthly progress updates of the MTA Master Project Schedule based on the progress updates received from PLTP as well as from its internal staff, relative to the proposed August 2018 re-baseline.
- Although the most recently issued schedule update (February 29, 2020) of the MTA Master Project Schedule continues to show the start of revenue service prior to the FFGA RSD of December 31, 2022, the current MTA forecasted PLTP Commencement of Revenue Service date is December 26, 2022, which provides essentially no schedule contingency for the nearly 3 remaining years of construction, testing and commissioning.
- The intensity of the schedule negotiations heightened in fall 2019, and the P3 concessionaire submitted a revised fully cost-loaded schedule in response to the terms of the negotiations. The submitted P3 schedule, which MTA has accepted for the purpose of the negotiations, reflects a phased project opening with the first phase opening at the end of 2022, and the second phase opening in mid-2023. MTA has not yet incorporated it into the working Master Project Schedule.
- Negotiations between MTA and PLTP to resolve the Purple Line cost and schedule impacts discussed in the two preceding bullets are currently ongoing in earnest with the objective to conclude as soon as possible.
- In late April 2020, PLTC notified PLTP that based on its forecasting of schedule delays on the project (not mutually agreed), it intends to exercise the clause in its contract with PLTP that allows it to terminate its contract for the design and construction services under the P3 contract if delays exceed 365 days. MTA sent a formal request to PLTP for a response with a definitive path forward on PLTP's intended management of the P3 contract. On the May 14, 2020 due date, PLTP submitted its response, which states that PLTP intends to continue to negotiate with PLTC to retain PLTC as part of the P3 Concessionaire team.

Through mid-June 2020, construction activities continue at the level previously planned, and construction progress has not been apparently affected to date by this development.

- There is significant risk that the project schedule as reflected in the FFGA will be affected, and it is anticipated that an MTA Purple Line Project Recovery Plan, including a revised contractually enforceable project schedule with adequate schedule contingency to address remaining project risks, will be required. MTA continues to prepare a draft Recovery Plan in accordance with the requirements of the FFGA, with the final cost, schedule and risk details to be incorporated after the completion of the negotiations with the P3 Concessionaire.
- Concurrent with schedule negotiations, MTA also continues negotiations on the Change Orders submitted by the P3 concessionaire claiming cost impacts from the delayed FFGA execution. Final resolution of the cost and schedule impacts will depend on the resolution of the schedule, above. There is significant risk that the project cost as reflected in the FFGA will be affected, and it is anticipated that an MTA Purple Line Project Recovery Plan, including a revised project cost estimate with adequate cost contingency to address remaining project risks, will be required. MTA is addressing revised project costs in the development of the draft Recovery Plan discussed in the preceding bullet, with the final cost, schedule and risk details to be incorporated after the completion of the negotiations with the P3 Concessionaire.
- PLTC's forecasted substantial completion of its design scope is now August 2020 for Civil packages and September 2020 for most Systems packages, which is significantly behind the scheduled date of fall 2017 anticipated in the P3 contract. As a result, the construction progress is also behind the P3 contract anticipated schedule.

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MONTHLY MEETING REPORT

Introduction

The Project Management Oversight Contractor (PMOC) performed a review of MTA's Purple Line Project with the MTA project team on June 11, 2020 via a virtual Teams Meeting due to COVID-19 travel and social distancing restrictions. Updated information as of that date is reflected in this report.

A. Project Status

After the U.S. Court of Appeals reversed the vacation of the Record of Decision (ROD) in July 2017 (refer to the **Environmental** section of this report for details), the FFGA was executed on August 22, 2017, approximately one year later than planned. The Purple Line project is currently in the Construction phase.

MTA Design

MTA's General Engineering Consultant (GEC) completed the Purple Line project design to approximately 30% design level in fall 2013 with incremental enhancements through late 2015, and this design formed the basis of the Request for Proposal (RFP) for the P3 contract. See the **P3 (Purple Line Transit Constructors) Design** section below for the further advancement of this design.

MTA continued to advance the design to 100% for the following scopes, to support construction contracts under a Design-Bid-Build delivery method separate from the P3 scope:

- Stream mitigation – MTA completed the 100% design packages in June 2017 and received approval from MDE in May 2018. Several design adjustments were subsequently made based on further MDE comments up until the time that the construction contract was advertised on March 8, 2019. See the **Environmental Mitigation** subsection of this report for additional details.
- Wetlands mitigation – MTA completed the 100% design packages in June 2017, and subsequently addressed several late-arriving comments from MDE. Several design adjustments were subsequently made based on further Montgomery County comments up until the time that the construction contract was advertised on May 3, 2019. See the **Environmental Mitigation** subsection of this report for additional details.
- Montgomery County off-site SWM sites – MTA completed design and obtained MDE approval of more than the P3 contract-required 5 acres of off-site mitigation on May 29, 2018, ahead of the June 30, 2018 contract deadline. In late October 2019, MTA received MDE approvals for the next 5 acres to be added to the “bank”, satisfying contract requirements for 2019. MTA's subsequent discussions with MDE indicated that construction can proceed provided there is a positive balance

of credits to construction impact; since this is the case, MTA continues to evaluate if it will need to seek any further additions to the current credit “bank” for 2020. MTA may not need to actually construct any sites, depending on PLTC’s ability to provide on-site mitigation. See the **Environmental Mitigation** section of this report for the current requirements.

MTA also completed the design to support a D-B contract for the replacement of the existing Prince George’s County Parks Maintenance Facility with a facility on Polk Street. See the **Real Estate Activities** and the **Construction (MTA Scope)** sections of this report for further details.

P3 (Purple Line Transit Constructors) Design

Among the Purple Line Transit Partners (PLTP) partnership, Purple Line Transit Constructors (PLTC) is the partner responsible for the design and construction of the capital project.

PLTC reached resolution on the last remaining Alternate Technical Concept (ATC) identified during the proposal process that was approved by MTA subject to required approvals by authorities having jurisdiction, which is related to the use of jet fans at the Bethesda Station in lieu of vent shafts. The final determination of compliance with National Fire Protection Association (NFPA) Standard 130, which establishes acceptability of the ATC, is with the State Fire Marshall, who reviewed and signed off on the Bethesda Enclosed Trainway design that incorporates this change in February 2020. MTA continues to coordinate with PLTC and is awaiting the final RFC design package to prepare the documentation to file substantiating that this change has no impact on the environmental decision on this project.

MTA and Carr Properties in Bethesda, MD came to agreement on Carr providing for an underground box structure in which the Purple Line project activities can continue while Carr’s redevelopment proceeds above it. MTA and Carr Properties executed the Memorandum of Agreement (MOA) March 2018. The construction box was turned over to PLTC on May 31, 2019 in advance of PLTC’s readiness to access it for construction. The construction box is now being used by both PLTC and Carr to provide construction access needed for their respective projects.

CSX Railroad informed the project team that its updated design criteria, which were issued after the “setting date” of the P3 contract, are now applicable to the Purple Line design. MTA and CSX continued to work to resolve the applicable design criteria and affected project areas until mutually agreeable paths forward were defined for all areas by July 2019. *The following is the current status of the issues and their resolutions:*

- To address CSX comments that would have disallowed passenger amenities (fare gates and ticketing kiosks) on the Silver Spring Transit Center (SSTC) Purple Line mezzanine connector pedestrian bridge above CSX tracks, and that would have required a 25-foot vertical clearance, MTA, PLTC and CSX reached consensus on a design to interpret this area as a “building concourse”. In its review of the final

design submittal, CSX made additional comments, and MTA and PLTC met with CSX in mid-December 2019 to resolve these comments. As a follow-up, PLTC prepared additional building type and code compliance documentation and submitted to CSX for review in early March 2020. *In May 2020, CSX indicated that the design is acceptable, and MTA is awaiting the written concurrence from CSX.*

- CSX provided review comments disallowing revised drainage networks related to the Capital Crescent Trail work, which is non-FFGA and separately funded by Montgomery County, to connect to CSX's existing drainage culverts. By working with Montgomery County, the connections have been relocated from CSX property to Montgomery County property to eliminate them as a CSX issue. To fully accomplish this approach, two connections require resolution. Montgomery County needs to acquire two parcels of land from CSX (not FFGA-funded), and then accept responsibility for one connection currently under CSX responsibility. *The formal agreement between Montgomery County and CSX for the transfer of connection responsibility is in negotiation, and the agreement for the property was signed with the acquisition continuing in its final stages.* A second location requires jack and bore operations, currently in process, to reach the connection point, with the cost of this connection to be settled along with MTA and PLTP negotiations for a settlement on the impact of the vacated ROD and delayed FFGA. These changes affect the Capital Crescent Trail and are non-FFGA changes.

MTA's assessment of PLTC design progress is *forecasting substantial design completion for Civil packages in August 2020, Systems (except for fare collection) packages in September 2020, and completion of the fare collection design package in 2021.* The original Baseline Schedule anticipated design completion by late fall 2017. *In June 2020, the number of planned Civil, Systems and utility design packages remained at 215. The current progress through mid-June 2020 reflects that 180 of the 215 total planned design packages, as being tracked by MTA, have been issued as RFC.*

MTA project team members continue significant effort to facilitate PLTC design progress, such as dividing packages, conducting in-person comment resolution workshops and assisting with MDE approvals where required. The PMOC noted that the additional effort expended by MTA and its GEC and Project Management Consultant (PMC) members to assist PLTC may be manifested in additional SCC 80 project costs.

Construction

MTA Scope

Although the P3 concessionaire is responsible for the majority of the project construction, MTA also has construction responsibility in the areas of the new Prince George's County Parks Maintenance Facility (which is part of the real estate effort and budget), wetlands mitigation, stream mitigation and possibly some offsite stormwater management sites. Forest mitigation has been accomplished by MTA without the need for additional construction. *The following is the current status of the MTA construction contracts.*

Prince George's County Parks Replacement Maintenance Facility

This Design-Build contract was awarded after the March 20, 2019 Board of Public Works (BPW) construction contract award approval. NTP for the base scope was issued to the D-B contractor, Forrester Construction Company, on April 5, 2019, and NTP for the "Add" and "Alternative" options was issued after award of those scopes in May 2019.

Forrester's final design package Revision 2 was approved by MTA with minor comments on March 26, 2020 and by MDE with minor comments on April 1, 2020. Forrester completed mobilization for construction in January 2020 and commenced with interior demolition.

As of mid-June 2020, construction is 64% complete overall. The North Building construction activities include installation of piping and HVAC ductwork runs; construction of CMU interior walls is nearly complete, and installation of sheetrock and hollow metal doors is underway. Refinishing of the floors commenced on June 11, 2020. South Building construction activities include installation of the sprinkler system in the maintenance bays, as well as the CMU and metal stud interior walls. The truck driveway thickened slab, the access ramp footings and the exterior CMU wall openings were completed. Exterior activities include preparing for final paving and finalizing the replacement of the existing deteriorated sanitary sewer line.

Change Orders are being processed for two additional scopes to be separately funded by Maryland National Capital Parks and Planning Commission, including providing internet service to the facility and replacing rather than refurbishing an existing 10,000-gallon fuel storage tank.

Off-site Wetlands Mitigation (Ken-Gar)

The Wetlands Mitigation construction contract was awarded after the September 4, 2019 Board of Public Works (BPW) award approval and NTP was issued to Environmental Quality Resources, LLC on September 5, 2019. Kickoff meetings were conducted during the week of September 9, 2019 and the contractor applied herbicides for invasive species. An inspection by the arborist was completed on November 7, 2019. The contractor mobilized in December 2019 and completed site surveys and the installation of E&S Controls. Clearing and grubbing began in February 2020. *Current activities include completion of the east wetland cell, with the as-built drawings completed but not yet submitted, awaiting final confirmation of data; rough grading for the athletic field; and removal of the invasive species from the east wetland enhancement cell is ongoing.*

Off-site Stream Mitigation (Paint Branch)

The Stream Mitigation construction contract was awarded after the September 4, 2019 BPW award approval and NTP was issued to Environmental Quality Resources, LLC on September 5, 2019. The pre-construction meeting was conducted on October 24, 2019. The contractor mobilized in late November 2019.

Installation of E&S Controls was completed and approved by MDE in early February 2020. *The mulch access road and orange construction fencing were installed, and sandbags and pump-around equipment were staged in preparation for significant construction activities that can start on June 16, 2020 after the seasonal stream restrictions expire.* Construction is planned to extend through 2021 due to separate seasonal moratoriums for forests and for streams that will affect construction of this project.

P3 Scope

Highlights of recent (through mid-June 2020) construction activities throughout the alignment include:

Area 1: Utility relocations, drainage work and retaining and noise wall construction continue in various locations. Abutment construction for the Connecticut Avenue and Rock Creek rail aerial structures and the Connecticut Avenue CCT aerial structures, and for the Jones Mill underpass continued in process. Construction of the new Talbot Avenue vehicular bridge continued, and wall construction is in process for the 16th Street bridge. Site preparation, utility relocation and wall construction for the Lyttonsville OMF continues. CSX commenced removal/relocation of the nearby existing spur. Deck pans and shear studs were installed on spans 4 and 5 of the Silver Spring Transit Center aerial structure while construction of Piers 6 and 7 and Abutment B continues.

Area 2: At Manchester Place Station, construction of walls for the Plymouth Street access to the station continues. At Plymouth Tunnel East cut and cover section, backfilling on the completed roof continues. Through the tunnel, placement of ductbank conduits, reinforcing steel and concrete for the maintenance/emergency walkway through the length of the tunnel continues. Although final design for the Bethesda Enclosed Trainway (BET) is not yet issued, design is available for construction to start in late June 2020 on the existing grade beams.

Area 3: Utility relocations, including water, sewer, gas, electrical and communications, and installation of drainage continue throughout Area 3, especially along University Boulevard, on the University of Maryland (UMD) campus (which has benefitted from the absence of students due to COVID-19 restrictions) and along Kenilworth Avenue. Work on the abutment for the Northwest Branch Anacostia River bridge continues. Utility relocation and excavation continued for installation of embedded track on Campus Drive at the CSX/WMATA underpass. Deck placement on the Northeast Branch Anacostia River Bridge was completed except for the plinths, which will likely be delayed in order to allow the bridge to be used for construction vehicle access. Construction of the new approaches for the permanent Baltimore-Washington (B-W) Parkway Bridges were completed; northbound traffic was switched back onto the permanent structure and southbound traffic is scheduled to be switched onto the permanent structure the weekend of June 13, 2020. Wall construction along Veteran's Parkway continued. At the Glenridge OMF, all equipment has been installed except for the paint booth, car wash and wheel truing areas.

Corridor-Wide: *Site preparation continues for TPSSs #5, #6, #7, #8 and at Glenridge OMF. 94 of approximately 1200 planned OCS pole foundations have been constructed. To date, approximately one mile of Communications Infrastructure Backbone ductbank has been installed.*

See Appendix 10 of this report for construction photographs.

Real Estate Activities

As of June 3, 2020, the total number of planned property acquisitions is 601, including 464 privately owned properties and 137 public acquisitions. For the private properties, to date a total of 476 offers were made including for parcels that were subsequently eliminated and 234 offers were accepted. All the original P3 contract Exhibit 9 FFGA scope private parcels are in MTA possession, some of which are properties that continue in condemnation under the State Highway Administration (SHA) process. To date, 337 of the 464 private properties have completed settlement, 29 additional properties are pending settlement and 98 condemnations are remaining to be settled. In August and September 2019, Montgomery County acquired the Woodmont Plaza property (formerly owned by Street Retail) in Bethesda for which MTA had a construction Rights of Entry (ROE). Montgomery County continues to prepare a deed of transfer of the Woodmont Plaza to MTA in return for MTA transferring the Kaldis property (acquired to provide project access during the construction phase) to Montgomery County at the end of project construction. MTA has determined that federal funds were used in the Kaldis property acquisition and will therefore engage FTA in the transfer. The transaction continues to undergo mandatory State Clearinghouse Review while MTA evaluates potential alternatives to the lengthy State Clearinghouse Review. All required public properties have been available for construction when needed.

Additional small parcel acquisitions were expected to be added to the total as utility down-guys and other utility relocation needs are identified as the project progresses. In December 2017, PLTC initially submitted a list of approximately 280 such utility relocation-related parcels and subsequently added to that list. MTA resolved that it will acquire these properties, rather than executing amendments to the utility agreement to have the utility companies perform this function. MTA's ability to perform appraisals in-house for these parcels or to waive appraisals for low value uncomplicated parcels is expediting the process somewhat. MTA continues to review such requests for additional properties from PLTC to eliminate the need wherever possible. *As of June 3, 2020, the list of additional acquisitions is at 175 parcels, including two parcels that PLTC is expected to request. Of these, 50 are public property and will be acquired by agreement and 125 are private acquisitions. Also, most of the additional private parcels affect property already acquired or currently in the acquisition process. MTA is separately tracking the additional parcels (approximately 98% are for utility relocations) in its right of way tracking system to best manage changes to parcels already acquired or in the process of acquisition. Including the two parcels that have not yet been formally requested by PLTC, 169 of the total additional 175 public and private properties are in MTA possession through rights of entry, options and/or agreements as of June 3, 2020, Of the remaining six parcels, three are needed for the construction phase but are not yet impacting construction progress and three are not*

needed until after the start of revenue service. 57 of the properties are filed for condemnation, excluding those that were subsequently optioned or settled and 66 *properties have completed settlement*. The MTA and PLTC cost responsibility for each parcel has not yet been worked out, with the immediate effort being on expediting the acquisitions so as to not impact construction.

The Purple Line Project required a total of 176 relocations, of which 57 are residential and 119 are businesses. To date, all 176 identified move outs have been completed, however, costs for the moves completed continue to be filed in accordance with the applicable procedures. Also, MTA is monitoring terms of agreement of the above property acquisitions that have not yet completed settlement, since some of them have the potential to result in the need for additional relocations.

Properties that have not yet settled due to disputed compensation values have been going to trial in accordance with the ROW acquisition process. MTA is tracking actual acquisition costs versus planned expenditures so that contingency can be effectively managed, and MTA shares this information with the PMOC. Settlement / condemnation values *are trending 40.5% higher* than the Standard Cost Category (SCC) budget less contingency, with a significant number of settlements yet to be reached. Assessment of forecasted costs yet to be expended for acquisition and relocation activities indicate that the remaining ROW allocated contingency is not sufficient, and that some of the project's unallocated contingency will need to be applied to the completion of the Purple Line ROW scope. MTA is factoring these cost projections into its development of a Recovery Plan project cost estimate (see Project Cost section of this report).

MTA's delivery of properties to PLTC fell significantly behind the schedule committed in the P3 contract. On the other hand, PLTC's progress toward needing those properties for construction is also significantly behind the schedule anticipated in the P3 contract. To manage its risk relative to property availability for construction by the concessionaire, MTA assembled a task force of Purple Line project team members specializing in right of way, construction management, scheduling, risk management and third party agreements. During the peak property turnover periods of the project, the task force met on a weekly basis to review the forecasted property availability dates based on the latest ROW schedule update relative to the concessionaire's progressed schedule, including the concessionaire's "early start" and "late start" dates for construction activity on each property. *Recently, the task force has been meeting on an as-needed basis.*

The relocation of the existing Prince George's County Parks Maintenance Facility to make way for the siting of the new Purple Line Glenridge light rail maintenance facility is being implemented as a negotiated/functional replacement. MTA's Procurement Department led the Design-Build (D-B) contract solicitation for the Prince George's County facility. Refer to the **Construction** subsection of this report for the current status of this contract. Until construction is completed, the Prince George's County Maintenance facility functions have been relocated to a temporary facility and are currently not being impacted by events related to the construction of the replacement facility.

Utility and Third Party Agreements

All major third party agreements, specifically, those agreements with Washington Gas, Verizon, Potomac Electric Power Company (Pepco), CSX Railroad, the University of Maryland (UMD), Montgomery County Parks, Prince George's County Parks, Washington Metropolitan Area Transit Authority (WMATA), Washington Suburban Sanitary Commission (WSSC), Montgomery County and Prince George's County, were executed as of June 7, 2016.

After execution of its Third Party Agreement, Verizon required that certain currently overhead lines be placed underground when they cross the alignment. To minimize the total cost impact of this change, MTA and Verizon reduced the number of occurrences to 34 locations. MTA is of the opinion that this is a betterment, and therefore the added cost is Verizon's responsibility, but Verizon has not yet accepted that position. PLTC submitted its cost estimate to place these 34 locations underground, and after extended cost negotiations between MTA and PLTC while the physical relocations were being implemented, a final Change Order value of approximately \$5.5 million was agreed in early March 2019. MTA plans to negotiate the cost responsibility with PLTC and Verizon after all major Verizon relocations are completed, and in the interim continues to carry this cost as betterment outside the FFGA scope.

In early June 2018, MTA and PLTP completed negotiation of all remaining third party agreements with the smaller utility and fiber companies. According to MTA, most of the minor fiber / telecom utilities are not co-located with the electrical utilities, and where they are, Pepco's arrangement with the fiber / telecom utilities does not require Pepco's relocation schedule to be driven by that of the minor fiber / telecom companies.

In addition, the need for amendments for existing executed agreements continue to be evaluated, with current significant items including:

- To date, the resolution of the design differences with CSX as discussed earlier in this report have been adequately handled through design review and concurrences and has not resulted in the need to amend to the CSX agreement.
- WSSC wanted the project to relocate a 66-inch underground water main that runs through the Glenridge OMF site. The designers showed that it is acceptable remaining in place, but it would be under significantly deeper cover if access is ever required. MTA agreed that the line will be relocated. In March 2020, MTA and WSSC agreed on an alignment primarily in the median of Veterans Highway as well as a strategy for completing the relocation. The original Purple Line GEC team is performing the design, WSSC is providing the material and MTA will separately contract for the construction, avoiding impact with the P3 concessionaire's scope of work. *Design is underway, and the 30% design package was submitted to WSSC for review on June 8, 2020.* Design is scheduled to be complete in December 2020 and solicitation of the construction contract is anticipated in the first quarter of CY2021. *MTA is currently coordinating construction approach and sequencing with PLTC to avoid conflicts while the two projects proceed in close proximity near the Glenridge OMF.* This relocation is

not schedule-critical since the existing line would be abandoned in place after the relocation.

The project has been addressing its interface with the Montgomery County Schools through the Third Party Agreement already in place with Montgomery County. However, due to the specific concerns related to the schools and the safety and security of the children, MTA drafted a separate Memorandum of Understanding (MOU) with the Montgomery County School system, which was approved by the School Board, signed by the new School Superintendent, Montgomery County and MTA. In the interim, work continued under an executed Right of Entry. A similar MOU was negotiated between MTA and the Rosemary Hills School and was approved at the School Board meeting on February 12, 2019; *it remains with the school for signature*. Rosemary Hills school also provided an interim ROE and work there also continued unimpeded.

Project Delivery Method, Contract Packaging and Procurement

The MTA project team identified Public Private Partnership (P3) as the project delivery method for the Purple Line. The majority of the capital cost of the Purple Line project has been packaged into a Design-Build-Finance-Operate-Maintain (DBFOM) P3 contract. This delivery method fits the State's legal definition of a P3 in that it involves a long-term, performance-based agreement between MTA and a private entity (the P3 "Concessionaire") where appropriate risks and benefits are allocated in a cost-effective manner between the contractual partners. The concessionaire is performing some functions normally undertaken by the transit agency, but MTA remains ultimately accountable for the Purple Line and its public function.

MTA negotiated an approximate 36-year P3 contract, including nearly 6 years of construction and 30 years of operations, and on March 2, 2016, announced that Purple Line Transit Partners (PLTP) had been selected as the P3 concessionaire. Commercial Close occurred on April 7, 2016, and Financial Close of the P3 occurred on June 17, 2016.

In late April 2020, PLTC notified PLTP that due to its forecasted schedule delays on the project (not receiving agreement by MTA), it intends to exercise the clause that allows it to terminate its contract with PLTP for the design and construction services under the P3 contract if delays exceed 365 days. MTA sent a formal request to PLTP for a response with a definitive path forward. On the May 14, 2020 due date, PLTP submitted its response, which states that PLTP intends to continue to negotiate with PLTC to retain PLTC as part of the P3 Concessionaire team. *Through mid-June 2020, construction activities continue at the level previously planned, and have not been apparently affected to date by this development.*

Several smaller scopes of work were packaged and delivered separately from the P3 contract, including the Prince George's County Parks Replacement Maintenance Facility (design-build) and the environmental mitigation contracts (design-bid-build).

Environmental

The FTA issued a Record of Decision (ROD) on March 19, 2014. The National Park Service (NPS) issued its ROD on July 16, 2014.

MTA has continued to submit environmental re-evaluations as required based on design advancement and other causes. To date, PLTC and MTA have prepared multiple packages, primarily for minor Limits of Disturbance (LOD) cases, which were submitted to FTA for review and have received FTA concurrence. *Recent and ongoing packages include:*

- *MTA is currently preparing a request for submittal to FTA consisting of one minor LOD change for a utility tie-in on the UMD campus.*
- The ATC for the Bethesda station jet fan will be evaluated by MTA and is expected to result in less impact than that evaluated in the EIS. *MTA is awaiting receipt of the RFC package to conduct the review.* Unless the impact is found to be otherwise, MTA intends to document the review to file, with submittal of the package to FTA not required.

On August 3, 2016 in response to the lawsuit filed by the Friends of the Capital Crescent Trail against the FTA, a federal judge filed his Order and accompanying Memorandum Opinion. In those documents, it was ordered that the ROD for the Purple Line was vacated and remanded, and that a Supplemental Environmental Impact Statement (SEIS) be prepared, in accordance with the accompanying Memorandum Opinion. In a subsequent Order and Opinion filed on November 22, 2016, the judge in part revised the earlier Order by remanding to FTA the responsibility to determine if an SEIS is required, however, the ROD remained vacated. On May 30, 2017, the judge issued his ruling that dismissed the lawsuit except for the reassessment of the impact of declining Washington Metro ridership on the Purple Line Project's Environmental Impact Statement. The Washington Metro ridership aspect of the ruling was immediately appealed by the Maryland Attorney General. On July 19, 2017, the U.S. Court of Appeals reversed the vacation of the ROD and set an expedited schedule for the appeals process. The appeals hearing occurred on November 1, 2017. The Appeals Court ruling was issued on December 19, 2017, in which the judges ruled in favor of FTA and the project, and that the transit agencies would not have to conduct a new environmental study to examine other potential routes for the Purple Line.

A second lawsuit was filed by the Friends of the Capital Crescent Trail after the FFGA signing and groundbreaking ceremony was held on August 28, 2017. The September 19, 2017 Preliminary Hearing resulted in no temporary injunctions or restraining orders, and project construction is proceeding as the case progresses through the court system. On December 5, 2017, FTA and MTA filed a Motion to Dismiss. The plaintiffs subsequently amended and significantly revised the complaint in December 2017, and on March 1, 2018, MTA and FTA filed a Motion to Dismiss. On March 29, 2018, the Plaintiffs filed their response. On March 5, 2019, the judge ruled in favor of the FTA.

A third lawsuit was filed by The Friends of the Capital Crescent Trail in January 2019, this time against U.S. Army Corps of Engineers (USACE). Defense is being provided by the

USACE legal staff and the Office of the Attorney General. MTA filed a motion to intervene on behalf of USACE. In early May 2019, the Plaintiffs filed an objection to MTA's motion, but during the week of July 15, 2019, the Court authorized MTA to intervene on behalf of the USACE. In October 2019, USACE filed for a summary judgment to dismiss the case and the plaintiffs filed their response, and a hearing date was set for March 23, 2020. However, in late February 2020, the assigned judge recused himself from the case and the scheduled hearing was canceled. In mid-April 2020, the District Court ruled in favor of the USACE / MTA motion for Summary Judgment to Dismiss, and the case was dismissed. The plaintiff subsequently filed an appeal on May 11, 2020 and the case continues in the legal process.

Environmental Mitigation

Required mitigation for reforestation was achieved through the purchase of 82.5 acres of off-site credits (combined Montgomery County and Prince George's County). This is expected to be more than needed, which will be confirmed by the design performed by the P3 Concessionaire. PLTP's Forest Conservation Plan (FCP), which documented a need of 75.73 acres, was formally submitted to the Maryland Department of Natural Resources (DNR) in August 2016 for approval. The DNR concurred with the FCP on January 31, 2017, and the final approved FCP was received from DNR on July 31, 2017. As LOD cases are identified, they are also reviewed against the FCP credits to maintain an accurate accounting of the reforestation mitigation. In Maryland, need is based on land disturbance and not just forest removal. *Through mid-June 2020, MTA's tracking of additional disturbance due to design and construction progression indicates a cumulative 0.32 acre increase in the need to date, bringing the total need to 76.05 acres, which is still within the available off-site credits.*

The Joint Permit Application (JPA) for Wetlands and Stream mitigation was formally submitted to the U.S. Army Corps of Engineers (USACE) and the MDE in August 2016. In late February 2018, MDE issued its Non-Tidal Wetlands and Waterways permit in advance of the USACE permit, even though it was a joint application. However, due to the passage of time since the permit had been drafted, MDE updated and issued the finalized permit the first week of April 2018. The USACE completed its National Environmental Policy Act (NEPA) and conditions review and public interface, receipt of comments and comment resolution, and issued the Section 10 404 Permit on March 14, 2018. This timing supported MTA's planned advertisement for the Wetlands and Streams mitigation construction contracts. In October 2018, the project submitted a request to USACE and MDE to extend the duration of the permits until December 2021 to accommodate extending construction periods resulting from construction moratoriums for forests and streams. The approval from MDE was received during the week of December 3, 2018, and the USACE approval letter was received in mid-June 2019.

The project team is addressing the environmental mitigation for wetlands through the development of the off-site Ken-Gar location implemented by a separate design-bid-build construction contract administered by MTA. The construction contract was advertised on May 3, 2019, bids were received on June 10, 2019 and underwent MTA Procurement

Department review, and BPW approval of the award was received on September 4, 2019. See the **Construction** section of this report for further progress on this contract.

The project team is addressing the environmental mitigation for streams through the development of the off-site Paint Branch location implemented by a separate design-bid-build construction contract administered by MTA. MTA advertised the Paint Branch Stream Mitigation construction contract on March 8, 2019. After the bid due date was extended several times, proposals were received on May 21, 2019 and underwent MTA review and evaluation. BPW approval of an award was received on September 4, 2019. See the **Construction** section of this report for further progress on this contract.

The project continues with plans to address stormwater mitigation beyond what can be mitigated on the project site, through retrofitting off-site locations in both Montgomery County and Prince George's County. For Montgomery County, the off-site stormwater mitigation sites, if needed, will be implemented via MTA stand-alone contracts. The Purple Line project initially estimated that approximately 17 acres of offsite mitigation would be required in Montgomery County in total. However, as PLTC advanced the project design, that estimate dropped significantly to essentially no needed off-site mitigation, although the estimate continues to oscillate up and down as project details are finalized during design advancement. The Purple Line project committed to providing 5 acres of offsite mitigation for Montgomery County in place (i.e., approved by MDE) within the first two years after Financial Close of the P3 contract, which was by June 30, 2018. On June 14, 2018, MTA received final MDE approvals for a total of 5.53 acres, satisfying the contract requirement for 2018. In addition, in accordance with P3 contract requirements another 5 acres of credit was to be added to the "bank" by June 2019. The Purple Line GEC subsequently identified additional sites and by the end of October 2019, received MDE approval for a total of 10.02 acres, satisfying the P3 contract requirements for 2018 and 2019. MTA's subsequent discussions with MDE indicated that construction can proceed provided there is a positive balance of credits to construction impact; since this is the case, MTA will not be seeking any further additions to the current credit "bank" at this time but continues to monitor the balance. MDE has also been reviewing PLTC's on-site mitigation for Montgomery County, which will determine the amount of construction, if any, of offsite mitigation required. *As of mid-June 2020, MTA assesses that onsite mitigation will be close to satisfying the construction mitigation requirements but could sway to the positive or negative as PLTC's onsite mitigation continues to be reviewed/approved by MDE.* The project continues to hold off advertising any construction of off-site mitigation sites until and unless it determines that the onsite mitigation is not sufficient. The implementation of the Prince George's County offsite stormwater mitigation sites is included within the scope of the P3 contract, although MTA assisted in the identification of potential sites. One of the two large Prince George's County Montpelier Basin sites identified during the P3 procurement phase has been determined to be the only site, if any, needed in Prince George's County. In June 2019, the final approval package for this site was fully executed by Prince George's County, the MDE and the Prince George's County Soil Conservation District. The Montpelier site generates 6.13 acres of credit; current estimates of Prince George's County offsite stormwater mitigations needs are for approximately one to two acres. For the stormwater mitigation sites, once

each 100% design package is submitted to and approved by the MDE delegated authority/Soil Conservation District, the credit represented by that package is available to support construction of the project, even though construction of the stormwater mitigation site, if needed, would not yet have been completed.

The joint MTA and University of Maryland (UMD) technical board continued its efforts on the mitigation of noise, vibration and electro-magnetic interference (EMI) at the UMD facilities. *The following is the status of key items:*

- The noise and vibration report was received in December 2017, but only evaluated areas near critical campus buildings, resulting in approximately 1,300 feet of mitigation, whereas the UMD agreement required the entire campus to be evaluated, which would lead to approximately 6,100 feet of mitigation. PLTP subsequently submitted an updated proposed less-than-full-campus alternative. UMD reviewers combined general design review comments (e.g., number and locations of crosswalks) with comments on the vibration mitigation proposal, which delayed progress, and the proposed extent of mitigation continued under discussion directly between UMD and PLTP. *On June 11, 2020, UMD informed MTA that it would like to schedule a meeting during the last week of June 2020 to address these issues.*
- CAF submitted its vehicle noise analysis report, to which the Working Group provided comments. The comments continue under resolution between CAF and PLTC prior to resubmittal of the report, *which is still outstanding.*
- *The Working Group is also awaiting resubmittal of PLTC's Overhead Contact System EMI design.*

The Purple Line project team is submitting quarterly Environmental Mitigation Monitoring Reports (MMR) for the project. *The most recent report for the first quarter CY2020 was submitted in May 2020.*

B. Project Management Plan and Subplans

Project Management Plan (PMP)

Purple Line PMP Version 10, was reviewed in accordance with Oversight Procedure (OP) 20 for a PMP at the FFGA execution stage of the project. Certain areas of the PMP were noted as needing to be updated after development of the relevant documents by the Concessionaire in accordance with P3 contract requirements, and the PMOC recommended that the PMP be revised and resubmitted after execution of the FFGA. MTA commenced an update of the PMP on December 2017 submitted the PMP Version 11 in mid-August 2018. However, since another major update was imminent, the PMOC review was deferred to PMP Version 12 once submitted. On January 3, 2019 MTA submitted PMP Version 12 dated December 14, 2018. The PMOC completed its review in accordance with OP20 for a project in the construction phase and submitted a draft OP20 report to FTA for review on

May 9, 2019. FTA review comments were received, and the report was issued final on June 13, 2019, requiring revision and resubmittal. On February 3, 2020, MTA submitted PMP Version 13 to address the PMOC comments on Version 12. *PMOC review of the PMP Version 13 is underway.*

Due to the impacts of the lawsuit filed by the Friends of the Capital Crescent Trail, it has been challenging for MTA to strictly follow the procedures and practices established in the Purple Line PMP. The most significant deviations from the PMP continue to relate to the project schedule and to any costs associated with schedule recovery. According to the PMP, the Master Schedule is to be updated monthly; however, the most recent approved Master Schedule update is as of March 15, 2017. Now that the FFGA has been executed, MTA and the P3 Concessionaire have produced a plan to collaborate on schedule recovery and to update the project schedule accordingly and have started to work on those objectives. See the **Project Schedule** section of this report for further details. After MTA reaches agreement with PLTP on schedule recovery, the impact to project cost, if any, will be negotiated.

Safety and Security Management Plan (SSMP)

Purple Line SSMP Version 6 dated October 22, 2014 was reviewed by the PMOC in accordance with OP22 for a project at the FFGA execution stage in February 2016. The PMOC review found that the SSMP was compliant with FTA content requirements for execution of the FFGA but requested MTA to resubmit the SSMP after FFGA execution, addressing comments in the PMOC report with updated information from the P3 Concessionaire. MTA completed an update of the SSMP incorporating the P3 Concessionaire involvement, and submitted SSMP Version 7, dated June 14, 2018, on August 13, 2018. Since there had been significant project advancement subsequent to the most recent prior review of the Purple Line SSMP, the PMOC first conducted a preliminary or “cursory” review to assure completeness before investing the effort of a detailed review. The PMOC completed the cursory review of SSMP Version 7 in accordance with OP22 and submitted comments to MTA on September 7, 2018. MTA updated the SSMP to address the cursory review comments and on November 1, 2018, submitted SSMP Version 8, dated October 24, 2018. The PMOC forwarded a copy of SSMP Version 8 to Maryland Department of Transportation (MDOT), the State Safety Oversight Agency (SSOA) for this project, who conducted a review concurrent with the PMOC’s OP22 review. The PMOC met with the SSOA in December 2018 and found that the SSOA comments were similar to the PMOC’s findings. A draft PMOC OP22 report that also incorporates the SSOA review was submitted for FTA review on January 4, 2019. FTA review comments were received, and the report was issued final on July 3, 2019, requiring revision and resubmittal. Revision 10 of the SSMP, which MTA prepared to address the PMOC/SSOA comments of SSMP Revision 8, was submitted to FTA/PMOC on January 31, 2020. The SSOA completed its review and discussed its comments with the PMOC. SSOA comments were returned to MTA on March 3, 2020. *The PMOC review of SSMP Revision 10 is underway.*

Quality Assurance Plan (QAP)

In August 2017, MTA submitted for FTA/PMOC review a complete Quality Assurance Plan update, the MTA Purple Line Quality Assurance Plan Revision 8.0 dated May 2017, which supersedes the Purple Line Project Document for Quality that had been previously reviewed and accepted with comments. The MTA Purple Line Quality Assurance Plan Revision 8.0 incorporates the Concessionaire Quality Program (CQP), the Concessionaire's Design Quality Plan (CDQP) and the Concessionaire Construction Quality Plan (CCQP), as well as an updated Document Control Plan. The PMOC completed its review of QAP Revision 8.0 in accordance with OP24 in October 2017, and found that the documents generally conformed to the OP. Minor comments were provided which could be addressed during the next update. The updated Concessionaire's plans (CQP Revision 03, CDQP Revision 4 and CCQP Revision 3.1) have all been finalized by PLTP and approved by MTA. Also, the latest updated PMC's QAP (Revision 9) and Document Control Plan (Version 5) have been approved by MTA. In September 2019, MTA submitted the collection of plans to FTA/PMOC. The PMOC completed the OP24 review of all submitted documents and in November 2019, provided the draft OP24 report to FTA review and comment. Comments were received and the report was issued final on January 2, 2020, noting that the collection of plans is acceptable at this time, with several minor comments to be addressed in the next update of the plans.

Real Estate Acquisition Management Plan (RAMP)

Purple Line project RAMP Version 10 dated January 2, 2019 was reviewed by the PMOC in accordance with OP23 for a project in the construction phase. The PMOC's draft OP23 report was submitted for FTA review and comment on January 31, 2019. After receiving FTA comments, the final OP23 report was issued on February 22, 2019, documenting acceptance of Purple Line RAMP Version 10 for a project in the construction phase. On February 4, 2020, MTA submitted Purple Line project RAMP Version 11 as an annual update of the plan. *The PMOC review of RAMP Version 11 is underway.*

Fleet Management Plans

The current FTA/PMOC reviewed version of the Purple Line Rail Fleet Management Plan (RFMP) is RFMP Version 7.0, dated February 15, 2016, which incorporates information from the selected P3 Concessionaire's proposal. The PMOC completed review of RFMP Version 7.0, and documented in its OP37 RFMP review report issued on May 27, 2016 that Version 7.0 met the requirements of OP37 for execution of an FFGA. The review also recommended that MTA submit an update to RFMP Version 7.0 to FTA and the PMOC to reflect the P3 Concessionaire's own Rail Fleet Management Plan after MTA review has confirmed that it meets Purple Line project requirements. The P3 contract requires PLTP to submit its RFMP for MTA review and approval within 90 days after the June 17, 2016 P3 contract Financial Close, to submit the RFMP with the LRV Preliminary Design submittal, to submit an updated RFMP with the LRV Final Design submittal, to submit a further updated version no later than six months prior to the scheduled beginning of Revenue Service, and to update the RFMP annually once in revenue service. MTA

received, reviewed and approved PLTP's Purple Line Rail Fleet Management Plan Revision 0 dated June 22, 2016 after Financial Close, in accordance with contract requirements. At the time of the LRV Preliminary Design submittal, MTA and PLTP reviewed the RFMP again and determined that Revision 0 dated June 22, 2016 was still valid. MTA submitted PLTP's RFMP Revision 0 dated June 22, 2016 to the FTA/PMOC. This PLTP Revision 0 version of the RFMP had not yet had the benefit of any significant engineering by PLTP after contract award and has not been reviewed by the PMOC in accordance with OP37.

The current version of the Bus Fleet Management Plan (BFMP) is BFMP Version 8.1, which was submitted for FTA/PMOC review on February 12, 2016. The PMOC completed its review of BFMP Version 8.1 and issued the final OP37 BFMP Review Report on March 4, 2016, concluding that the BFMP met the requirements of OP37 for the execution of a FFGA for the Purple Line project.

Risk and Contingency Management Plan (RCMP)

The current version of the RCMP is Version 10, dated May 2016. The PMOC's OP40 review found that Version 10 met the requirements of OP40 for an RCMP at the FFGA stage of a project. However, due to impacts of the lawsuit filed by the Friends of the Capital Crescent Trail, MTA had not been able to establish routine bi-monthly Risk Management Committee meetings or formal updates of the Risk Register as required by the RCMP. MTA resumed bimonthly meetings in October 2017 after the lawsuit was resolved and the FFGA was executed. MTA completed an update of the Purple Line Risk Register in March 2018 and continues to conduct subsequent periodic updates, with copies provided to the PMOC. On January 3, 2019, MTA submitted RCMP Version 12 dated January 2019 as part of its annual update of the major PMP subplans. In early 2020, MTA commenced another update to the RCMP to incorporate the results of the latest Quantitative Risk Assessment as well as the results of the P3 concessionaire/MTA settlement once those details are available.

Safety and Security Certification Plan (SSCP)

The current version of the Purple Line SSCP is Version 3 dated November 4, 2014, which was reviewed as a companion document to the SSMP. The PMOC review found that Version 3 met the FTA requirements in support of the FFGA application. MTA submitted SSCP Version 4 on February 3, 2020 in conjunction with the updated SSMP submittal (see SSMP above). The SSOA completed its review of SSCP version 4 and discussed its comments with the PMOC. SSOA comments were returned to MTA on March 3, 2020 along with the SSOA comments on the SSMP.

C. Project Management Capacity and Capability

Through the PMOC's observations and discussions with MTA, especially MTA Transit Development and Delivery (TDD) and Purple Line project management personnel, the

PMOC has noted that MTA has been responsive to finding and assigning management capacity and capability as needed to sufficiently complete the project in compliance with applicable FTA requirements. This has included bringing talent, either MTA or Maryland Department of Transportation (MDOT) personnel or consultants, onto the project to manage the current needs, such as planning, P3 procurement and contracting, real estate acquisition, construction, etc.

Recent (*May-June 2020*) Purple Line staffing activity has included the following:

- At the end of March 2020, the MTA Executive Director of Transit Development and Delivery (TDD) left the project team to take a new position. The MTA Chief Engineer has been serving as Acting TDD Executive Director while the longer-term process to permanently fill the position continues. *In May 2020, MTA announced that the successor has been selected and will be on-boarding on June 17, 2020.*
- In March 2020, the Purple Line Project Director announced that he will be leaving the project team to take a position with a different transit agency, but due to business disruptions caused by the COVID-19 pandemic, the date for vacation of was extended until April 22, 2020. MTA is continuing the process to permanently fill the position, with a target to complete within 90 days. *In the interim, the MTA Chief Engineer will transition from Acting TDD Executive Director to Acting Purple Line Project Director, supported by the advisory team of consultants.*
- MTA worked through its internal process to create a position for another Deputy Director (MTA employee) to assist the current Project Director on the Purple Line project, with a focus on experience in engineering and contract management. MTA has selected a candidate to fill this position and is working through a temporary COVID related hiring freeze in order to make an offer to the candidate.
- The current MTA Transit Development and Delivery Chief Safety Officer, which is the highest-ranking safety manager on the Purple Line project, announced intentions to retire *in September 2020*. He is continuing to assist with filling the project position and transitioning project activities to his replacement.

The PMOC continues to monitor the effectiveness of the MTA staff and the added personnel resources from consultants, MDOT and other modal administrations as they have been integrated into overall MTA project management of the Purple Line Project. *To date the PMOC has found the staff changes/additions to be appropriate and effective.*

D. Project Cost

Appendix 6 of this report summarizes the project's current actual expenditures and forecast at completion compared with the project budget as reported in MTA's June 1, 2016 Standard Cost Category (SCC) Workbook, which is the basis of the Purple Line FFGA. The project documented expenditures of \$1,357.9 million through May 31, 2020

for MTA costs and April 30, 2020 for PLTP's costs. Refer also to the FFGA Core Accountability table in the **Executive Summary** section of this report for details on the planned and actual expenditures on the project.

In the cost estimate presented in the June 1, 2016 SCC Workbook, which is the basis for the FFGA, contingency in Year of Expenditure (YOE) dollars is as follows:

Allocated Contingency	\$59,500,464
Unallocated Contingency (SCC 90)	\$90,535,748
Total Contingency	\$150,036,212

Through May 31, 2020, the following is the remaining contingency on the project:

Allocated Contingency	\$20,582,098
Unallocated Contingency (SCC 90)	\$23,838,406
Total Remaining Contingency	\$44,420,504

In addition, there are also multiple Change Orders pending or proposed under the P3 contract that have potential additional cost impact on the project. Working with the PMOC, the Purple Line project team developed a three-part change tracking system that documents:

- Executed Change Orders (accounted for in the above remaining contingency)
- Pending Change Orders that are pending execution, and Proposed Change Orders that are currently either being priced by the contractor or are in various stages of negotiation
- Potential Change Orders that the contractor has formally submitted to protect specific rights and privileges, but which have not been either fully developed by the contractor or accepted by MTA

The PMOC monitors the executed, pending, proposed and potential changes reflected in monthly updates to these change logs and reviews any noteworthy changes with the project team.

*During May and early June 2020 MTA also continued in earnest to complete negotiating and refining a settlement agreement on the Change Orders submitted by the P3 concessionaire claiming cost impacts from the delayed FFGA execution. Final resolution of the cost impacts will also depend on the resolution of the schedule (see the **Project Schedule** section of this report, below). There is significant risk that the project cost as reflected in the FFGA will be affected, and it is anticipated that an MTA Purple Line Project Recovery Plan, including a revised project cost estimate with adequate cost contingency to address remaining project risks, will be required. Accordingly, MTA continues to prepare a draft Recovery Plan in accordance with the requirements of the FFGA, with cost, schedule and risk details to be incorporated after the completion of the settlement negotiations with the P3 Concessionaire. The PMOC has been providing feedback on the Recovery Plan development as it progresses.*

Project Funding

The funding for the Purple Line project, as reflected in Attachment 3 for the FFGA, is as follows:

Sources of Federal Funding and Matching Share Ratios

	Costs Attributed to Source of Funds Dollars	Federal/ Local Matching Ratio within Source	All Federal Funds Dollars	Local Funds Dollars*
Federal 5309 New Starts	2,362,030,286	38/62	900,000,000	1,462,030,286
Federal Other (FTA Section 5307)	45,000,000	80/20	36,000,000	9,000,000
Total	2,407,030,286		936,000,000	1,471,030,286
Overall Federal Share of Project			38.9%	
New Starts Share of Project			37.4%	

* Local includes costs funded by the MDOT TTF as well as the P3 concessionaire funded costs. The P3 concessionaire uses Transportation Infrastructure Finance and Innovation Act (TIFIA), private financing, and equity to fund its costs. The P3 concessionaire funded costs are treated as Local Match for the 5309 New Starts funds.

Standard Cost Category (SCC) Worksheets

Appendix 7 presents the Purple Line project cost estimate, based on the June 1, 2016 update of the SCC Workbook in FTA's Standard Cost Category format, which is the basis of the FFGA.

E. Project Schedule

The PMOC receives copies of the master project schedule updates, including the native Primavera scheduling software files, once the update has been approved by MTA. The March 15, 2017 progress update of the master project schedule was approved as noted in May 2017 and continues to be the latest approved version of the schedule. Later submissions of schedule updates from PLTC have not been approved for various reasons, much of which has been driven by the inability of MTA and the P3 Concessionaire to agree on schedule impacts of the approximately one-year delay in the execution of the FFGA. However, in response to a letter that FTA issued to MTA in early August 2018 expressing concern with the amount of time that the project has advanced without an approved schedule, MTA prepared a working schedule update of the master project schedule. The update was based on the current negotiations of the P3 contract schedule at the time, which had been ongoing with PLTP since late 2017 and which have been detailed in prior PMOC Monthly Monitoring reports; but the update is not based on

a mutually agreeable P3 contract schedule. The schedule is titled “MTA Master Schedule August 2018” and was progressed through August 31, 2018. Although the MTA Master Project Schedule August 2018 is not a final recovery schedule with the mutual agreement of MTA and PLTP, it does provide a more accurate presentation of the current Purple Line project status than the latest approved project schedule (March 15, 2017).

The most significant differences between the last approved project schedule (March 15, 2017) and the MTA Master Schedule August 2018 (proposed new baseline) were a change in the schedule critical path from through Segment 4 (Plymouth Tunnel) to through Segment 7 (Riverdale aerial structure), and a slip in the “PLTP Commence Revenue Service date” from March 11, 2022 to October 28, 2022. However, according to the MTA Master Schedule August 2018 (proposed new baseline), the Purple Line is still scheduled to start revenue service earlier than the FFGA Revenue Service Date (RSD) of December 31, 2022.

MTA reports that PLTC is currently submitting monthly schedule progress updates for its scope in accordance with the P3 contract. MTA then performs monthly progress updates of the MTA Master Project Schedule based on the progress updates received from PLTP as well as from its internal staff, relative to the MTA Master Schedule August 2018 baseline.

The most recent schedule progress update submitted by MTA is the February 29, 2020 progress update of the MTA Master Schedule. MTA reports that the March 31, 2020 and the April 30, 2020 data date progress updates are continuing to undergo MTA internal review. The February 29, 2020 update continues to show the start of revenue service prior to the FFGA RSD of December 31, 2022, with the major interim milestones of the Commencement of Trial Running of June 8, 2022, and the PLTP Commencement of Revenue Service of December 26, 2022. A copy of the critical path of the February 29, 2020 progress update of the MTA Master Schedule is included in Appendix 8 of this report. The PMOC advises, though, that this is not a contractually enforceable schedule.

However, once the intensity of the schedule negotiations heightened in fall 2019, the P3 concessionaire submitted a revised fully cost-loaded schedule in response to the terms of the negotiations. The submitted P3 schedule, which continues under MTA review and negotiation, reflects a phased project opening with the first phase opening at the end of 2022, and the second phase opening in the mid-2023. *However, the phased opening schedule has not yet been accepted by both parties as the contractually governing schedule for the project.*

There is significant risk that the project schedule as reflected in the FFGA will be affected, and it is anticipated that an MTA Purple Line Project Recovery Plan, including a revised contractually enforceable project schedule with adequate schedule contingency to address remaining project risks, will be required. *Accordingly, MTA continues to prepare a draft Recovery Plan in accordance with the requirements of the FFGA, with cost, schedule and risk details to be incorporated after the completion of the settlement negotiations with the P3 Concessionaire.* The PMOC has been providing feedback on the Recovery Plan development as it progresses.

Key Milestones

The following are the current key milestone dates for the project, showing the last approved (March 15, 2017) progress update of the master project schedule, the MTA Master Schedule August 2018 (proposed rebaseline) and the February 29, 2020 progress update of the MTA Master Schedule.

National Capital Purple Line LRT Key Milestone Dates			
Activity	Latest (March 15, 2017) Approved Project Schedule	MTA Master Schedule August 2018 (working baseline)	MTA Master Schedule; February 29, 2020 update
Locally Preferred Alternative (LPA) Approval Date	08/04/2009 (A)	---	---
FTA Approval to Enter PE	10/07/2011 (A)	---	---
FTA Record of Decision	03/19/2014 (A)	---	---
Issue Final Request for Proposal (RFP) for P3 Concessionaire	07/28/2014 (A)	---	---
FTA Approval to Start Enter Engineering Phase	08/28/2014 (A)	---	---
Issue Addenda 4 through 6 to the P3 RFP	07/2015 through 11/2015 (A)	---	---
P3 Technical Proposals Due	11/17/2015 (A)	---	---
P3 Financial Proposals Due	12/08/2015 (A)	---	---
Evaluation and Announcement of Selected P3 Proposer	01/02/2016-03/02/2016(A)	---	---
Board of Public Works (BPW) Approval-P3	04/06/2016 (A)	---	---
P3 Commercial Close	04/07/2016 (A)	---	---
Limited Notice to Proceed (LNTP) for P3 Engineering	04/07/2016 (A)	---	---
MTA submit Full Funding Grant Agreement Application	05/24/2016 (A)	---	---
P3 Financial Close	06/17/2016 (A)	---	---
Full Funding Grant Agreement signed	08/22/2017 (A)	---	---
Start of First Major Construction Activity	08/28/2017 (A)	---	---
All Significant ROW Acquisition & Relocation	As needed by construction	---	All P3 contract Ex. 9 properties in possession
Commencement of Trial Running	---	03/09/2022	06/08/2022
P3 Ready to Commence Revenue Service	TBD	10/28/2022*	12/26/2022
MTA Opens for Revenue Service	3/2022	---	12/26/2022
Revenue Operations Date (includes contingency)	12/31/2022	---	---

National Capital Purple Line LRT Key Milestone Dates			
Activity	Latest (March 15, 2017) Approved Project Schedule	MTA Master Schedule August 2018 (working baseline)	MTA Master Schedule; February 29, 2020 update
FFGA Revenue Service Date (includes contingency)	12/31/2022	12/31/2022	12/31/2022

* P3 Revenue Service date is based on MTA's working version of an updated integrated master project schedule based on earlier MTA/P3 Concessionaire negotiations, but which will likely be superseded by the P3 fully resource loaded phased schedule once negotiations have concluded and schedule agreement is reached.

90-day Look Ahead

The critical 90-day (*mid-June through mid-September 2020*) look-ahead activities for the National Capital Purple Line project, based on the current Purple Line schedule and discussions with MTA, are:

Scheduled Date	Activity / Event
Ongoing	P3 submittal / MTA review of design packages
Ongoing	MTA and PLTP collaboration for agreement on a mitigated project schedule and associated project cost
<i>June 12, 2020</i>	<i>Start painting steel girders of NE Branch Anacostia River Bridge</i>
<i>July 16, 2020</i>	<i>Complete final grading of the reconfigured New Carrollton Kiss and Ride</i>
<i>July/August 2020</i>	<i>Commence construction on the Spring Street vehicular bridge over CSX/WMATA/Purple Line tracks</i>
<i>August 1, 2020</i>	<i>One of the two embedded tracks in Campus Drive at the CSX / WMATA underpass to be installed before the complete road closure period ends</i>
<i>August 2020</i>	<i>Hensel Phelps to start station finishes work at Manchester Place Station</i>
August 6, 2020	Complete Abutment A (in Kenilworth Ave.) for the Kenilworth-Riverdale Aerial Structure
August 17, 2020	Form, reinforce and place College Park Station platform slab
<i>September 3, 2020</i>	<i>Start installation of Riverdale aerial structure steel girders over the Kenilworth-Riverdale intersection</i>

Critical Path Activities

In the MTA Master Schedule February 29, 2020 update, for which final agreement with PLTP has not yet been reached, the critical path is through Area 3, Segment 7 (primarily the "test track"), including finalization of MDE approvals; civil, track, traction power, overhead contact

system (OCS) and Communications construction along Veterans Parkway and Ellin Road, LRV site and dynamic testing; emergency drills; trip time testing; revenue service demonstration testing; safety certification and into Revenue Service.

F. Quality Assurance / Quality Control (QA/QC)

The Purple Line QA/QC is addressed in Section 10 of the PMP, Quality Program Plan, and the updated MTA Quality Assurance Program Revision 8.0, which incorporates the implementing Quality Plans prepared by PLTC. The most current versions of the PMP, the Purple Line Document for Quality and the QAP are as discussed in the **Project Management Plan and Subplans** section of this report. MTA also submitted to FTA the package of inter-related quality plans prepared by the P3 Concessionaire after they were reviewed and approved by MTA.

The Purple Line project continues to conduct its monthly meeting to review the QA/QC activities performed by the Purple Line project team, including those by the P3 Concessionaire, PMC and the GEC. Documentation from these meetings is distributed separately. The PMOC performs an overview of each distributed package, with more detailed reviews conducted on periodic basis.

The project's Monthly Progress Report to FTA also contains a brief summary of the significant current QA/QC activities/events on the project, including quality audits and quality reviews of PLTC submittals, and QA/QC is reviewed with MTA and the PMC at the PMOC's periodic recurring monitoring meetings.

G. Safety and Security

PLTP has conducted *forty-four Preliminary Hazard Analysis (PHA)* workshop sessions to date. Workshops continue to be held to resolve MTA comments on the PHAs completed to date. PLTP's Safety and Security Working Group (SSWG) continues to oversee the hazard management process. MTA has representation on the group to provide comments and insight but does not vote on topics before the PLTP SSWG.

To support ultimate Safety and Security Certification for the Purple Line project, the PLTP System Safety team completed development of its first Design Criteria Conformance Checklist (DCCC) in May 2017 and submitted it for MTA approval. However, it did not meet MTA expectations and was returned for revision and resubmittal. PLTP had not been preparing DCCCs until January 2018, when they resumed preparing them, since MTA stated it would reject any Final Design Packages submitted without an associated DCCC. MTA (assisted by the PMC) reviews the DCCCs as part of the Final Design Package according to the established submittal review process. Per PLTP, the DCCCs are being verified prior to the issuance of RFC packages. All prior comments on PLTP's Certified Elements List (CEL), which includes Operations and Maintenance and System Integration Testing elements have been resolved and CEL Revision 2 has been accepted. Regarding the Certified Items List (CIL), PLTP addressed MTA comments, which were resolved and the CIL Revision 1 has been accepted. PLTP is

now in the process of preparing the Construction Specification Conformance Checklists (CSCC)s, *although no CSCCs have yet been issued as of mid-June 2020.*

MTA chairs a Safety and Security Certification Committee (SSCC) that reviews, comments on, and approves PLTP hazard management and safety and security certification issues. The first meeting of the MTA SSCC was conducted on March 20, 2018. Starting with July 11, 2018, the meeting has been held on a monthly basis on the second Wednesday of the month until the level of activity requires more frequent meetings. *The most recent meeting of the SSCC was held on June 10, 2020, during which the following were discussed:*

- *MTA again requested a PLTC detailed schedule for Safety and Security Certification activities. PLTC has not yet responded to this request.*
- *The additional details requested by MTA on the Failure Modes, Effects and Criticality Analyses for LRV traction motor bolts, for which some of the information will not be available until closer to the start of revenue service. MTA is currently requesting the torquing procedure used for these bolts during shop assembly, recognizing that field torquing procedures may not be available until later. MTA will continue to track this item as the information to complete its review becomes available.*
- *MTA's is awaiting resubmittal of the Plymouth Tunnel DCCC addressing MTA's comments on the initial submittal.*
- *The PHA that MTA requested PLTC perform of the high temperature hazard resulting from PLTC's design showing a sidewalk grate for the exhaust from the emergency diesel generator at Elm Street. MTA commented that the sidewalk level release does not comply with design requirements.*
- *The anticipated Non-conformance Report resulting from the geometry survey of the as-erected Silver Spring Transit Center flyover aerial section, which is undergoing review by the designer, HNTB.*

PLTC completed its Threat and Vulnerability Assessment (TVA) process when MTA accepted and verified the comment responses and approved PLTC's TVA on July 15, 2019.

The MTA Purple Line Safety and Security personnel review and comment on the PLTC design submittals, including those of the vehicle supplier.

MTA continues to conduct Fire/Life Safety meetings with each Montgomery and Prince George's Counties on bi-monthly basis. The meetings provide a basis for the County emergency responders to understand the features of the Purple Line systems, and to resolve any concerns. *The Montgomery County Fire/Life Safety meeting was held on May 21, 2020. The emergency responder access points in Montgomery County were reviewed, but since the Montgomery County Fire Rescue Service attendees could not review the drawings, the final drawing package will be sent for review when completed. Also, a separate breakout session to discuss the Silver Spring WMATA station fire protection system calculations was held on June 10, 2020. The Prince George's County Fire/life Safety meeting is scheduled for June 18, 2020.*

As required by the P3 contract, the P3 concessionaire, PLTP, is responsible for directly implementing many of the safety and security requirements for the project, including

construction safety and the collection and maintenance of the Occupational Safety and Health Administration (OSHA) safety statistics for the project. *PLTP's current project-to-date OSHA statistics are:*

- TCIR (Recordable) Rate:
 - Actual: 0.58
 - PLTP goal: 0.45
 - National Ave. 2.8 (construction – heavy civil)
- DART (Days Away - DART-L) Rate:
 - Actual: 0.17
 - PLTP goal: 0.00
 - National Ave. 0.9 (Construction – heavy civil)

See Section B of this report for the status of the safety and security related subplans of the PMP. Appendix 1 of this report includes extensive additional safety and security-related information for the Purple Line project on a quarterly basis.

H. Americans with Disabilities Act (ADA)

The PMOC confirmed that the Design Criteria Manual applicable to the Purple Line project addresses ADA requirements, including references to the requirements in the Maryland Accessibility Code (MAC), the ADA Accessibility Guidelines for Buildings and Facilities (ADAAG), and the ADA Standards for Transportation Facilities.

Accessibility and compliance with ADA are required as part of the functional requirements for stations and guideway and as part of the codes and standards for light rail vehicles within the P3 contract (Book 2 Part 2) for the Purple Line project. The design packages prepared in accordance with the P3 contract by PLTC are reviewed by MTA and its consultants. In project reviews conducted by the PMOC, MTA has confirmed that it includes ADA compliance in its QA Oversight reviews of PLTC's design packages. A full time Purple Line project Maintenance of Traffic (MOT) construction representative also monitors that temporary pedestrian accommodations during construction continue to comply with ADA requirements. ADA compliance is included in the PMOC periodic project reviews, during which timely project ADA-related items are discussed. *Discussion during the PMOC's June 2020 reviews identified no current ADA-related issues.*

I. Buy America

The PMOC has discussed Buy America requirements with the Purple Line project team during the PMOC project review meetings and has confirmed that MTA understands that Buy America compliance applies not only to the rail vehicles but is also required for procurement of all manufactured products, including all iron and steel. MTA is also aware that domestic manufacture of all federally funded procurements is required and should be certifiable. Compliance with Buy America is contained in MTA standard clauses for its procurements, and the P3 contract contains explicit Buy America language in its Appendix 16.

As designs are reaching finalization, PLTC is starting to encounter more occurrences wherein Buy-America compliant supply of as-designed commodities may not be available. However, since PLTC is responsible for the design and has committed to compliance with Buy America provisions, MTA is holding PLTC responsible for complying with the regulations and the P3 contract in this respect. The Purple Line project team continues spot checking materials being used in ongoing construction, and especially utility relocations, since Buy America compliance of utility-supplied materials has historically been more troublesome and since utility relocation constitutes a significant percentage of the current construction activity. During November/December 2019, MTA Quality Assurance inspectors issued Quality Oversight Assessment Reports (QOARs) related to two potential Buy America non-compliance cases at the OMF. PLTC submitted responses to the QOARs in January 2020, and MTA replied in disagreement with PLTC's conclusions in its submittal. *As of mid-June 2020, QOARs 055 and 056 remain open.*

PLTC passed the Buy America requirements on to the vehicle supplier, CAF. The Buy America Pre-Award audit was conducted by Virginkar and Associates, who concluded that there is reasonable certainty that CAF will satisfy the Buy America requirements as stated in 49 CFR 661. MTA has interpreted that since the vehicle Request for Proposal was advertised prior to December 4, 2015, the 49 CFR 661 Public Interest Waiver that limits domestic content to a minimum of 60%, as opposed to the escalating domestic content requirements of the FAST Act, applies in this case. An intermediate post-award Buy America audit for added confidence that the post-delivery audit will not identify issues was conducted of CAF's Elmira, NY facility during the week of October 2, 2017. There were no significant findings, and based on the audit, the domestic content of the LRVs is currently estimated at approximately 62% as compared to the required 60% for these vehicles. CAF is targeting 65% domestic content in the completed vehicle. MTA has also been in communication with the U.S. Maritime Administration regarding the use of US Flagship carriers for the transport of carshells from Spain to the United States for final assembly.

J. Vehicles and Vehicle Technology

The vehicles are 136-foot long, multiple articulated light rail vehicles operated as single car maximum length trains. Due to the vehicle's extended length, only 25 vehicles (21 plus 4 spares) will be provided under the FFGA for opening year.

PLTP executed the LRV contract with CAF on June 17, 2016 and issued CAF Notice to proceed on July 5, 2016.

Vehicle carshell manufacturing activities, coordinated with design progress, continued until the facility in Spain was shut down in late March 2020 due to supply chain issues and to limit the spread of COVID-19. The Spain facility reopened at approximately 50% of its workforce during the week of April 20, 2020 and is currently fully functional on this project. The final assembly facility in Elmira, NY was shut down in early April 2020 due to New York State

restrictions related to COVID-19 and reopened on May 18, 2020 at 50% of its workforce. The following is the current status of LRV manufacturing as of mid-June 2020:

In Spain, resolution of MTA comments on Intermediate Design packages has been completed and resolution of comments on Final Design packages continues. Regarding carshell manufacturing in Spain, the following is the current status:

- *Seventy-eight carshell segments have been completed to date.*
- *Of those, 48 have been painted, including the 42 that were shipped to and received in the US for final assembly, and six additional carshells that are being prepared for shipments to the US.*

Vehicle final assembly is being performed in CAF's facility in Elmira, NY. *There are currently 42 carshells (eight full vehicles plus two of the five carshells for the ninth vehicle) in Elmira. CAF assembled all five carshell segments of the first vehicle (LRV 101) together, placed the vehicle on its trucks on the Elmira test track and started performing static testing in June 2019. CAF completed modifying the power supply to its Elmira test track from 750 Volts to 1500 volts, and LRV 101 was operated on the Elmira test track under its own power in December 2019. The first two vehicles, LRVs 101 and 102, continue in static testing. Final assembly of all five segments of the third through eighth vehicles and the first two segments of the ninth vehicle continue in various stages of final assembly activities in Elmira. Regarding Factory Testing (in Elmira), all Factory Test Procedures have been submitted to MTA for review, with several open comments remaining to be resolved. Environmental chamber testing of LRV 101 is scheduled to commence on June 22, 2020, assuming no setbacks are encountered due to COVID-19.*

Shipment of the first vehicle to the project site is dependent on readiness of on-site storage space, such as the test track, and available traction power, and is currently anticipated to occur in October 2020. *CAF and PLTP are currently preparing the Field Test procedures, and as of mid-June 2020, approximately 40% of the procedures have been submitted to MTA for review. Numerous MTA comments have been returned to date and are undergoing CAF/PLTP reconciliation.*

Additional Vehicle Status information is included as Appendix 9 of this report on a quarterly basis.

PROJECT RISK

MTA has established a risk management organization, which is defined in the project's Risk and Contingency Management Plan, and which is overseen by MTA's Risk Management Committee. Two major elements of the RCMP are the periodic performance of Quantitative Risk Assessments and the maintenance and use of a Risk Register.

During the approximately one-year period of time in which the ROD had been vacated by the federal judge in his decision related to the Friends of the Capital Crescent Trail lawsuit, MTA did

not conduct formal Risk Management Committee meetings, conduct additional Quantitative Risk Assessments or perform formal updates of the Risk Register. Though, the Purple Line project management team did assess and respond to the risks associated with that unforeseen chain of events.

The project team resumed formal risk meetings in October 2017, including individual updates of each risk on the current Risk Register by the risk owner. An overall update of the Risk Register was completed as draft in January 2018 and updated further and reissued in March 2018. Updating of the Risk Register is currently an ongoing process throughout a project's duration, and *MTA is performing periodic updates of the Risk Register, somewhat less frequently than bi-monthly as established in its RCMP*. The current status of the RCMP is discussed in Section B, Project Management Plan and Subplans, of this report.

In January 2020, the Purple Line team commenced activities to conduct an updated Quantitative Risk Assessment in conjunction with potential changes in the project cost estimate and schedule anticipated as a result of the ongoing FFGA delay negotiations with PLTP. The Risk Register underwent a major update and fed into the updated Quantitative Risk Assessment. *Confirmation and finalization of the Risk Register, the QRA and an RCMP update are pending final FFGA delay settlement details from the ongoing MTA/PLTP negotiations.*

MTA provides copies of significant updates of the Purple Line Risk Register to the FTA and PMOC. The top risks from the project's latest issued update of the Risk Register and PMOC-assessed risks are discussed at the PMOC monitoring meetings with the project team and are included as Appendix 2 of this report on a Quarterly basis.

ACTION ITEMS

Action Items are identified at MTA/FTA Quarterly Progress Meetings, at MTA/PMOC Monthly Progress Meetings and at MTA/FTA Biweekly New Starts Progress Conference Calls. Separate lists for each are included. Items identified as closed are removed from the subsequent monthly report. *There are currently no open Action Items related to the Purple Line project.*

APPENDICES

The following Appendices or placeholders are provided with this report:

- Appendix 1 Safety and Security Checklist
Per OP25, this item is issued quarterly.
- Appendix 2 Top Project Risks
Per OP25, this item is issued quarterly.
- Appendix 3 Roadmap to Revenue Operations
Per OP25, this item is issued quarterly “as a separate attachment”.
- Appendix 4 Project Map
- Appendix 5 Acronyms
- Appendix 6 Cost vs. Budget
- Appendix 7 FTA SCC Workbook – BUILD Main Worksheet
- Appendix 8 Project Schedule
- Appendix 9 Vehicle Status Report
Per OP25, this item is issued quarterly.
- Appendix 10 Construction Photographs

Appendix 1 Safety and Security Checklist

Note: References to SSPP, SSP, and 49CFR Part 659 as they are contained in the FTA standard checklist form have been retained in the following update. However, it is recognized that MTA is transitioning to the PTASP and 49CFR Parts 673 and 674.

(Updated June 2020)

Project Overview		National Capital Purple Line Light Rail Transit Project	
Project mode (Rail, Bus, BRT, multimode)		Rail	
Project phase (Project Development, Construction, or Start-up)		Construction	
Project Delivery Method (Design/Build, Design/Build/Operate/Maintain, CMGG, etc)		Public Private Partnership (P3)	
Project Plans	Version	Review By FTA	Status
Safety and Security Management Plan	Version 10 dated January 29, 2020	Y	PL submitted Version 10 dated January 29, 2020 to FTA/PMOC on January 31, 2020 to address comments from the PMOC and SSOA reviews of Version 8. <i>SSOA comments on Version 10 are currently in resolution.</i> PLTC's SSMP Rev D was approved by MTA on November 27, 2016.
Safety and Security Certification Plan	Version 4, January 29, 2020	Y	PL submitted Version 4 dated January 29, 2020 to the PMOC on January 31, 2020. <i>SSOA comments on Version 4 are currently in resolution.</i> PLTC's supporting contractor-level SSCP Rev. 1 was approved by MTA in April 2019.
System Safety Program Plan (SSPP)	Reviewed annually and revised as required	2019 SSPP signed 7/15/19	MTA will be transitioning to the PTASP per 49CFR Part 673 during 2020. The existing MTA SSPP will be in effect until the transition. The PTASP will be revised to incorporate the Purple Line during the late Construction and Testing and Start-Up Phases. Internal Safety Review Audit performed August 2019 on elements 8, 9, & 10 by the Office of Safety Management and Risk Control.
System Security Plan (SSP) or Security and Emergency Preparedness Plan (SEPP)	Reviewed annually and revised as required	2019 SSEPP Signed January 2019	The existing MTA SSP will be revised to incorporate the Purple Line during the late Construction and Testing and Start-Up Phases.
Construction Safety and Security Plan	-	-	PLTC's Site Security Plan was accepted by MTA on November 9, 2016. PLTC's Health & Safety Plan was accepted by MTA on November 9, 2016.

Safety and Security Authority	Y/N	Notes/Status
Is the grantee subject to 49 CFR Part 659 state safety oversight requirements?	Y	
Has the State designated an oversight agency as per Part 659.9	Y	MDOT Rail Safety Oversight Agency (RSOA)
Has the oversight agency reviewed and approved the Project Sponsor's Security Plan or SSPP as per 49 CFR Part 659.17?	Y	RSOA oversees MTA's SSPP and SSP in compliance with 49 CFR Part 659/49CFR Part 674
Did the oversight agency participate in the last Quarterly Program Review Meeting (QPRM)?	Y	The oversight agency typically attends the QPRM.
Has the grantee submitted its safety certification plan to the oversight agency?	-	The final Safety Certification Plan will be submitted in accordance with MTA's SSPP.
Has the grantee implemented security directives issues by the Department Homeland Security (DHS), Transportation Security Administration (TSA)?	Y	MTA has, and will continue to, implement DHS/TSA Directives as indicated in SSMP Section 11.

SSMP Monitoring	Y/N	Notes/Status
Is the SSMP project-specific, clearly demonstrating the scope of safety and security activities for this project?	Y	
Grantee reviews the SSMP and related project plans to determine if updates are necessary?	Y	Specified in SSMP
Does the grantee implement a process through which the Safety Manager and Security Manager are integrated into the overall project management team? Please specify.	Y	Specified in SSMP; the Safety Manager and Security Managers participate in project meetings and are involved in the project.
Does the grantee maintain a regularly scheduled report on the status of safety and security activities?	Y	Safety and Security activities are regularly reported in the monthly progress report.
Has the grantee established staffing requirements, procedures and authority for safety and security activities throughout all project phases?	Y	Specified in SSMP
Does the grantee update the safety and security responsibility matrix/organizational chart as necessary?	Y	Specified in SSMP.
Has the grantee allocated sufficient resources to oversee or carry out safety and security activities?	Y	Specified in the SSMP; evaluating need for future resources.
Has the grantee developed hazard and vulnerability analysis techniques, including specific types of analysis to be performed during different project phases?	Y	Specified in SSMP.
Does the grantee implement regularly scheduled meetings to track to resolution of any identified hazards and/or vulnerabilities?	Y	Specified in SSMP.

SSMP Monitoring	Y/N	Notes/Status
Does the grantee monitor the progress of safety and security activities throughout all project phases? Please describe briefly.	Y	Specified in SSMP.
Does the grantee ensure the conduct of preliminary hazard and vulnerability analyses? Please specify analyses conducted.	Y	Specified in SSMP. PHA is complete and signed by all parties. TVA is complete and signed by all parties.
Has the grantee ensured the development of safety design criteria?	Y	Specified in SSMP. MTA developed criteria are in the Design Criteria Manual Version 3 that was issued in September 2014. Revision C of the PLTC safety and security criteria is in comment resolution.
Has the grantee ensured the development of security design criteria?	Y	Specified in SSMP. MTA developed criteria are in the Design Criteria Manual Version 3 that was issued in September 2014. Specific draft safety and security criteria have been submitted by PLTP for review and comment.
Has the grantee ensured conformance with safety and security requirements in design?	Y	Specified in SSMP. P3 Concessionaire is developing the Design Conformance Checklists in its engineering phase. <i>Ninety-two</i> Design Criteria Conformance Checklist (DCCC) have been submitted to date.
Has the grantee verified conformance with safety and security requirements in equipment and materials procurement?	-	Procurement documentation such as product data sheets and product cut sheets have been reviewed. These items are submitted to the Document Control System for multi-disciplinary review.
Has the grantee verified construction specification conformance?	N	P3 Concessionaire is developing the Construction Specification Conformance Checklists as the project advances. Construction Specification Conformance Checklists have not yet been submitted.
Has the grantee identified safety and security critical tests to be performed prior to passenger operations?	Y	P3 Concessionaire has begun to identify safety and security critical tests in its Project Test Program Plan.
Has the grantee verified conformance with safety and security requirements during testing, inspection and start-up phases?	N	P3 Concessionaire will verify conformance in its Testing and Start-Up Phase activity. <i>Factory Acceptance Testing and qualification test plans have been submitted for review and comment.</i>
Does the grantee evaluate change orders, design waivers, or test variances for potential hazards and /or vulnerabilities?	Y	Specified in SSMP.
Has the grantee ensured the performance of safety and security analyses for proposed work-arounds?	-	Specified in SSMP; these activities will not begin until Testing and Start-Up
Has the grantee demonstrated through meetings or other methods, the integration of safety and security in the following: • Activation Plan and Procedures	-	Specified in SSMP; these activities will not begin until late Construction and Testing and Start-Up Phases

SSMP Monitoring	Y/N	Notes/Status
<ul style="list-style-type: none"> • Integrated Test Plan and Procedures • Operations and Maintenance Plan • Emergency Operations Plan 		
Has the grantee issued final safety and security certification?	-	Specified in SSMP; this activity will not begin until end of Testing and Start-Up Phase
Has the grantee issued the final safety and security verification report?	-	Specified in SSMP; these activities will not begin until end of Testing and Start-Up Phase
Construction Safety	Y/N	Notes/Status
Does the grantee have a documented /implemented Contractor Safety Program with which it expects contractors to comply?	Y	Specified in SSMP; P3 Concessionaire has developed a Safety and Health Plan. P3 contract requires compliance with MTA's Contractor Health and Safety Plan Guidelines.
Does the grantee's contractor(s) have a documented company-wide safety and security program plan?	Y	P3 Concessionaire main Joint Venture partner, Fluor, has company-wide safety and security plans.
Does the grantee's contractor(s) have a site-specific safety and security program plan?	Y	Concessionaire has developed a System Safety Plan and a Concessionaire Security Plan (TP Book2A Section 8.4). MTA has approved both plans.
Provide the grantee's OSHA statistics compared to the national average for the same type of work?	Y	Through <i>May 2020</i> : <ul style="list-style-type: none"> • Recordable Rate: 0.58 • DART Rate: 0.38 • DART (lost workday): 0.17
If the comparison is not favorable, what actions are being taken by the grantee to improve its safety record?	N/A	Performance is favorable.
Does the grantee conduct site audits of the contractor's performance versus required safety/security procedures?	Y	This will be a construction phase activity. Grantee has hired oversight personnel who are conducting the construction safety oversight.
Federal Railroad Administration	Y/N	Notes/Status
If shared track: has grantee submitted its waiver request application to Federal Railroad Administration (FRA)? (Please identify specific regulations for which waivers are being requested)	N/A	There is no shared track.
If shared corridor: has grantee specified specific measures to address shared corridor safety concerns?	Y	Future FRA coordination may be required if a currently unused freight Right of Way is reactivated.
Is the Collision Hazard Analysis underway?	N	If required, will be responsibility of new freight operator.
Other FRA required Hazard Analysis – Fencing, etc.?	-	Future FRA coordination may be required if a currently unused freight Right of Way is reactivated.
Does the project have Quiet Zones?	N	
Does FRA attend the Quarterly Review Meetings?	N	

Appendix 2 Top Project Risks

As documented in the most recent update (Draft, Revision 4) of the Purple Line Risk Register, the following are the Purple Line cost and schedule risks that are rated “Significant”, “High”, or “Medium”.

Significant

- If Concessionaire is unable to utilize select backfill, then additional rock may need to be acquired

High

- PLTP poor performance, non-performance, shortage of personnel for which MTA grants time extension

Medium

- Lack of utility information and/ or incorrect information could lead to additional costs and schedule delay.
- PLTP underestimates the magnitude/value of the work due to incorrect assumptions, misinterpretation of the TP’s and/or Agreement, thus formally seeking relief of work requirements or lowering quality standards and build to those lower standards without MTA approval; or b), embarks on a campaign of claims to recoup losses or increase revenue.
- Changes to existing environmental requirements (change in law) or the application of those requirements during the construction of the Project (before operations) may change over the program’s horizon and may become more restrictive thus causing delay and additional costs
- Injunction of Permits or Temporary Restraining Order (TRO)
- As the design progresses, PLTP continues to identify additional ROW which could lead to schedule delays and costs
- The MTA is meeting regularly with the third-party stakeholders and final agreements are in place with each. There is provision of the final agreement that are different from what information was provided during the solicitation process (“the setting date”), this could lead to additional costs and schedule delays.
- If PLTP continues to “non-conforming” then this may result in lower quality requiring rework, resulting in a construction schedule delay

In addition to the top risk items in the Purple Line Project Risk Register noted above, the following risk items were also discussed at the Purple Line PMOC project review meetings:

- MTA is managing the project based on a working schedule update of the master project schedule. The update is based on the current negotiations of the P3 contract schedule, which have been ongoing with PLTP since late 2017, but the update is not based on a mutually agreed upon P3 contract schedule. As a result, project management decisions are

not fully informed until an acceptable recovery schedule is finalized with the P3 Concessionaire.

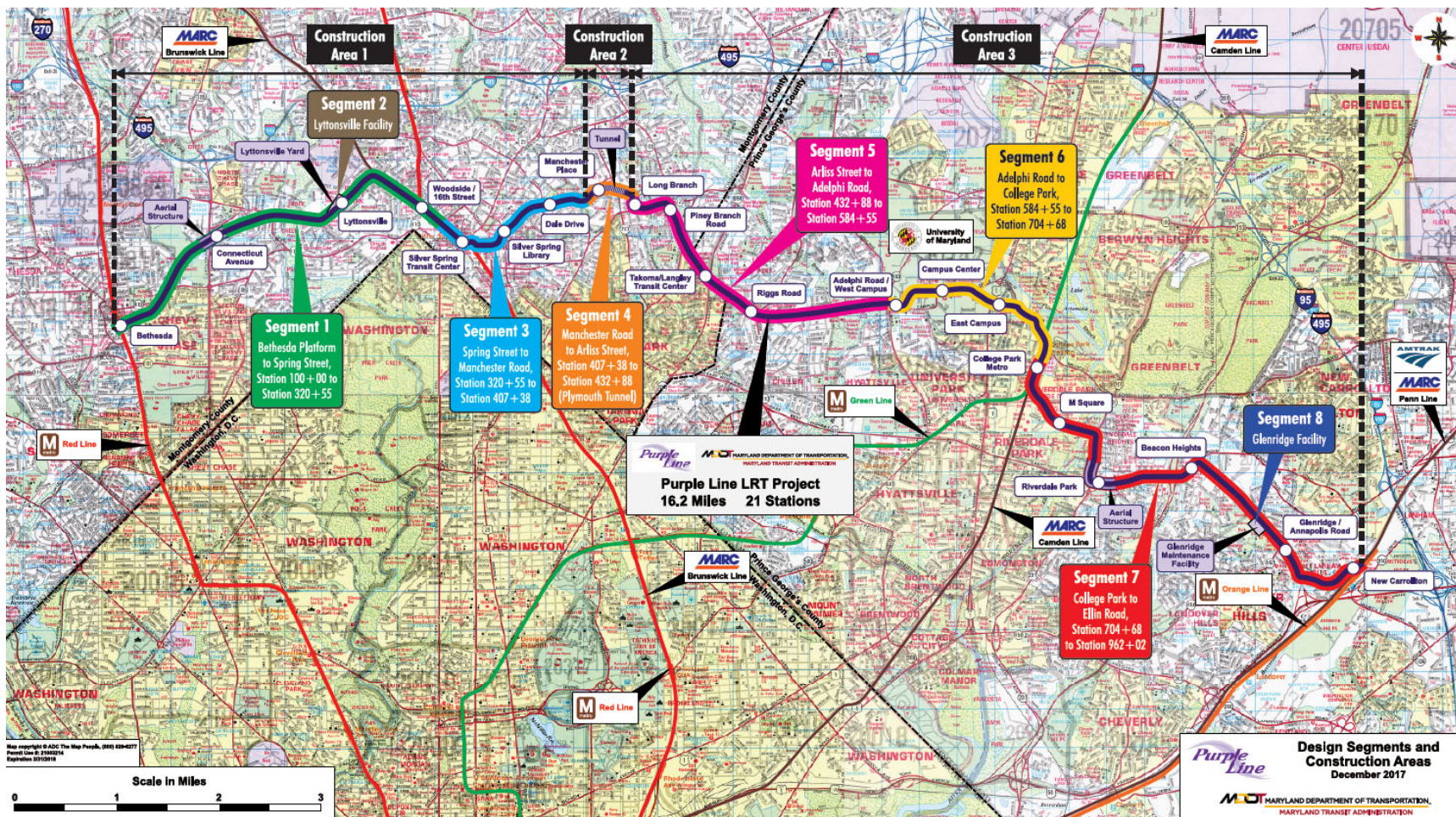
- Achievement of a recovery schedule that is agreeable to both MTA and the P3 Concessionaire under the P3 contract is anticipated to consume all the current schedule contingency and to slip the project completion date beyond the current FFGA Revenue Service Date.
- Achievement of a recovery schedule that is agreeable to both MTA and the P3 Concessionaire under the P3 contract is anticipated to result in additional project costs, likely to exceed the project cost reflected in the FFGA.
- As a result, a Recovery Plan in accordance with the terms of the FFGA is anticipated to be required; MTA has started to prepare the portions of a draft Recovery Plan for which information is currently available while negotiated details of a settlement continue to be finalized.

Appendix 3 Roadmap to Revenue Operations

In accordance with OP25, the Roadmap to Revenue Operations, prepared from the Project Sponsor's Master Schedule, is issued quarterly as a separate electronic file. Since the Project Sponsor's Master Schedule is undergoing a major revision for schedule recovery, the dates currently shown on this issue of the roadmap are likely to change.

Per OP25, this item is issued quarterly "as a separate attachment".

Appendix 4 Project Map



Appendix 5 List of Acronyms

ADA	-	Americans with Disabilities Act
ADAAG	-	ADA Accessibility Guidelines for Buildings and Facilities
ATC	-	Alternate Technical Concepts
B-W	-	Baltimore-Washington
BFMP	-	Bus Fleet Management Plan
BPW	-	Board of Public Works
CAF	-	Construcciones y Auxiliar de Ferrocarriles
CCQP	-	Concessionaire's Construction Quality Plan
CDQP	-	Concessionaire's Design Quality Plan
CEL	-	Certified Elements List
CIL	-	Certified Items List
CMU	-	Concrete Masonry Units
CQP	-	Concessionaire's Quality Program
CSCC	-	Construction Specification Conformance Checklist
DART	-	Days Away, Restricted or Transferred
D-B	-	Design-Build
DBFOM	-	Design/Build/Finance/Operate/Maintain
DCCC	-	Design Criteria Conformance Checklist
DNR	-	Maryland Department of Natural Resources
EAC	-	Estimate at Completion
EMI	-	Electro-Magnetic Interference
E&S	-	Erosion and Sedimentation
FCP	-	Forest Conservation Plan
FFGA	-	Full Funding Grant Agreement
FTA	-	Federal Transit Administration
GEC	-	General Engineering Consultant
HVAC	-	Heating, Ventilation and Air-conditioning
JPA	-	Joint Permit Application
LNTTP	-	Limited Notice to Proceed
LOD	-	Limits Of Disturbance
LPA	-	Locally Preferred Alternative
LRT	-	Light Rail Transit
LRV	-	Light Rail Vehicle
MAC	-	Maryland Accessibility Code
MARC	-	Maryland Area Regional Commuter
MDE	-	Maryland Department of the Environment
MDOT	-	Maryland Department of Transportation
MMR	-	Mitigation Monitoring Report
MOA	-	Memorandum of Agreement
MOT	-	Maintenance of Traffic
MOU	-	Memorandum of Understanding
MEP	-	Mechanical, Electrical, Plumbing
MTA	-	Maryland Transit Administration

NEPA	-	National Environmental Policy Act
NFPA	-	National Fire Protection Association
NPS	-	National Parks Service
NTP	-	Notice to Proceed
OCS	-	Overhead Contact System
OMF	-	Operation and Maintenance Facility
OP	-	Oversight Procedures
OSHA	-	Occupational Health and Safety Administration
P3	-	Public Private Partnership
PD	-	Project Development
PEPCO	-	Potomac Electric Power Corporation
PHA	-	Preliminary Hazards Analysis
PLTC	-	Purple Line Transit Constructors
PLTP	-	Purple Line Transit Partners
PMC	-	Project Management Consultant
PMOC	-	Project Management Oversight Contractor
PMP	-	Project Management Plan
QA/QC	-	Quality Assurance/Quality Control
QAP	-	Quality Assurance Plan
QOAR	-	Quality Oversight Assessment Report
RAMP	-	Real Estate Acquisition and Management Plan
RCMP	-	Risk and Contingency Management Plan
RFMP	-	Rail Fleet Management Plan
RFC	-	Released for Construction
RFP	-	Request for Proposal
ROD	-	Record of Decision
ROE	-	Right of Entry
ROW	-	Right-of-Way
RSD	-	Revenue Service Date
SCC	-	Standard Cost Category
SEIS	-	Supplemental Environmental Impact Statement
SHA	-	State Highway Administration
SSCC	-	Safety and Security Certification Committee
SSCP	-	Safety and Security Certification Plan
SSMP	-	Safety and Security Management Plan
SSOA	-	State Safety Oversight Agency
SSTC	-	Silver Spring Transit Center
SWM	-	Stormwater Management
SSWG	-	Safety and Security Working Group
TDD	-	Transit Development and Delivery
TIFIA	-	Transportation Infrastructure Finance and Innovation Act
TPSS	-	Traction Power Substation
TVA	-	Threat and Vulnerability Assessment
UMD	-	University of Maryland
USACE	-	United States Army Corps of Engineers
WMATA	-	Washington Metropolitan Area Transit Authority

WSSC - Washington Suburban Sanitary Commission
YOE - Year of Expenditure

Appendix 6 Cost vs. Budget

The following are project budgets, actual expenditures and forecast at completion amounts through May 31, 2020 for MTA costs and April 30, 2020 for PLTP costs, compared with the project budget as reported in MTA's June 1, 2016 SCC Workbook and MTA's current Working Budget.

(in \$1,000)

SCC	Cost Category	Budget (June 1, 2016 SCC Workbook)	Working Budget* (Jan. 1, 2017 SCC Workbook)	Expended	Forecast at Completion
10	Guideway and Track	280,620,726	258,782,885	129,727,956	259,082,885
20	Stations	114,857,016	116,127,445	10,113,981	116,127,445
30	Maintenance Facility	94,155,591	94,155,591	54,098,432	94,155,591
40	Sitework	521,968,990	315,482,782	173,589,534	344,213,217
50	Systems	263,887,313	263,887,313	44,836,575	263,887,313
	Subtotal 10 thru 50	1,275,489,636	1,048,436,017	412,366,478	1,077,466,453
60	Right-of-Way	229,600,000	229,600,000	241,064,138	241,064,138
70	Vehicles	212,940,927	212,940,927	37,573,110	212,940,927
80	Professional Services (total)	571,658,114	798,711,733	666,896,374	824,914,500
80.01	Project Development (PD)	87,149,878	87,149,878	85,469,312	85,469,312
80.02	Engineering	139,766,036	114,618,846	111,772,560	118,532,642
80.03	Project Management for Design and Construction	148,555,323	227,047,206	220,442,931	286,606,320
80.04	Construction Administration & Management	83,269,280	255,349,776	174,206,434	204,769,341
80.05	Professional Liability; other Non-Construction Insurance	34,534,796	34,534,796	34,316,417	34,534,796
80.06	Legal; Permits; Review Fees by other agencies, cities, etc.	5,805,117	10,205,293	24,014,323	25,196,151
80.07	Surveys, Testing, Investigation, Inspection	15,164,346	16,798,570	13,513,758	16,798,570
80.08	Start up	57,413,338	53,007,367	3,160,640	53,007,367
	Subtotal 10 - 80	2,289,688,678	2,289,688,678	1,357,900,099	2,356,386,018
90	Contingency	90,535,748	90,535,748	-	23,838,406
100	Finance Charges	26,805,863	26,805,863	-	26,805,863
	Total	2,407,030,288	2,407,030,288	1,357,900,099	2,407,030,286

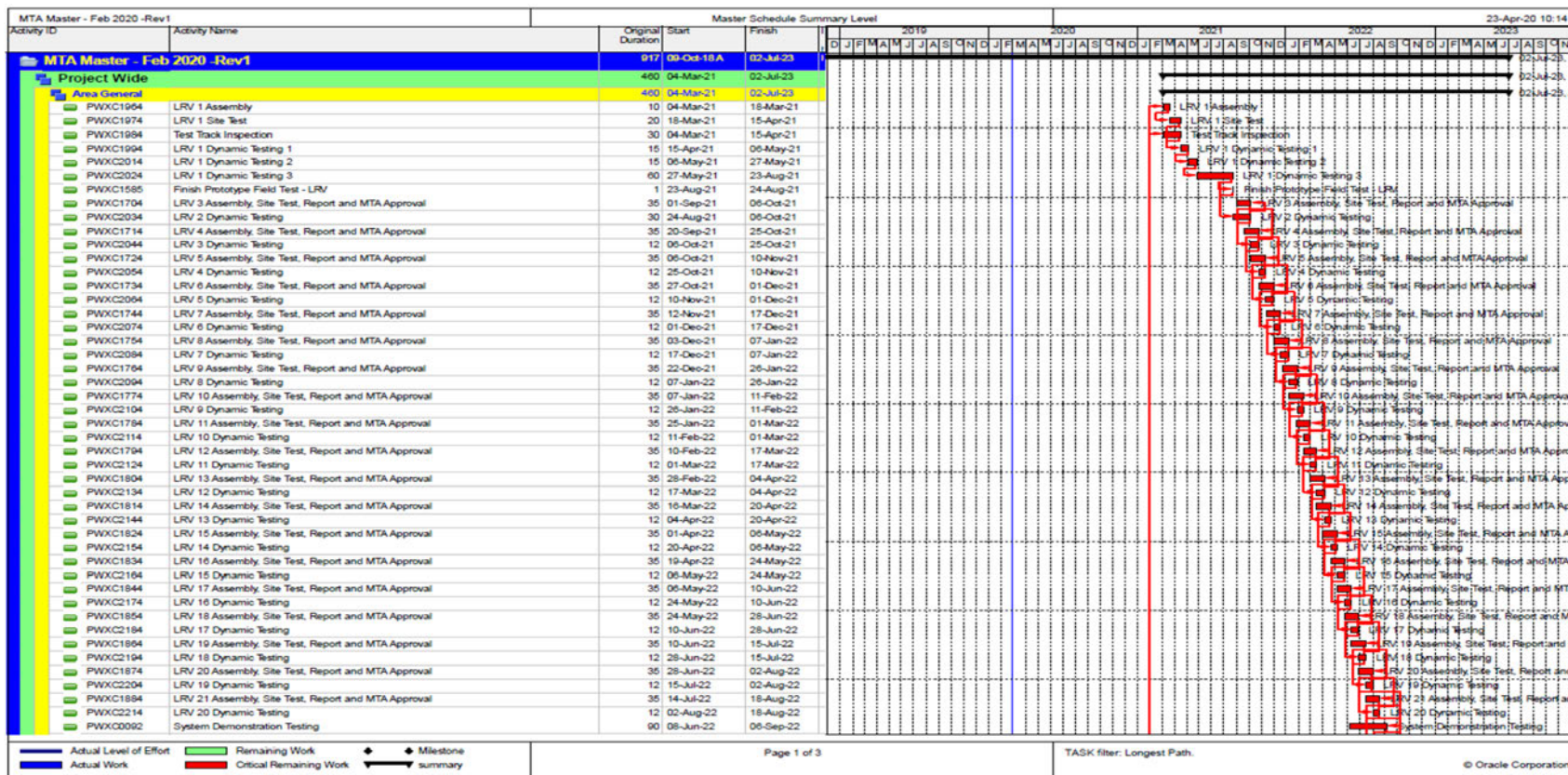
* NOTE: The Purple Line Working Budget is based on the current approved (December 2016) cost and resource loaded Baseline Project Schedule, which is undergoing mitigation and revision. Once the project schedule is re-baselined, the budget can be accordingly updated.

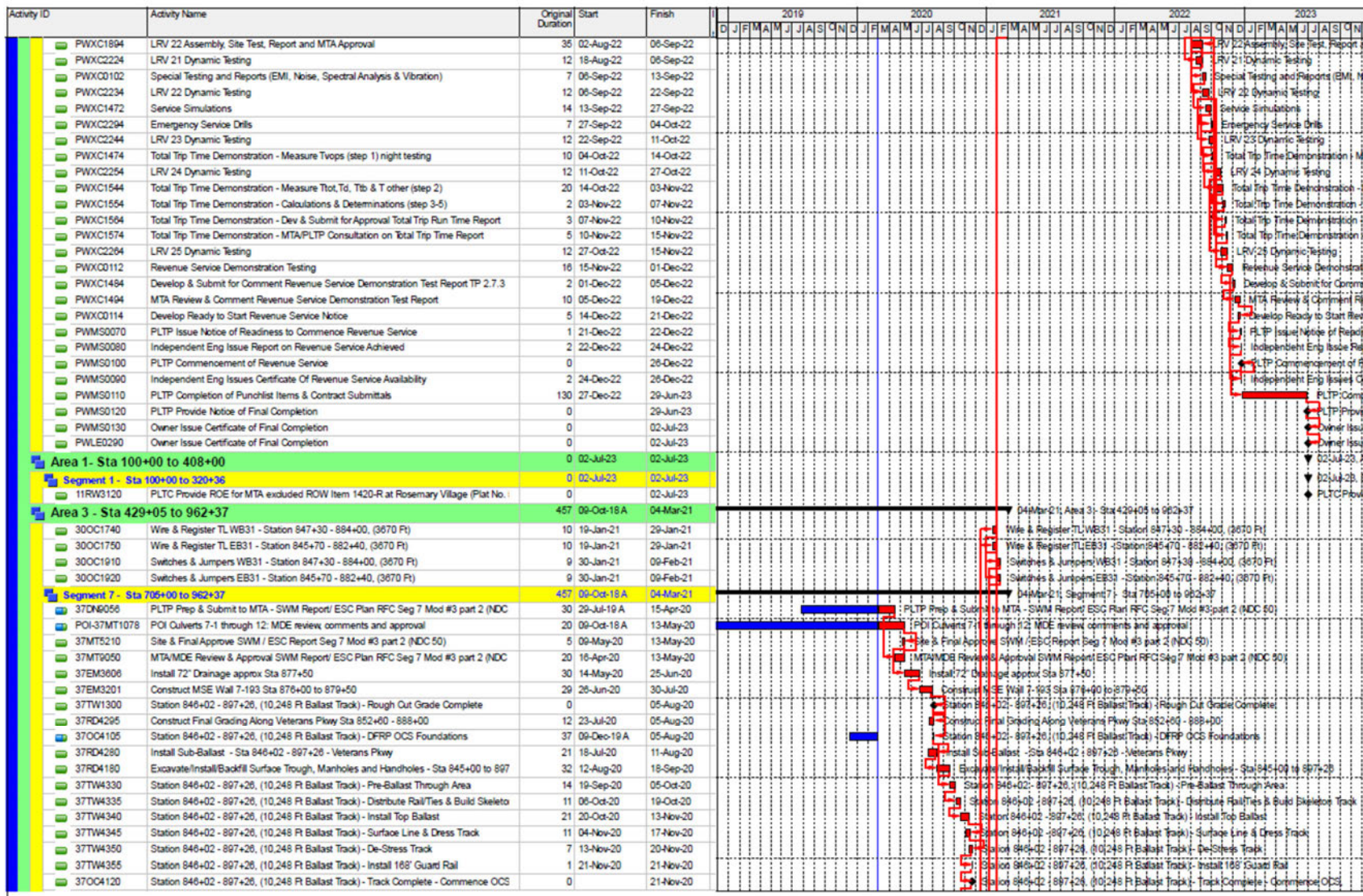
Appendix 7 FTA SCC Workbook – BUILD Main, June 1, 2016 Update

MAIN WORKSHEET - BUILD ALTERNATIVE									0
Maryland Transit Administration						Today's Date	5/24/16		
Maryland National Capital Purple Line						Yr of Base Year \$	2016		
FFGA Application						Yr of Revenue Ops	2022		
	Quantity	Base Year Dollars w/o Contingency (X000)	Base Year Dollars Allocated Contingency (X000)	Base Year Dollars TOTAL (X000)	Base Year Dollars Unit Cost (X000)	Base Year Dollars Percentage of Construction Cost	Base Year Dollars Percentage of Total Project Cost	YOE Dollars Total (X000)	
10 GUIDEWAY & TRACK ELEMENTS (route miles)	16.20	259,766	0.00	259,766	\$16,035	22%	12%	280,621	
10 01 Guideway At-grade exclusive right-of-way	3.26	2,978		2,978	\$913			3,244	
10 02 Guideway At-grade semi-exclusive (allows cross-traffic)	9.67	12,497		12,497	\$1,292			13,205	
10 03 Guideway At-grade in mixed traffic	1.20	12,862		12,862	\$10,718			13,961	
10 04 Guideway Aerial structure	0.46	67,018		67,018	\$145,692			73,222	
10 05 Guideway Built-up fill	0.00	0		0				0	
10 06 Guideway Underground cut & cover	0.00	0		0	\$0			0	
10 07 Guideway Underground tunnel	0.36	58,344		58,344	\$162,068			62,735	
10 08 Guideway Retained cut or fill	1.25	20,805		20,805	\$16,644			22,693	
10 09 Track Direct fixation		6,948		6,948				7,570	
10 10 Track Embedded		29,159		29,159				30,811	
10 11 Track Ballasted		30,012		30,012				32,575	
10 12 Track Special (switches turnouts)		19,141		19,141				20,606	
10 13 Track Vibration and noise dampening		0		0				0	
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)	21	103,521	0	103,521	\$4,930	9%	5%	114,857	
20 01 At-grade station stop shelter mall terminal platform	16	23,884		23,884	\$1,493			26,295	
20 02 Aerial station stop shelter mall terminal platform	3	45,703		45,703	\$15,234			51,031	
20 03 Underground station stop shelter mall terminal platform	2	30,698		30,698	\$15,349			33,933	
20 04 Other stations landings terminals Intermodal ferry trolley etc	0	0		0				0	
20 05 Joint development		0		0				0	
20 06 Automobile parking multi-story structure		0		0				0	
20 07 Elevators escalators		3,236		3,236				3,599	
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	16.20	87,590	0	87,590	\$5,407	7%	4%	94,156	
30 01 Administration Building Office sales storage revenue counting		29,571		29,571				31,894	
30 02 Light Maintenance Facility		951		951				1,062	
30 03 Heavy Maintenance Facility		44,357		44,357				47,842	
30 04 Storage or Maintenance of Way Building		0		0				0	
30 05 Yard and Yard Track		12,710		12,710				13,358	
40 SITEWORK & SPECIAL CONDITIONS	16.20	481,579	2,405	483,984	\$29,876	41%	22%	521,969	
40 01 Demolition Clearing Earthwork		45,651		45,651				48,789	
40 02 Site Utilities Utility Relocation		143,356	1,596	144,952				154,044	
40 03 Haz mat/ contam'd soil removal/mitigation ground water treatments		17,099		17,099				18,439	
40 04 Environmental mitigation e.g wetlands historic/archeologic parks		24,936	808	25,744				27,716	
40 05 Site structures including retaining walls sound walls		64,172		64,172				70,248	
40 06 Pedestrian / bike access and accommodation landscaping		22,662		22,662				24,399	
40 07 Automobile bus van accessways including roads parking lots		135,633		135,633				148,189	
40 08 Temporary Facilities and other indirect costs during construction		28,072		28,072				30,145	
50 SYSTEMS	16.20	225,424	10,376	235,800	\$14,556	20%	11%	263,887	
50 01 Train control and signals		53,515		53,515				60,164	
50 02 Traffic signals and crossing protection		32,772		32,772				36,580	
50 03 Traction power supply substations		29,992		29,992				32,849	
50 04 Traction power distribution catenary and third rail		42,788		42,788				47,710	
50 05 Communications		33,620		33,620				37,775	
50 06 Fare collection system and equipment		2,918	10,376	13,294				15,568	
50 07 Central Control		29,819		29,819				33,240	
Construction Subtotal (10 - 50)	16.20	1,157,880	12,781	1,170,661	\$72,263	100%	52%	1,275,490	
60 ROW, LAND, EXISTING IMPROVEMENTS	16.20	186,092	37,187	223,279	\$13,783		10%	229,600	
60 01 Purchase or lease of real estate		166,132	32,483	198,615				203,143	
60 02 Relocation of existing households and businesses		19,959	4,704	24,664				26,457	
70 VEHICLES (number)	25	192,691	0	192,691	\$7,708		9%	212,941	
70 01 Light Rail	25	186,771		186,771	\$7,471			206,351	
70 02 Heavy Rail	0			0				0	
70 03 Commuter Rail	0			0				0	
70 04 Bus	0			0				0	
70 05 Other	0	5,920		5,920				6,590	
70 06 Non-revenue vehicles	0			0				0	
70 07 Spare parts	0			0				0	
80 PROFESSIONAL SERVICES (applies to Cats. 10-50)	16.20	535,369	6,032	541,401	\$33,420	46%	24%	571,658	
80 01 Project Development		87,150		87,150				87,150	
80 02 Engineering		136,688		136,688				139,766	
80 03 Project Management for Design and Construction		131,594	5,872	137,466				148,555	
80 04 Construction Administration & Management		76,410		76,410				83,269	
80 05 Professional Liability and other Non-Construction Insurance		32,697		32,697				34,535	
80 06 Legal Permits Review Fees by other agencies cities etc		5,530	88	5,618				5,805	
80 07 Surveys Testing Investigation Inspection		14,214	73	14,287				15,164	
80 08 Start up		51,086		51,086				57,413	
Subtotal (10 - 80)	16.20	2,072,032	56,000	2,128,032	\$131,360		95%	2,289,689	
90 UNALLOCATED CONTINGENCY				81,652			4%	90,536	
Subtotal (10 - 90)	16.20			2,209,684	\$136,400		99%	2,380,224	
100 FINANCE CHARGES				24,128			1%	26,806	
Total Project Cost (10 - 100)	16.20			2,233,812	\$137,890		100%	2,407,030	
Allocated Contingency as % of Base Yr Dollars w/o Contingency				2.70%					
Unallocated Contingency as % of Base Yr Dollars w/o Contingency				3.94%					
Total Contingency as % of Base Yr Dollars w/o Contingency				6.64%					
Unallocated Contingency as % of Subtotal (10 - 80)				3.84%					
YOE Construction Cost per Mile (X000)								\$78,734	
YOE Total Project Cost per Mile Not Including Vehicles (X000)								\$135,438	
YOE Total Project Cost per Mile (X000)								\$148,582	

Appendix 8 Project Schedule

The following is the Purple Line project Critical Path (Longest Path) Schedule, based on MTA’s preliminary updated Integrated Master Project Schedule progressed through February 29, 2020, but for which final agreement with the P3 Concessionaire has not yet been reached. As noted in the body of the report, the schedule as reflected here will likely be superseded by the most recent fully resource loaded phased schedule, currently still under negotiation with PLTP, once it is approved by MTA. The February 29, 2020 update is the most recent issued by MTA.





Appendix 9 Vehicle Status Report**Purple Line Project Light Rail Vehicles**

Vendor: Construcciones y Auxiliar de Ferrocarriles (CAF)

Model: Multiple-section 136-foot articulated vehicle, used in single-car consist (vehicle total length is 142 feet coupler-to-coupler)

Year: First vehicle delivery is currently scheduled for late fall 2020, once storage and testing facilities are sufficiently construction complete

Quantity: 25

Identification: The LRVs will be numbered from 101 through 126

New Technologies:

None planned (all major suppliers have service proven equipment)

Upcoming Significant Events:

- Conduct Environmental Chamber Test on Vehicle 101
- Continue Vehicle 101 static testing and low-speed dynamic testing on the test track in Elmira, NY
- Continued Vehicle 102 static testing and commence low-speed dynamic testing in Elmira, NY
- Continue final assembly of the third through ninth vehicles in Elmira, NY
- Ship the currently completed six carshells in Spain to Elmira, NY for final assembly
- Continue to manufacture carshells for additional vehicles in Spain and ship them to the US for final assembly
- Continue submitting/reviewing Factory Test Procedures and Field Test Procedures

Bus Vehicle Testing: Not Applicable

Appendix 10 Construction Photographs



(photo: MTA)

Photo 1: Communications Infrastructure Backbone ductbank (will be within the concrete maintenance/emergency walkway), East Cut and Cover section of Plymouth Tunnel.



(photo: MTA)

Photo 2: Pier construction for the new University Boulevard Bridge over the Northwest Branch Anacostia River