

# **PMOC Monitoring Report**

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

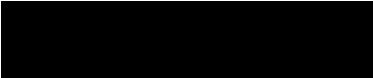
**Maryland Transit Administration (MTA)**

**May 2018**

PMOC Contract Number	DTFT60-15-D-00003		
Task Order Number	05	Project Number	FTA- DC-27-5312
Work Order Number	04		
OPs Referenced	25		

APTIM  
17 Princess Road  
Lawrenceville, NJ 08648

Deborah A. Boe



## **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 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

- MTA continued negotiations with CSX on amendments to the existing third party agreement regarding station finishes details at the Silver Spring Transit Center (SSTC) mezzanine connector pedestrian bridge, an electrification crash barrier, CSX drainage design requirements, and final approvals for the new access road into the CSX yard.
- MTA is nearing final acceptance of the two remaining Alternative Technical Concepts (ATC) offered during the proposal process:
  - PLTC resolved and responded to comments from the National Parks Service (NPS), who will issue the Special Use Permit for this work, on the Baltimore-Washington Parkway bridge span widening construction methods. The responses were accepted by the NPS in March 2018. The plans were also submitted to the Maryland Historic Trust (MHT) in mid-February 2018, and after its 30-day review period, MHT responded that it had no concerns with the ATC. Agreement was reached on the PLTP performance bond required by NPS and the bond was executed. The draft Special Use Permit is undergoing review by the NPS attorneys.
  - PLT’s final design package for the use of jet fans at the Bethesda Station in lieu of vent shafts is imminent, and will be submitted to the State Fire Marshall when received, to enable the State Fire Marshall to offer a final decision. If the ATC is found to be acceptable by the Fire Marshall, it would eliminate the need for vent towers and their associated Right of Way (ROW) acquisition.
- Recent construction activities continued throughout the corridor. Minor tree clearing in non-forested areas continued, as did relocation of utilities. Demolition of structures on acquired right of way continued. PLTC is making construction sequence changes to accommodate revised detour plans for the Lyttonsville Place Bridge temporary closure.

Secant pile installation continued for the west wall at the Apex Building site. At the Plymouth Tunnel, utility relocations and installation of temporary storm drains continued at the west portal, and excavation, lagging and tie-back installation continued at the east portal. An abandoned well on acquired property was closed up and the former Korean Church property was fenced.

- LRV manufacturing activities, coordinated with design progress, continued in Spain in April and early May 2018. CAF is currently completing its intermediate design effort approximately 60 days behind schedule. The crashworthiness test report is in comment resolution. Other tests/reports still to be received include the shock and vibration test; fire, smoke and toxicity reports; noise calculation report and the camera view diagrams. MTA continues to receive and review design deviation requests. MTA accepted a design deviation request for a one-inch in lieu of a 1½ inch gasketed gap width between the LRV doors in the released manual opening position. MTA continues to evaluate a deviation request related to proposed weight reduction of the LRV windows and another related to the length climate testing chamber relative to the length of the vehicle. Frame assembly and welding continues. The first carshell is currently scheduled to ship from Spain to Elmira, NY for final assembly in August or possibly September 2018
- An emerging urgent need for approval of a Limit of Disturbance (LOD) change associated with one specific property acquisition was identified and submitted to Federal Transit Administration (FTA) for approval in early May 2018. MTA plans to submit its last planned LOD package of several hundred cases to FTA by the end of May 2018 for review and approval.
- MTA is responsible for providing offsite streams, wetlands and stormwater mitigation:
  - MTA continues to develop the drawings and specifications for the stream and wetlands mitigation construction contracts, and plans to solicit those construction contracts in fall 2018.
  - MTA has received MDE approval for 2.18 acres of the P3 contract-required 5 acres of off-site stormwater management (SWM) sites in Montgomery County, with another 0.77 acres undergoing final approval. MDE approval of the remainder of the contract-required five acres is anticipated in advance of the June 2018 date as required by the P3 contract.
  - The site development design package for the Prince George’s County Montpelier Basin site for SWM is advancing through review by the Prince George’s County Soil Conservation District. The Montpelier site is estimated to generate 6.1 acres of credit; current estimates of Prince George’s County offsite stormwater mitigations needs are for approximately one acre.
- Right of Way acquisition activities continue for the required 468 private and 149 public parcels (617 parcels total). Through May 8, 2018, 435 of the 468 private parcels are in MTA possession, such that they and the public parcels can be made accessible for construction as necessary. There are approximately 18 critical private parcels yet to be acquired. 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 approximately 219 parcels. The cost responsibility for these additional parcels has not yet been negotiated.

- MTA and Prince George’s County continue to negotiate terms and conditions for their Memorandum of Agreement to reflect the agreed to combination of cost reductions and an additional \$2 million of Prince George’s County funding for the Polk Street replacement for the Prince George’s County Parks maintenance facility. The updated design package for the Design-Build (D-B) contract was completed, including five bid alternates to allow flexibility in the final award and associated cost, and is undergoing Prince George’s Parks final review. MTA’s Procurement Department is currently finalizing the rest of the solicitation package, and solicitation is targeted for July 2018.
- As the project ramps up construction activities, MTA is similarly adapting its management capacity and capability by adjusting its personnel resources, including strengths in construction management, construction safety, public outreach during construction and safety and security certification.

Cost

- Through March 15, 2018, the project documented expenditures of \$787.3 million. The FFGA Core Accountability table below provides details on the planned and actual expenditures on the project.
- Currently, all \$149.35 million of the original \$149.35 million contingency remains.
- Several Change Orders that have a potential cost impact on the project contingency are in process.
- Mitigation to recover the schedule may also result in added costs to the project.
- Refer to the Core Accountability Table below for additional project cost information.

Schedule

- The following are the current key milestone dates for the project based on the March 15, 2017 progress update of the master project schedule (latest approved issue) and as modified by the most recent project developments discussed between MTA and the PMOC. (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	
All Significant ROW Acquisition & Relocation	As needed by construction
P3 Ready to Commence Revenue Service	TBD*
MTA Opens for Revenue Service	TBD*
Revenue Operations Date (includes contingency)	December 31, 2022*
FFGA Revenue Service Date (includes contingency)	December 31, 2022

\* Project Revenue Service and Revenue Operations are dependent on the ongoing Recovery Schedule development, and dates indicated reflects expected future schedule recovery and mitigation efforts.

- PLTC currently does not have an approved recovery schedule. Instead, PLTP submits four-week look-ahead schedules on a weekly basis, and MTA project controls personnel track historical and forecasted project progress based on these submittals. Through January and February 2018, MTA and PLTP conducted schedule mitigation workshops and PLTP has been submitting multiple progressive versions of a mitigated schedule for MTA review. MTA and PLTP continue to make encouraging recent progress, but agreement on the schedule has not yet been achieved.

## Core Accountability

<b>FFGA Core Accountability Items</b>			
<b>Project Status:</b>		<b>Original at FFGA:</b>	<b>Current Estimate (EAC):</b>
<b>Cost</b>	Cost Estimate	\$2,407,030,289	\$2,407,030,289
<b>Contingency</b>	Unallocated Contingency	\$90,535,748	\$90,535,748
	Total Contingency (allocated plus Unallocated)	\$149,349,825	\$149,349,825
<b>Schedule</b>	Revenue Service Date (FFGA)	December 31, 2022	December 31, 2022
	MTA Target Revenue Service Date	March 31, 2022	Target October 2022
		<b>Amount (\$)</b>	<b>Percent (as percent of total)</b>
<b>P3 Planned Value to Date</b>	Total budgeted cost of work scheduled to date (if available) <b>NOTE 1</b>	Not Available	---
<b>P3 Earned Value to Date</b>	Budgeted cost of work completed to date, i.e., actual total value of work earned or done (if available) <b>NOTE 1</b>	Not Available	---
<b>P3 Actual Cost</b>	Total cost of P3 work completed to date (actual total expenditures)	\$395,426,284	21.8%
<b>Total Project Actual Cost</b>	Total cost of work completed to date (actual total expenditures)	\$787,270,290	32.7%
<b>Contracts</b>		<b>Amount (\$)</b>	<b>Percent</b>
	Total contracts awarded to date (Note 2)	\$2,237,961,100	93.0%
	Total construction contract awarded to date (construction contracts only) (Note 3)	\$1,043,378,886	99.5%
	Physical construction work completed (amount of construction contract work actually completed) (Note 4)	\$120,825,133	11.5%
<b>Major Issues</b>	<b>Status</b>	<b>Comments / Action / Planned Action</b>	
	See discussion below		
<b>Date of Next Quarterly Meeting (if known):</b>		August 15, 2018	

**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

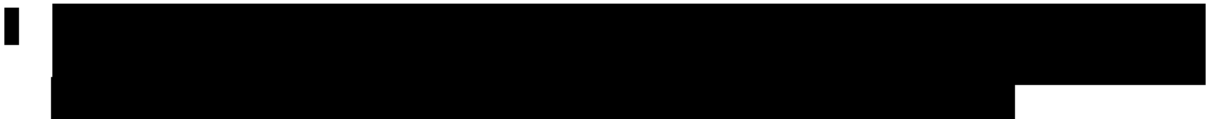
the P3 cost-loaded schedule is completed. This effort is ongoing with the P3 Contractor, and is anticipated no earlier than 2Q CY2018.

**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 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 contained in the latest project SCC Workbook.

### Major Problems and/or Issues



- 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 resource-loaded Master Integrated Project Schedule to serve as a management tool.
- During the first week of May 2018, MTA sent a Directive Letter to PLTP requiring PLTP to use the December 15, 2017 (data date) version previously submitted as a draft recovery schedule, and to include certain of the schedule mitigation actions agreed on during PLTP / MTA workshops through the first Quarter of 2018, as well as a revised right of way schedule that MTA produced with its latest information and provided to PLTP.
- MTA expects that the final approved mitigated schedule will reflect a slip in the targeted (early) start of revenue service from the contract date of March 2022. MTA’s target is to achieve a “recovered” start of revenue service in October 2022, and not later than the current FFGA Revenue Service Date of December 31, 2022.
- Mitigation to recover the schedule may potentially result in added costs to the project, which will need to be negotiated with PLTP.
- Both MTA’s delivery of properties to Purple Line Transit Constructors (PLTC) and PLTC’s progress toward needing those properties for construction are significantly behind the schedule anticipated in the P3 contract. MTA is managing this through weekly meetings of a MTA/PLTP right of way task force that evaluates the needs of the dynamic construction schedule “early start” and “late start” dates for construction activity on each property, and determines work around plans to avoid impacts to the extent possible.

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## MONTHLY MEETING REPORT

### Introduction

*The Project Management Oversight Contractor (PMOC) visited MTA's Purple Line offices in Baltimore, MD on May 8, 2018, and 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 Partnership 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:

- Wetlands mitigation – MTA completed the 100% design packages in June 2017, *and completed addressing minor comments from MDE in the second quarter of 2018.*
- Stream mitigation – MTA completed the 100% design packages in June 2017 *and completed addressing minor comments from MDE in the second quarter of 2018.*
- Montgomery County off-site stormwater management (SWM) sites – MTA has the P3 contract-required 5 acres undergoing MDE review and is on schedule for final MDE approvals by June 2018 as required by the P3 contract, but may not need to actually construct the sites. See the **Environmental Mitigation** section of this report for the current requirements.

MTA also is performing the design to support a Design-Build 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** section 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 also continues to incorporate two remaining Alternate Technical Concepts (ATCs) identified during the proposal process that were approved by MTA:

- Use of jet fans at the Bethesda Station in lieu of vent shafts. MTA and Carr Properties 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 MOA March 2018. Due to other slippages in the project schedule, the date by which the box structure is needed to allow Purple Line work to continue unimpeded was revised from December 2018 until March 2019. Carr's contractor continues excavation and support of excavation installation for the Carr development parking garage, which will support the Purple Line construction box. MTA issued PLTP a Limited Notice to Proceed to review Carr's calculations during construction to eliminate any related issues at construction turnover to PLTP. The final determination of compliance with National Fire Protection Association (NFPA) Standard 130, which will establish acceptability of the ATC, is with the State Fire Marshall, who reviewed and had no comments on the intermediate design, but will not offer a final decision until the final design is reviewed. *As of early May 2018, MTA was still awaiting PLTP submission of the final design package, so that it can be submitted to the State Fire Marshall for final approval.* If the jet fan ATC is found to be acceptable and is approved by the Fire Marshall, it would eliminate the need for vent towers and their associated Right of Way (ROW) acquisition. Also, if this ATC is accepted, PLTP will prepare the documentation substantiating that this change has no impact on the environmental decision on this project for MTA to submit for FTA's review and concurrence.
- Baltimore-Washington Parkway Bridge span widening construction methods. PLTC resolved and responded to comments from the National Parks Service (NPS) in Denver, CO, and the responses were accepted by the NPS in March 2018. *However, as a late comment, NPS raised questions on the impact to trees, and now PLTP and NPS are discussing mitigation, which will be addressed in the landscaping plan.* The package of information that was submitted to the Maryland Historic Trust (MHT) in mid-February 2018 underwent MHT's 30-day review period, and MHT responded that it had no concerns with the ATC. Final NPS approval of the ATC will be through issuance of the Special Use Permit for work on the bridge. [REDACTED] *he requisite PLTP performance bond language has been agreed and the bond has been executed.* Once approval on the project is imminent, MTA also plans to process this ATC through FTA for environmental concurrence.

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 also continue to work on the Construction Agreement, and are making progress to resolve the applicable version of the design criteria and the following specific items:

- MTA continues to work with WMATA to resolve CSX comments that would disallow passenger amenities (fare gates and ticket vending machines) on the Silver Spring Transit Center Purple Line mezzanine connector pedestrian bridge above CSX tracks. *Feedback recently received from CSX that considers the pedestrian bridge as “occupied space” may set this effort back. MTA and PLTP are awaiting CSX’s written position on this matter.*
- CSX has provided review comments disallowing revised drainage networks to connect to CSX’s existing drainage culverts. *CSX provided a list of the specific culverts that cannot be used, which includes essentially all of the available culverts, and CSX has not moved on this issue.* It would be difficult to provide a new drainage system since the WMATA system goes underground in this location. *MTA has asked PLTP to prepare a summary of the obstacles that make this option not feasible, in addition to being a risk to CSX’s ongoing operations, to try to convince CSX to consider the other options put forth by MTA and PLTP.* Since the drainage is due to the separately funded Capital Crescent Trail project, any resultant costs would not impact the Purple Line FFGA budget.
- Details for a new access road into the CSX yard that would minimize impact to both Purple Line and CSX operations. CSX and MTA reached an agreeable solution, which has been incorporated into the Purple Line construction amendment to the CSX agreement, but which still requires signoff by the CSX management.
- CSX objected to the project’s specification of a clear solid upper section of the electrification crash barrier based on the community’s aesthetic preferences, and instead wants chain link fence which would dangle rather than fall if hit by a car. PLTC provided additional information to show the acceptability of the clear solid crash barrier, but CSX has requested that more technical details be submitted before the alternative design will be evaluated.
- The agreements for use of WMATA property at the four common station areas is discussed in the **Real Estate Activities** subsection of this report.

MTA’s assessment of PLTC design progress continues to forecast design completion by the end of calendar year 2018, although MTA recognizes that this may be aggressively optimistic. The original Baseline Schedule anticipated design completion by late fall 2017.

In early 2018, PLTC realigned some of its design work to add resources and further expedite packages that have been slipping schedule. Specifically, PLTC added subcontractor HNTB to design some of the bridge and aerial structures that had previously been in subcontractor Atkin’s scope. *MTA’s continued assessment of this change is that it has had a net beneficial effect on design progress.*

## **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, wetlands mitigation, stream mitigation and some stormwater

management sites. Forest mitigation has been accomplished by MTA without the need for additional construction. None of these construction contracts have yet been awarded, but once awarded, they will be discussed in this section of the report.

### P3 Scope

*Recent (through early May 2018) construction activities throughout the alignment included:*

*Area 1: Minor tree clearing in non-forested areas continued, as did relocation of overhead electrical lines. Progress was made in the demolition of structures on acquired right of way, including the United Therapeutics building (except for a portion retained for field storage) and the Patient First building at Spring Center. PLTC is making construction sequence changes to accommodate revised detour plans for the Lyttonsville Place Bridge temporary closure. Secant pile installation continued for the west wall at the Apex Building site, adjusting to the lower than expected bedrock elevation. PLTC is currently not able to proceed with much additional work until it acquires needed erosion and sediment (E&S) permits.*

*Area 2: At the Plymouth Tunnel west Portal, utility relocations continued along with the installation of temporary storm drains. At Plymouth Tunnel east portal, excavation and installation of lagging and tie-backs continued at the portal, with excavation of the tunnel itself scheduled to start in early June 2018.*

*Area 3: Minor tree clearing in non-forested areas continued through the area. An abandoned well on acquired property was closed up, the former Korean Church property was fenced, and demolition of several structures on acquired property was completed.*

*See Appendix 10 of this report for construction photographs.*

### **Real Estate Activities**

*As of May 2, 2018, the total number of planned property acquisitions is 617, including 468 privately owned properties and 149 public acquisitions. To date, a total of 443 offers have been made, 234 offers have been accepted, 435 parcels are in MTA possession (some of which are properties that have been filed for condemnation under the State Highway Administration (SHA) process), and 239 properties have completed settlement. Currently, 281 properties are in process for condemnation, and of these, condemnation has been filed for 142 properties, excluding those that have been optioned or settled. Additional small parcel acquisitions are 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, PLTP submitted a list of approximately 280 such utility relocation-related parcels. MTA has 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 would expedite the process somewhat. MTA continues to review such requests for additional properties from PLTP to eliminate the need wherever possible, and as of May 8, 2018, has further reduced the initial request to approximately 219 parcels.*

*MTA is separately tracking the additional parcels (98% are for utility relocations) in its right of way tracking system since some may require changes to parcels already acquired or in the process of acquisition. The MTA and PLTP 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 will require a total of 137 relocations, of which 57 are residential and 80 are businesses. *Through May 8, 2018, 131 move outs have been completed. In February 2018, MTA made progress with the relocation of the Post Office, which is the last remaining tenant in the Spring Center Shopping Center acquired by the project. July 31, 2018 is the move-out date according to the Spring Center Shopping Center lease termination agreement with the Post Office. The Post Office signed a lease to relocate to the Silver Spring Library building for the short term until its final location is decided and ready. Construction at the Silver Spring Library to prepare the facility for the Post Office to move in is scheduled to be completed by approximately July 1, 2018. MTA has started planning for the relocation once the new space is available.*

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 shares this information with the PMOC. *Currently, settlement / condemnation values are trending somewhat higher than the SCC budget (less allocated contingency).*

Certain parcels of property currently owned by WMATA and needed for the Purple Line project (at Bethesda, Silver Spring, College Park and New Carrollton) will be acquired via easements from WMATA, as approved by WMATA's Board in late January 2018. In lieu of monetary compensation, MTA will provide WMATA with some of MTA's current property at New Carrollton. The property plats at Bethesda have already been approved by WMATA. MTA completed plats for the properties at Silver Spring and New Carrollton, and after MTA legal review, these will be submitted to WMATA for approval. MTA will prepare the plats for the property at College Park after WSSC utility relocations are completed there. Since MTA has identified that federal (Highway) funding sources were used for the acquisition of the New Carrollton property, MTA will provide FTA with the requested documentation upon transfer on the property, which is not expected to occur until somewhat later in the project, to appropriately record responsibility for parcels with federal funding assistance.

MTA's delivery of properties to PLTC has fallen 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 had assembled a task force of Purple Line project team members specializing in right of way, construction management, scheduling, risk management and third party agreements. The task force has been meeting recently 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. *As of the early May 2018, 18 critical private parcels remain yet to be acquired.*

Acquisition of the property required for the Traction Power Substation (TPSS) at the middle school in Silver Spring, which will be via an easement from Montgomery County with the agreement of the School Board, continues in process. MTA made a presentation to the Montgomery County School Board of Education and received concurrence to work with the school's construction group to get agreement on property needed and a construction access agreement so that construction can commence on the site during summer 2018.

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 is managing the Design-Build (D-B) contract solicitation for the Prince George's County facility. The RFP for the Polk Street Facility Design-Build contract was initially advertised on September 21, 2016 and resulted in two proposals that significantly exceeded the Engineer's Estimate. The RFP was canceled. MTA worked with Prince George's County to revise the scope to reduce pricing expected on a re-solicitation, and to secure an additional \$2 million commitment from Prince George's County in October 2017 to address the remaining funding gap. The additional costs and funding are being processed in an amendment to the Memorandum of Agreement (MOA), *for which draft agreements continue to cycle under review by both of the parties. The updated design package incorporating the agreed cost saving measures was completed, including five bid alternates to allow flexibility in the final award and associated cost, and was submitted to Prince George's Parks for a two-week review period. When all comments have been resolved, the package will be forwarded to MTA's Procurement Department in June 2018 for incorporation into the solicitation for the D-B contract. The Procurement Department is currently finalizing the rest of the solicitation package, including establishing the DBE goals.*

*Solicitation is targeted for July 2018. A 16-month design and construction period is being reflected in the solicitation documents. In the interim, 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.*

### **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, 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. PLTC submitted its cost estimate to place these 34 locations underground, and that cost estimate continues in negotiation between MTA and PLTC.*

*Cost responsibility will be negotiated after agreement is reached on the final estimated cost.*

*As of early May 2018, MTA and PLTP are continuing with the preparation and negotiation of third party agreements with the smaller utility and fiber companies. Currently all but two of the anticipated minor utility agreements (Verizon Business and MEDCO) have been executed. 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, amendments with CSX continue in process through May 2018.*

### **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.

The Request for Qualifications (RFQ) for the P3 contract was issued on November 8, 2013 and resulted in the receipt of submittals from six teams. An RFP was issued to four proposers on July 25, 2014. After multiple addenda, including requests for Alternative Technical Concepts and requests made by the Maryland Secretary of Transportation for scope cost reduction concepts and commercial/financial cost reduction concepts, technical and financial proposals were received from all four P3 proposing teams in November 2015 and December 2015, respectively. 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.

## **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 re-evaluations as required based on design advancement and other causes. Approximately 65 Limits of Disturbance (LOD) cases were initially submitted to FTA and approved. The project team then identified over 600 additional LODs, which were packaged into two additional submittals. The first expedited package of approximately 20 high priority cases was submitted to FTA and was approved by FTA on February 9, 2018. *MTA anticipates submitting the last planned package of several hundred cases to FTA by the end of May 2018. In addition, an emerging urgent need for approval of an LOD change associated with one specific property acquisition (the Kaldis property) was identified and submitted to FTA the week of May 7, 2018. FTA observed the property during a project tour on May 9, 2018 and continues to review the request.* MTA will also submit any additional emerging LOD cases, as well as the Alternative Technical Concepts (ATCs) for the Baltimore-Washington Parkway Bridge and Bethesda station jet fan for FTA review after those changes are formally accepted by MTA.

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. *Both parties continue to await the judge's decision.*

## **Environmental Mitigation**

Required mitigation for reforestation was achieved through the purchase of 82.5 acres of off-site credits. This is expected to be more than needed, which will be confirmed by the design performed by the P3 Concessionaire. The Forest Conservation Plan (FCP) 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.

The Joint Permit Application (JPA) for Wetlands and Stream mitigation was formally submitted to the USACE and the MDE in August 2016. The agencies held the draft permits until the ROD for the project was reinstated in July 2017, at which time several minor details required updating. 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, several details contained obsolete information. As a result, MDE updated and issued the permit again on March 5, 2018, after which it went into a 30-day review period. Two comments, related to traffic, were received and closed, and the permit was finalized as of 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 supports MTA's planned advertisement for the Wetlands and Streams mitigation construction contracts.

The project team continues to address the environmental mitigation for wetlands through the development of the off-site Ken-Gar location. The Ken-Gar final plans were submitted to the Maryland Department of the Environment (MDE) and the US Army Corps of Engineers (USACE) in June 2017, completing the requirements for permits to be issued by these agencies. Wetlands mitigation will be implemented by a separate design-bid-build construction contract administered by MTA. MTA reviewed the JPA permits as issued, and found nothing that would cause a change in the wetlands mitigation design as developed. *MTA plans to advertise the Ken-Gar Wetlands Mitigation construction contract in late summer or early fall 2018, but no date has been set yet.*

Stream mitigation is continuing through the development of Paint Branch. The Paint Branch final plans were also submitted to the MDE and the USACE in June 2017. Stream mitigation will also be implemented by a separate design-bid-build construction contract administered by MTA. MTA reviewed the JPA permits as issued, and found nothing that would cause a change in the stream mitigation design as developed. [REDACTED]

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 stormwater mitigation sites 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 approximately one acre, 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 is by June 2018. MTA received conceptual approvals from MDE, and then advanced site development of sites to provide at least 5 acres and submitted them to MDE for final review. *As of early May 2018, MTA received final MDE approvals for 2.18 acres, with another 0.77 acres undergoing final approval. MDE approval of the remainder of the contract-required five acres is anticipated prior to the June 2018 P3 contract date.* MDE has also been reviewing PLTP's on-site mitigation for Montgomery County, which will determine the amount, if any, of offsite mitigation required. *PLTP has requested MDE to instead focus on the issuance of permits to allow construction to continue with the installation of E&S controls in numerous locations instead of on stormwater management approvals, and PLTP is not expected to have the on-site approvals from MDE until after MTA has its five acres approved.* As a result, the project plans 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 stormwater mitigation sites is included within the scope of the P3 contract, although MTA has been assisting in the identification of potential sites. One of the two large Prince George's County Montpelier Basin sites identified during the P3 procurements phase has been determined to be the only site, if any, needed in Prince George's County. The site development phase design package for this Prince George's County Montpelier Basin site was submitted to MDE, who deferred to the Prince George's County Soil Conservation District for review and approval, and the design is advancing through the approval process. *The Montpelier site is estimated to generate 6.1 acres of credit; current estimates of Prince George's County offsite stormwater mitigations needs are for approximately one acre.* 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 vibration report was received in December 2017, but only evaluated areas within 1500 feet of critical campus buildings, whereas the UMD agreement required the entire campus to be evaluated. This miscommunication is being addressed. *The committee is currently awaiting PLTP's submittal of its revised Noise and Vibration report.*



conformed to the OP. Minor comments were provided which can be addressed during the next update.

### **Real Estate Acquisition Management Plan (RAMP)**

The current version of the RAMP is Version 7, dated May 2016. The PMOC's review, as documented in its OP23 report issued on May 27, 2016, found that RAMP Version 7 met the requirements of OP23 for the current phase of the project and for the execution of an FFGA. *MTA commenced an update of the RAMP in December 2017, and submitted it for FTA/PMOC review in April 2018. The PMOC completed its review and prepared a draft report, which is currently undergoing FTA review.*

### **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. [REDACTED]

[REDACTED] 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. MTA completed an update of the Purple Line Risk Register in March 2018 and provided a copy to the PMOC. MTA also completed preparation of an RCMP revision, and submitted it to FTA/PMOC for review in April 2018. Also see the **Project Risk** section of this report.

### **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. An updated version incorporating requirements from the P3 Concessionaire should be submitted for review in conjunction with the updated SSMP submittal. (See SSMP above.)

## **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 (April-May 2018) Purple Line staffing activity has included the following:*

- To fill the vacancy caused by the departure of the Project Management Consultant (PMC) Planning Manager, MTA continues interviewing candidates with strengths in media relations.
- MTA continues to interview for a Spanish-speaking replacement to fill the remaining Community Liaison position vacancy.
- The project team is seeking an MTA employee to fill the vacated Construction Manager position, which is being temporarily filled by the current Area 1 Resident Engineer. *Interviews continue.*
- To address needs that are emerging as the project advances, the project team is also seeking assistance in Safety Certification. *A MTA person in Construction Safety is scheduled to join the Purple Line project team in July 2018.*
- *MTA recently posted an opening for a Right of Way specialist for the Purple Line project team.*

*PLTP has had no recent changes in staffing of key positions.*

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.

## D. Project Cost

*Appendix 6 of this report summarizes the project's 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. Through March 15, 2018, the project documented expenditures of \$787.3 million. Refer 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	\$58.814 million
Unallocated Contingency (SCC 90)	\$90.536 million
Total Contingency	\$149.350 million

To date, *five Change Orders and one Change Order Amendment have been executed* under the P3 contract, which have resulted in a \$0 net change to the estimated cost of the FFGA project. Accordingly, the remaining contingency is the original amount of \$149.350 million. There are also multiple Change Orders pending or proposed under the P3 contract that have potential cost impact on the P3 project. Working with the PMOC, the Purple Line project team developed a three-part change tracking system that documents:

- Executed Change Orders
- 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.

In addition to the Change Orders above, mitigation to recover the schedule (see the **Project Schedule** section of this report, below) may potentially result in added costs to the project, which will need to be negotiated with PLTP.

### **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

	<b>Costs Attributed to Source of Funds Dollars</b>	<b>Federal/ Local Matching Ratio within Source</b>	<b>All Federal Funds Dollars</b>	<b>Local Funds Dollars*</b>
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
<b>Total</b>	<b>2,407,030,286</b>		<b>936,000,000</b>	<b>1,471,030,286</b>
<b>Overall Federal Share of Project</b>			<b>38.9%</b>	
<b>New Starts Share of Project</b>			<b>37.4%</b>	

\* 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.

**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, as later submissions of schedule updates from PLTP have not been approved for various reasons.* A copy of the schedule critical path of the March 15, 2017 master project schedule progress update is included in Appendix 8 of this report.

Both MTA and the P3 Concessionaire acknowledge that the schedule slips experienced prior to the execution of the FFGA result in the need for significant mitigation to avoid overall impact to the Revenue Service Date. In early August 2017 after the reinstatement the Record of Decision, executive representatives from PLTP, PLTC, Purple Line Transit Operators (PLTO), MTA and the MDOT Secretary produced a plan for the project management and project controls specialists of the PLTP, PLTC, PLTO and MTA organizations to collaborate and to generate in the very near term a detailed six-month schedule for the start of construction. The draft six-month construction schedule was provided to MTA in early September 2017, but was not approved by MTA. However, PLTP submits four-week look-ahead schedules on a weekly basis, and MTA project controls personnel are currently tracking historical and forecasted project progress based on these submittals. *Progress payments continue to be made based on the four-week look-ahead schedules, and will be reconciled once a mitigated baseline schedule is approved.* Schedule mitigation concepts developed by integrated MTA/PLTP teams in workshops held during summer 2017 were partly incorporated into the draft mitigated

schedule submitted in early December 2017. Since MTA found many issues with this revision, MTA/PLTP scheduling workshops were held over the following two months and resulted in the submittal, review and rejection of multiple revisions of the schedule from December 2017 through March 2018. Although MTA was encouraged by recent progress, agreement on the schedule had not been achieved by the targeted date of March 31, 2018 nor in the succeeding months. *PLTP's monthly schedule updates were based on the most recently approved (March 2017) schedule, which no longer reflect reality on the project. As a result, during the first week of May 2018, MTA sent a Directive Letter to PLTP requiring PLTP to use the December 15, 2017 (data date) version of the above schedule iterations for the next schedule update. According to the Directive Letter, this schedule update was to include certain of the schedule mitigation actions agreed on during the above workshops, as well as a revised right of way schedule that MTA produced with its latest information and provided to PLTP. This schedule update is due from PLTP on June 1, 2018. In a parallel effort, MTA requested PLTP to use the June 1, 2018 schedule update data as the basis for revising the Time Impact Analysis that PLTP submitted and MTA rejected for the impacts due to the approximately one year delay in the FFGA.*

MTA expects that the final approved mitigated schedule will reflect a slip in the targeted (early) start of revenue service from the contract date of March 2022. *MTA's target is to achieve a "recovered" start of revenue service in October 2022, and not later than the current FFGA Revenue Service Date of December 31, 2022.*

### **Key Milestones**

*The following are the current key milestone dates for the project based on the March 15, 2017 progress update of the master project schedule and as modified by the most recent project developments discussed between MTA and the PMOC.*

<b>National Capital Purple Line LRT Key Milestone Dates</b>	
Locally Preferred Alternative (LPA) Approval Date	August 4, 2009 (A)
FTA Approval to Enter PE	October 7, 2011 (A)
FTA Record of Decision	March 19, 2014 (A)
Issue Final RFP for P3 Concessionaire	July 28, 2014 (A)
FTA Approval to Start enter Engineering Phase	August 28, 2014 (A)
Issue Addenda 4 through 6 to the P3 RFP	July through Nov. 2015 (A)
P3 Technical Proposals Due	November 17, 2015 (A)
P3 Financial Proposals Due	December 8, 2015 (A)
Evaluation and Announcement of Selected P3 Proposer	January 2-March 2, 2016(A)
Board of Public Works (BPW) Approval-P3	April 6, 2016 (A)
P3 Commercial Close	April 7, 2016 (A)
Limited Notice to Proceed (LNTP) for P3 Engineering	April 7, 2016 (A)
MTA submit Full Funding Grant Agreement Application	May 24, 2016 (A)
P3 Financial Close	June 17, 2016 (A)
Full Funding Grant Agreement signed	August 22, 2017 (A)
Start of First Major Construction Activity	August 28, 2017 (A)
All Significant ROW Acquisition & Relocation	As needed by construction
P3 Ready to Commence Revenue Service	TBD*



National Capital Purple Line LRT Key Milestone Dates	
MTA Opens for Revenue Service	TBD*
Revenue Operations Date (includes contingency)	December 31, 2022*
FFGA Revenue Service Date (includes contingency)	December 31, 2022

\* Revenue Service and Revenue Operations dates indicated reflects expected future schedule recovery and mitigation efforts.

### **90-day Look Ahead**

The critical 90-day look-ahead activities for the National Capital Purple Line project are

Scheduled Date	Activity / Event
Ongoing	P3 submittal / MTA review of design packages
Ongoing	Completion of critical Real Estate acquisitions and relocations
Ongoing	MTA and PLTP collaboration for agreement on a mitigated project schedule
<i>End of-May</i>	Submittal of last planned package of Limits of Disturbance review to FTA
<i>June 1, 2018</i>	<i>Receipt of PLTP's schedule update based on the interim December 2017 and partially mitigated schedule</i>
<i>June 4, 2018</i>	<i>Complete east portal and commence excavation of the Plymouth Tunnel</i>
<i>June 2018</i>	MDE acceptance of P3 contract-required 5 acres of MTA off-site stormwater mitigation in Montgomery County
<i>July 2018</i>	Polk Street Facility D-B Request for Proposal ready for advertisement

### **Critical Path Activities**

The critical path as reflected in the March 15, 2017 progress update of the master project schedule is through the excavation and construction of the underground Manchester Station, the installation of plinths and rail through the Plymouth Tunnel, installation of the communications system through the Plymouth Tunnel (all in Segment 4), testing, commissioning, safety certification pre-revenue service and revenue service.

By analysis of PLTP's four-week look-ahead construction schedules and the interim mitigated schedules that have been submitted by PLTP through March 2018, MTA is identifying several near-critical paths, which depending on mitigation actions taken in the schedule may become the project critical path. *These near-critical paths include the aerial structure at Kenilworth Avenue and the aerial structure at Silver Spring Transit Center, both of which underwent re-design by the new member of the design team, HNTB.* All critical path analyses are subject to change as the fully mitigated Master Project Schedule is developed.



## 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 PLTP. 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 has been reviewing the multiple updated Quality Assurance plans submitted by PLTP, *and is currently awaiting only the updated Design Quality Plan. After its receipt, MTA will update its QAP if/as needed and submit the plans to FTA/PMOC for review.*

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.

*In April 2018, MTA issued a noncompliance report regarding the installation of a non-Buy America compliant valve during a Washington Gas utility relocation. Since the error had been found and corrected nearly immediately in the field, the noncompliance report will be able to be closed out quickly.*

The project's Monthly Progress Report to FTA also contains a brief summary of the significant current QA/QC activities/events on the project.

## G. Safety and Security

*PLTP has conducted thirty-four Preliminary Hazard Analysis (PHA) workshop sessions 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. MTA chairs a Safety and Security Certification Committee (SSCC) that reviews, comments on, and approves PLTP hazard management and certification issues. The first meeting of the MTA SSCC was conducted on March 20, 2018. Since then, SSCC meetings have been continuing on a monthly basis until the level of activity requires more frequent meetings. Recently, the SSCC has been reviewing design package submittals from PLTP, which include Design Criteria Conformance Checklists (DCCC).*

The PLTP System Safety team completed development of its first 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 [REDACTED] 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 will be verified prior to the issuance of Released for Construction (RFC) packages.

PLTP also completed its initial Threat and Vulnerability Assessment (TVA) process and submitted the draft TVA report for MTA review and comment. MTA's review resulted in a significant number of comments, which were returned to PLTP to be addressed. MTA plans to conduct comment resolution meetings with PLTP so that comments can be effectively addressed in the next submittal, avoiding a pattern of multiple submittals, reviews and revisions. *The meeting has not yet been scheduled.*

The MTA Purple Line Safety and Security team reviews and comments on the PLTP 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.

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. *The Purple Line project statistics through March 15, 2018, during which 1,512,845 work-hours have been logged in the program, are:*

- Recordable Rate: *0.00*
- Lost Time Rate: *one incident; PLTP has yet to calculate the rate based on applicable hours worked.*

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. ADA compliance is included in the PMOC periodic project reviews, during which timely project ADA-related items are discussed. *During April –May 2018, PLTC encountered difficulty*

*achieving compliance with ADA slope requirements around the Silver Spring Transit Center due to the natural topography in that area, but was able to resolve the challenges in the design.*

## **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.

*MTA and the project construction contractors have seen the importance of continued awareness to the Buy-America requirements. During the relocation of a gas line by Washington Gas, a foreign manufactured valve was installed and the line was backfilled before the error was detected. Once the error was noted, the noncompliant valve was removed and replaced with compliant equipment.*

PLTP 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.

[REDACTED]

[REDACTED] 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.

## **J. Vehicles and Vehicle Technology**

Based on the contract negotiated with PLTP, the vehicles will be 136-foot long, multiple articulated light rail vehicle 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 manufacturing activities, coordinated with design progress, continued in Spain in April and early May 2018. CAF is currently completing its intermediate design effort approximately 60 days behind schedule. However, Final Design submittals are still planned to be received in May through June 2018. The crashworthiness test report is in comment resolution. Shock and vibration results are due within the next several weeks. Fire, smoke and toxicity reports will not be received until the final design submittal to assure consistency with the final design. Other submittals that are imminent include the noise calculation report and the camera view diagrams. MTA continues to receive and review design deviation requests. MTA accepted a design deviation request for a one-inch in lieu of a 1½ inch gasketed gap width between the LRV doors in the released manual opening position. MTA continues to evaluate a deviation request related to proposed weight reduction of the LRV windows and another related to the length climate testing chamber relative to the length of the vehicle, which was initially rejected by MTA. Frame assembly and welding continues. The first carshell is currently scheduled to ship from Spain to Elmira, NY for final assembly in August or possibly September 2018.*

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 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 an ongoing process throughout a project's duration, and according to MTA's current RCMP, is to be performed bi-monthly. MTA also prepared a formal revision of the RCMP to update it to the current project status, and submitted it to FTA/PMOC for review in April 2018.

The top risks from the project's latest issued update of the Risk Register and PMOC-assessed risks 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. Currently there are no open or new 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. Refer to the March 2018 Monitoring Report for the most recent quarterly issuance.
- Appendix 2 Top Project Risks  
Per OP25, this item is issued quarterly. Refer to the March 2018 Monitoring Report for the most recent quarterly issuance.
- 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. Refer to the March 2018 Monitoring Report for the most recent quarterly issuance.
- Appendix 10 Construction Photographs

**Appendix 1                      Safety and Security Checklist**

Per OP25, this item is issued quarterly. Refer to the March 2018 Monitoring Report for the most recent quarterly issuance.

## **Appendix 2            Top Project Risks**

Per OP25, this item is issued quarterly. Refer to the March 2018 Monitoring Report for the most recent quarterly issuance.

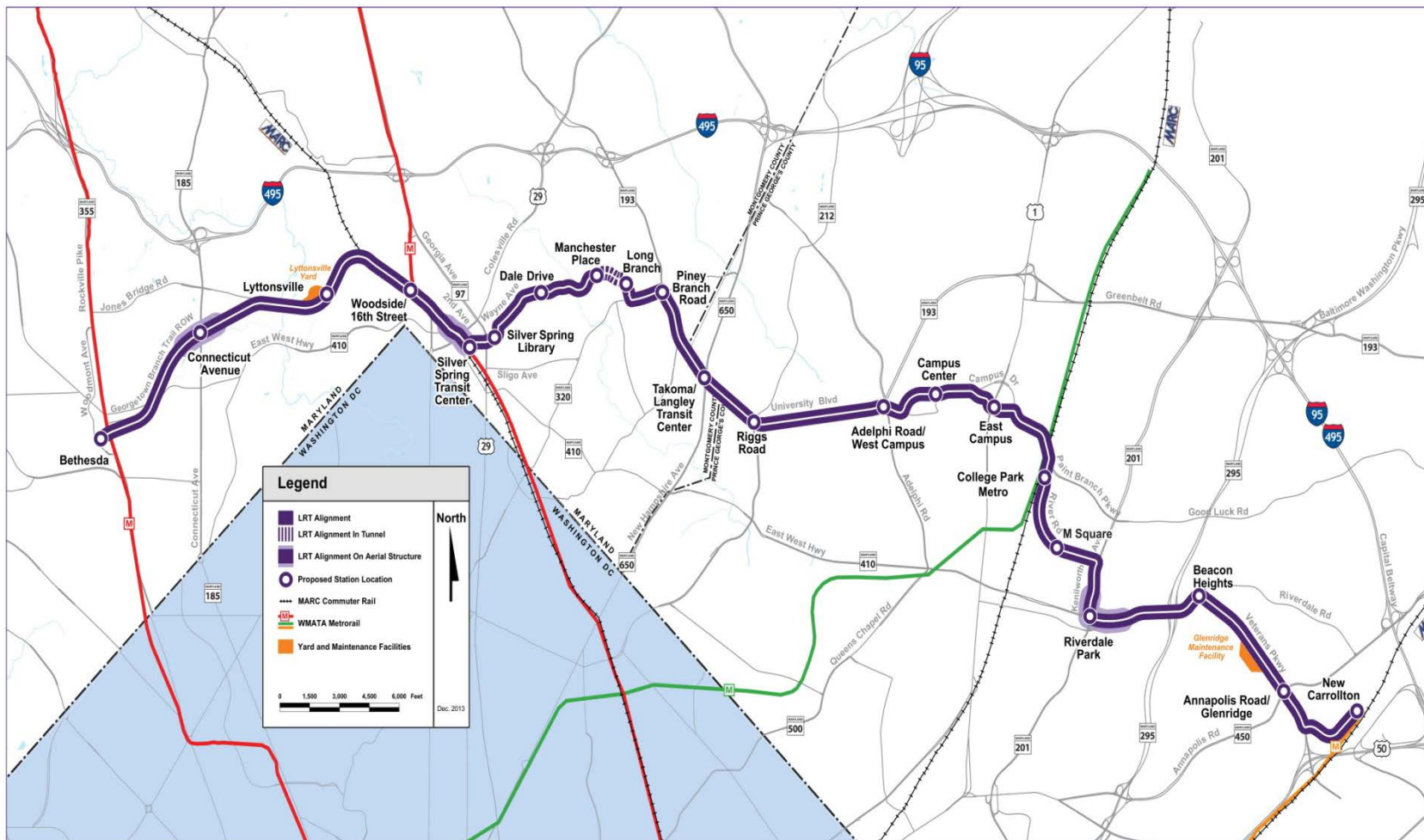


### **Appendix 3            Roadmap to Revenue Operations**

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.

Refer to the March 2018 Monitoring Report for the most recent quarterly issuance.

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
BFMP	-	Bus Fleet Management Plan
BPW	-	Board of Public Works
CAF	-	Construcciones y Auxiliar de Ferrocarriles
CDQP	-	Concessionaire's Design Quality Plan
D-B	-	Design-Build
DBE	-	Disadvantaged Business Enterprise
DBFOM	-	Design/Build/Finance/Operate/Maintain
DCCC	-	Design Criteria Conformance Checklist
DNR	-	Maryland Department of Natural Resources
E&S	-	Erosion and Sediment
EMI	-	Electro-Magnetic Interference
FCP	-	Forest Conservation Plan
FFGA	-	Full Funding Grant Agreement
FTA	-	Federal Transit Administration
GEC	-	General Engineering Consultant
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
MHT	-	Maryland Historic Trust
MOA	-	Memorandum of Agreement
MTA	-	Maryland Transit Administration
NEPA	-	National Environmental Policy Act
NFPA	-	National Fire Protection Association
NPS	-	National Parks Service
NTP	-	Notice to Proceed
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
PLTO	-	Purple Line Transit Operators
PLTP	-	Purple Line Transit Partners

PMC	-	Project Management Consultant
PMOC	-	Project Management Oversight Contractor
PMP	-	Project Management Plan
QA	-	Quality Assurance
QAP	-	Quality Assurance Plan
QC	-	Quality Control
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
RFQ	-	Request for Qualifications
ROD	-	Record of Decision
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
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 March 15, 2018, 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	18,301,518	258,782,885
20	Stations	114,857,016	116,127,445	3,394,041	116,127,445
30	Maintenance Facility	94,155,591	94,155,591	9,778,909	94,155,591
40	Sitework	521,968,990	315,482,782	58,723,343	315,482,782
50	Systems	263,887,313	263,887,313	30,627,323	263,887,313
	Subtotal 10 thru 50	1,275,489,636	1,048,436,017	120,825,133	1,048,436,017
60	Right-of-Way	229,600,000	229,600,000	182,929,554	229,600,000
70	Vehicles	212,940,927	212,940,927	16,508,094	212,940,927
80	Professional Services (total)	571,658,114	798,711,733	467,007,509	798,711,733
80.01	Project Development (PD)	87,149,878	87,149,878	87,149,878	87,149,878
80.02	Engineering	139,766,036	114,618,846	94,520,383	114,618,846
80.03	Project Management for Design and Construction	148,555,323	227,047,206	118,137,899	227,047,206
80.04	Construction Administration & Management	83,269,280	255,349,776	125,320,240	255,349,776
80.05	Professional Liability; other Non-Construction Insurance	34,534,796	34,534,796	25,976,417	34,534,796
80.06	Legal; Permits; Review Fees by other agencies, cities, etc.	5,805,117	10,205,293	8,198,785	10,205,293
80.07	Surveys, Testing, Investigation, Inspection	15,164,346	16,798,570	7,703,908	16,798,570
80.08	Start up	57,413,338	53,007,367	-	53,007,367
	Subtotal 10 - 80	2,289,688,678	2,289,688,678	787,270,290	2,289,688,678
90	Contingency	90,535,748	90,535,748	-	90,535,748
100	Finance Charges	26,805,863	26,805,863	-	26,805,863
	Total	2,407,030,288	2,407,030,288	787,270,290	2,407,030,288

\* 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.

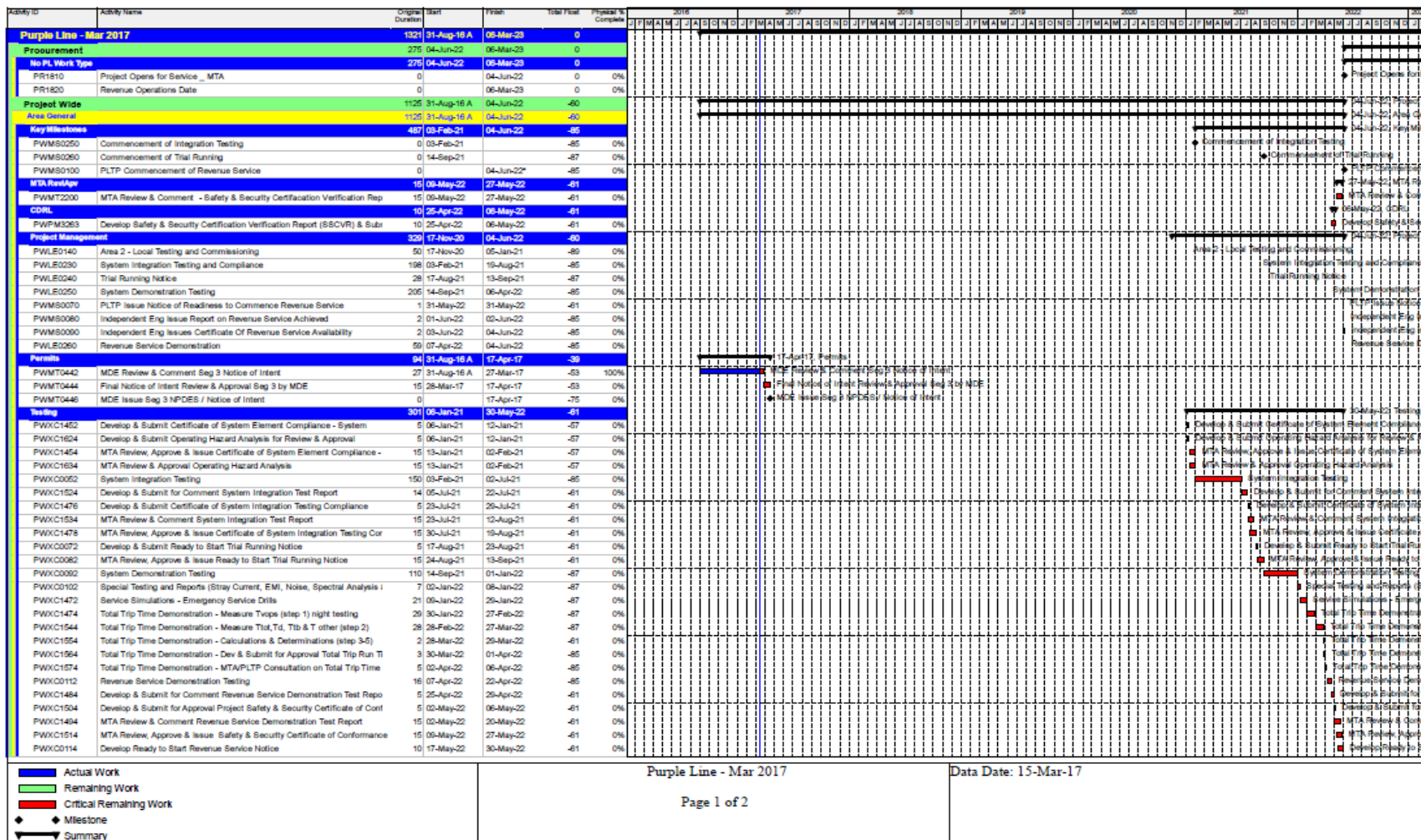
**Appendix 7 FTA SCC Workbook – BUILD Main, June 1, 2016 Update**

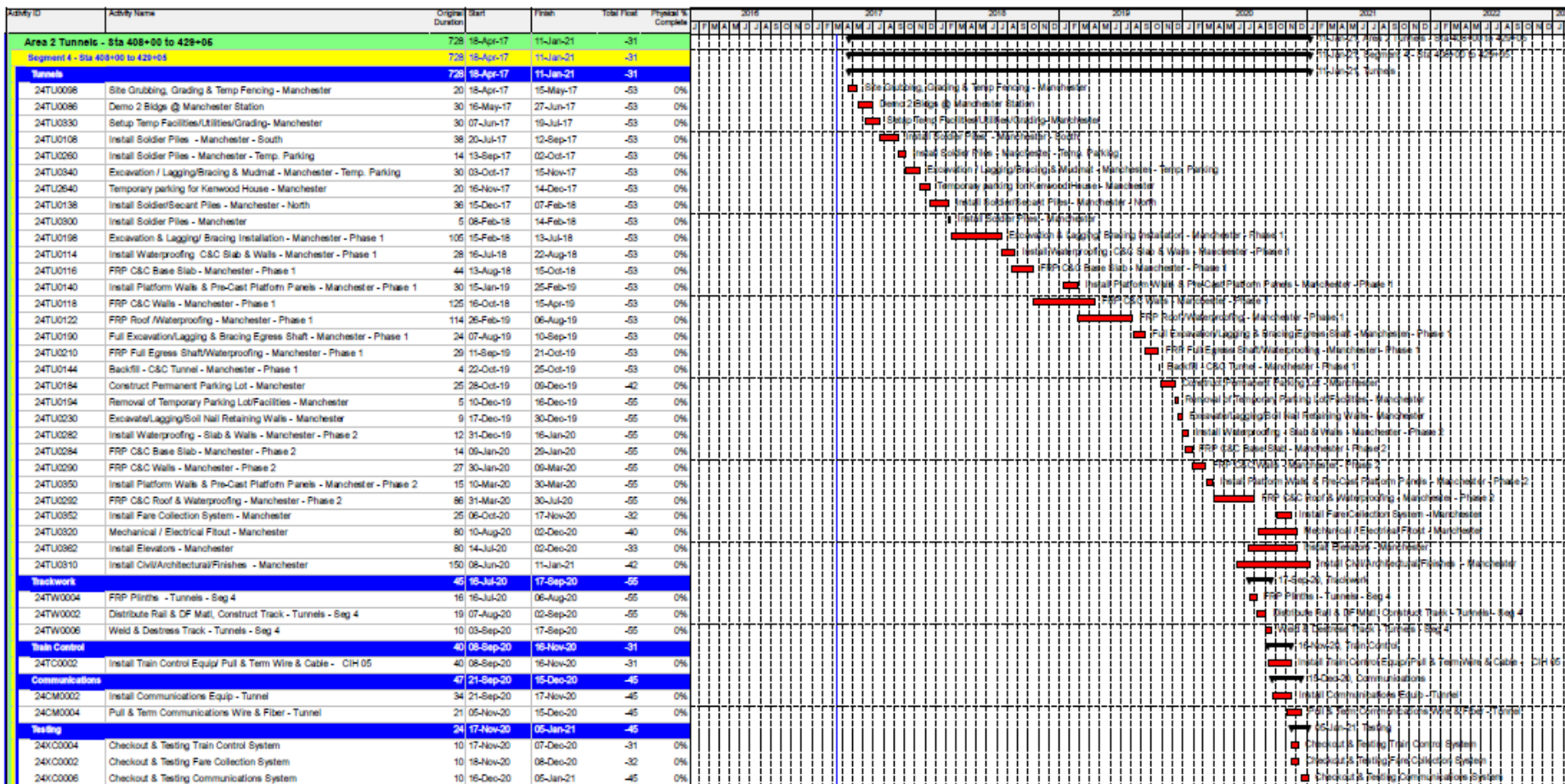
MAIN WORKSHEET - BUILD ALTERNATIVE									0
Maryland Transit Administration						Today's Date		5/24/16	
Maryland National Capital Purple Line						Yr of Base Year \$		2016	
FFGA Application						Yr of Revenue Ops		2022	
	Quantity	Base Year Dollars w/o Contingency (X000)	Base Year Dollars Allocated Contingency (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)	
<b>10 GUIDEWAY &amp; TRACK ELEMENTS (route miles)</b>	<b>16.20</b>	<b>259,766</b>	<b>0.00</b>	<b>259,766</b>	<b>\$16,035</b>	<b>22%</b>	<b>12%</b>	<b>280,621</b>	
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	
<b>20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)</b>	<b>21</b>	<b>103,521</b>	<b>0</b>	<b>103,521</b>	<b>\$4,930</b>	<b>9%</b>	<b>5%</b>	<b>114,857</b>	
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	
<b>30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS</b>	<b>16.20</b>	<b>87,590</b>	<b>0</b>	<b>87,590</b>	<b>\$5,407</b>	<b>7%</b>	<b>4%</b>	<b>94,156</b>	
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	
<b>40 SITEWORK &amp; SPECIAL CONDITIONS</b>	<b>16.20</b>	<b>481,579</b>	<b>2,405</b>	<b>483,984</b>	<b>\$29,876</b>	<b>41%</b>	<b>22%</b>	<b>521,969</b>	
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	
<b>50 SYSTEMS</b>	<b>16.20</b>	<b>225,424</b>	<b>10,376</b>	<b>235,800</b>	<b>\$14,556</b>	<b>20%</b>	<b>11%</b>	<b>263,887</b>	
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	
<b>Construction Subtotal (10 - 50)</b>	<b>16.20</b>	<b>1,157,880</b>	<b>12,781</b>	<b>1,170,661</b>	<b>\$72,263</b>	<b>100%</b>	<b>52%</b>	<b>1,275,490</b>	
<b>60 ROW, LAND, EXISTING IMPROVEMENTS</b>	<b>16.20</b>	<b>186,092</b>	<b>37,187</b>	<b>223,279</b>	<b>\$13,783</b>		<b>10%</b>	<b>229,600</b>	
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	
<b>70 VEHICLES (number)</b>	<b>25</b>	<b>192,691</b>	<b>0</b>	<b>192,691</b>	<b>\$7,708</b>		<b>9%</b>	<b>212,941</b>	
70 01 Light Rail	25	186,771		186,771	\$7,471			206,351	
70 02 Heavy Rail	0	0		0				0	
70 03 Commuter Rail	0	0		0				0	
70 04 Bus	0	0		0				0	
70 05 Other	0	5,920		5,920				6,590	
70 06 Non-revenue vehicles	0	0		0				0	
70 07 Spare parts	0	0		0				0	
<b>80 PROFESSIONAL SERVICES (applies to Cats. 10-50)</b>	<b>16.20</b>	<b>535,369</b>	<b>6,032</b>	<b>541,401</b>	<b>\$33,420</b>	<b>46%</b>	<b>24%</b>	<b>571,658</b>	
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	
<b>Subtotal (10 - 80)</b>	<b>16.20</b>	<b>2,072,032</b>	<b>56,000</b>	<b>2,128,032</b>	<b>\$131,360</b>		<b>95%</b>	<b>2,289,689</b>	
<b>90 UNALLOCATED CONTINGENCY</b>				<b>81,652</b>			<b>4%</b>	<b>90,536</b>	
<b>Subtotal (10 - 90)</b>	<b>16.20</b>			<b>2,209,684</b>	<b>\$136,400</b>		<b>99%</b>	<b>2,380,224</b>	
<b>100 FINANCE CHARGES</b>				<b>24,128</b>			<b>1%</b>	<b>26,806</b>	
<b>Total Project Cost (10 - 100)</b>	<b>16.20</b>			<b>2,233,812</b>	<b>\$137,890</b>		<b>100%</b>	<b>2,407,030</b>	
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 Schedule Critical Path, as of the March 15, 2017 progress update, which is the most recent approved update of the Purple Line Schedule. As noted in the body of the report, the critical path as reflected here is subject to change as the fully mitigated schedule is developed and agreed to by PLTP and MTA.





█ Actual Work  
█ Remaining Work  
█ Critical Remaining Work  
◆ Milestone  
▶ Summary

Purple Line - Mar 2017  
Page 2 of 2

Data Date: 15-Mar-17



**Appendix 9                      Vehicle Status Report**

Per OP25, this item is issued quarterly. Refer to the March 2018 Monitoring Report for the most recent quarterly issuance.

**Appendix 10 Construction Photographs**



(photo: MTA)

**Photo 1:** Removal of pavement for Support of Excavation installation at Plymouth Tunnel / Manchester Station



(photo: MTA)

**Photo 2:** Plymouth Tunnel East Portal / Cut and Cover at Arliss Street