

PMOC Monitoring Report

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

Maryland Transit Administration (MTA)

July 2019

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

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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 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

- 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 in September 2019. The original Baseline Schedule anticipated design completion by late fall 2017.
- MTA, PLTC and CSX continued to work to resolve the remaining CSX design issues, including:
 - Design of the mezzanine connector pedestrian bridge as “building concourse” space so that CSX will accept a 23-foot vertical clearance above the CSX tracks
 - Jack and bore construction of new drainage connections in the CSX yard area
 - Final cost proposals and cost responsibility for the new access road into the CSX yard
 - Stabilizing the existing WMATA-owned Mechanically Stabilized Earth (MSE) wall near the Silver Spring Transit Center (SSTC) to meet crash wall standards
 - Using a “laminated” of an ornamental wrought iron fence and either the CSX standard chain link fence or a clear solid barrier, or a combination of the two, on top of the bridge new Talbot Avenue Bridge parapet.

MTA anticipates one last meeting to review final PLTC design and to finally resolve all issues. MTA and CSX are discussing whether an agreement amendment is required to document the agreed approaches or whether they can be handled in a less formal manner.

- MTA continues to evaluate possible alignments into which to place a 66-inch water main that currently runs through the Glenridge Operation and Maintenance Facility (OMF) site that Washington Suburban Sanitary Commission (WSSC) wants the project to relocate.

- The Alternate Technical Concepts (ATC) offered during the proposal process for the use of jet fans at the Bethesda Station in lieu of vent shafts is not yet at Released for Construction (RFC) status. However, PLTC has been reviewing the near final design with the Fire Marshall and has been addressing comments with design revisions as applicable. PLTC has contracted with a nationally reputable Fire Protection consultant to perform an independent review, on behalf of the Fire Marshall, of PLTC’s Computation Fluid Dynamics analysis that supports the PLTC design. PLTC and the consultant are meeting in late July 2019 to determine if the package is ready for final submittal to the Fire Marshall. The design will be considered “final” once the Fire Marshall is satisfied.
- MTA initiated its non-P3 contract construction activities through the award of the Prince George’s County Parks Polk Street Maintenance Facility Design-Build (D-B) contract in March 2019. The Design-Build (D-B) contractor, Forrester, submitted the 65% design package for MTA review in early July 2019.
- The P3 contractor’s construction activities continued throughout the corridor. Storm drain and retaining wall work continues throughout Segments 1 through 3. Construction continues at the Silver Spring International Middle School to take advantage of the summer recess; temporary fencing continues to be installed along the CSX corridor; demolition of the Talbot Avenue Bridge was completed over the July Fourth weekend; various activities commenced at Jones Mill Road to prepare the reconfiguration for the LRT flyover; the subcontractor at Metro Plaza continued construction activities related to the Silver Spring flyover Abutment A and piers. At Bethesda Station, waterproofing of the shaft continued. At Manchester Station, the first vertical wall concrete placement occurred. In Plymouth Tunnel, waterproofing membrane and most of the final liner lattice steel are installed and shotcrete application continues to progress through the length of the tunnel. Utility relocations continued throughout Segments 5 through 7, including the UMD campus where many interferences with existing underground utilities are causing need for redesign. Relocation of a high-pressure Washington Gas main along University Boulevard is underway and will continue for several months. In-water construction of the new combined roadway/LRT Northwest Branch Anacostia Bridge commenced, as did in-water construction of the sheet piling for the center pier of the Northeast Branch Anacostia LRT Bridge. Pier construction for the Riverdale aerial section was completed and Abutment B is scheduled to start. The traffic switch onto the temporary southbound lane bridge structure was executed at the Baltimore-Washington (B-W) Parkway Bridge. Retaining wall construction continues along Veteran’s Parkway. Glenridge OMF structural steel erection is essentially complete and a topping-off ceremony is scheduled; at Ellin Road, OCS foundation installation is scheduled to start and PLTC continues to prepare for the installation of embedded track.
- Vehicle carshell manufacturing activities, coordinated with design progress, continued in Spain and in Elmira, NY:
 - In Spain, resolution of MTA comments on Intermediate and Final Design packages continue. Fifty-two carshell segments have been completed to date and multiple LRVs continue in manufacture. MTA accepted use of on-board lubricators subject to specific conditions to which both MTA and PLTP have agreed. Track lubrication is related to operational performance criteria for which PLTP is

ultimately responsible, and PLTP can later provide the wayside system if performance criteria are not met with the on-board system.

- Vehicle final assembly is taking place in Construcciones y Auxiliar de Ferrocarriles (CAF's) facility in Elmira, NY. CAF assembled all five carshell segments of the first vehicle together, placed the vehicle on its trucks on the Elmira test track and started performing static testing. All five segments of the second and third vehicle and the first three carshell segments of the fourth vehicle are in various stages of final assembly activities in Elmira. 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 may occur in early 2020. MTA rejected CAF's requested design deviation to utilize the current environmental test chamber in Elmira, which is shorter than the overall vehicle and can accommodate only 4 of the 5 segments at a time. CAF plans to proceed at risk and test a vehicle in the existing test chamber, and then submit the report with full analysis for MTA approval. If MTA still does not accept the deviation after reviewing the report, there will still be time to test in accordance with the current contract requirements, since the climate test only needs to be performed on one vehicle, which does not need to be the first vehicle.
- Limits of Disturbance (LOD) changes associated with the Veterans Parkway retaining wall construction were submitted to Federal Transit Administration (FTA) for concurrence in March 2019. A revision was prepared to include an additional PLTC noise and vibration study, which was requested by FTA, performed by PLTC and then submitted to and approved by FTA. The package is now in FTA review. Also, a few additional individual LOD changes, including several on Bonifant Street, were identified by PLTC and MTA submitted them to FTA in a small high-priority package.
- MTA is responsible for providing offsite streams, wetlands and stormwater mitigation:
 - For wetlands mitigation, MTA advertised the construction contract on May 3, 2019. Bids were received on June 10, 2019 and underwent MTA review and evaluation. BPW approval of an award is anticipated in early September 2019.
 - For stream mitigation, MTA advertised the construction contract on March 8, 2019. MTA responded to multiple bid questions. The bids were received on May 21, 2019 and underwent MTA review and evaluation. BPW approval of an award is anticipated in early September 2019.
 - The project submitted a request to United States Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) to extend the duration of the permits required for wetlands and stream mitigation construction to accommodate potentially extended construction periods due to seasonal construction moratoriums. The approval from MDE was received in December 2018, and the USACE approval letter was received in mid-June 2019.
 - MTA had received MDE approval for 5.53 acres (greater than the 5 acres required) of off-site Stormwater Management (SWM) capacity in place by June 30, 2018 in accordance with the P3 contract and is awaiting PLTC's final approved on-site mitigation capacity. MTA is in the process of receiving MDE approvals and adding

another 5 acres to the “bank”. In fall 2019, effort will commence to add yet another 5 acres by mid-2020. MTA may not need to actually construct any the sites, depending on PLTC’s ability to provide on-site mitigation.

- The site development design package for the Prince George’s County Montpelier Basin site for SWM was fully executed by Prince George’s County, the MDE and the Prince George’s County Soil Conservation District in June 2019. The Montpelier site generates 6.13 acres of offsite credit; current estimates of Prince George’s County offsite stormwater mitigations needs are for approximately one to two acres.
- Right of Way (ROW) acquisition activities continue for the required 466 private parcels and 137 public parcels, for 603 parcels total. As of July 11, 2019, only three private parcels remain for which MTA does not yet have possession for construction activities, and MTA continues to make progress on these.
- 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 173 parcels, of which 120 are private and 53 are public. To date, 113 of the additional 120 private properties are in MTA possession. The cost responsibility for these additional parcels has not yet been negotiated.
- All 172 identified ROW relocations have been physically completed. However, the Post Office was relocated to a short-term space in the Silver Spring Library Building for up to 10 months and will need to be relocated again by the project. The Post Office signed a lease for its permanent location, and MTA is to meet with the Post Office to determine the details for the required buildout of the new space.

Cost

- The project’s documented expenditures are \$1,035.4 million through April 2019.
- Currently, \$149.7 million of the original \$150.0 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

- 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 has 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 is based on the negotiations as of August 2018 of the P3 contract schedule, which have been ongoing with PLTC since late 2017 and which

have been detailed in prior PMOC Monthly Monitoring reports; but the update is not yet based on a mutually agreeable P3 contract 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) April 15, 2019 progress update of the MTA Master Schedule proposed rebaseline. (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; April 15, 2019 update
All Significant ROW Acquisition & Relocation	As needed by construction	---	---
Commencement of Trial Running	---	03/09/2022	05/21/2022
P3 Ready to Commence Revenue Service	TBD	10/28/2022*	12/27/2022
MTA Opens for Revenue Service	3/2022	---	12/27/2022
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 MTA/P3 Concessionaire negotiations, but for which final agreement with the P3 Concessionaire has not yet been reached.

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	\$90,243,241
	Total Contingency (allocated plus Unallocated)	\$150,035,748	\$149,743,705
Schedule	Revenue Service Date (FFGA)	December 31, 2022	December 31, 2022
	MTA Target Revenue Service Date	March 31, 2022	December 27, 2022 NOTE 5
		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)	\$599,373,558	33.1%
Total Project Actual Cost	Total cost of work completed to date (actual total expenditures)	\$1,035,356,833	43.0%
Contracts		Amount (\$)	Percent
	Total contracts awarded to date (Note 2)	\$2,264,655,887	94.1%
	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)	\$206,976,392	19.7%
Major Issues	Status	Comments / Action / Planned Action	
	See discussion below		
Date of Next Quarterly Meeting (if known):		August 14, 2019	

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 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.

NOTE 5 (Core Accountability Table). The Current Estimate (EAC) for the Schedule (MTA Target Revenue Service Date) of December 20, 2022 is from MTA's working version of an updated integrated master project schedule progressed through February 15, 2019, which is based on MTA/P3 Concessionaire negotiations to date, but for which final agreement with the P3 Concessionaire has not yet been reached.

Major Problems and/or Issues

- (b) (5)
- 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 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 yet 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 (April 15, 2019) 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 27, 2022, which provides essentially no schedule contingency for the 3+ remaining years of construction, testing and commissioning.
- 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 managed this through weekly meetings of an MTA/PLTC right of way task force that evaluated the needs of the dynamic construction schedule "early start" and "late start" dates for construction activity on each property and determined work around plans to avoid impacts to the extent possible. Now that only three properties remain to be acquired, such meetings are conducted on an as-needed basis. None of the remaining properties are currently impacting construction. Concurrent with its acquisition activities, MTA is working to obtain Construction Rights of Entry for these three properties to avoid impact to construction activities.

- PLTC's forecasted substantial completion of its design scope has slipped until September 2019, which is significantly behind the scheduled date of fall 2017 anticipated in the P3 contract. As a result, the construction schedule has also slipped, and therefore, PLTC's need for the properties discussed above has also slipped.

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MONTHLY MEETING REPORT

Introduction

The Project Management Oversight Contractor (PMOC) visited MTA's Purple Line project site and met with project staff on July 11, 2019 in the project offices in Riverdale, MD. 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:

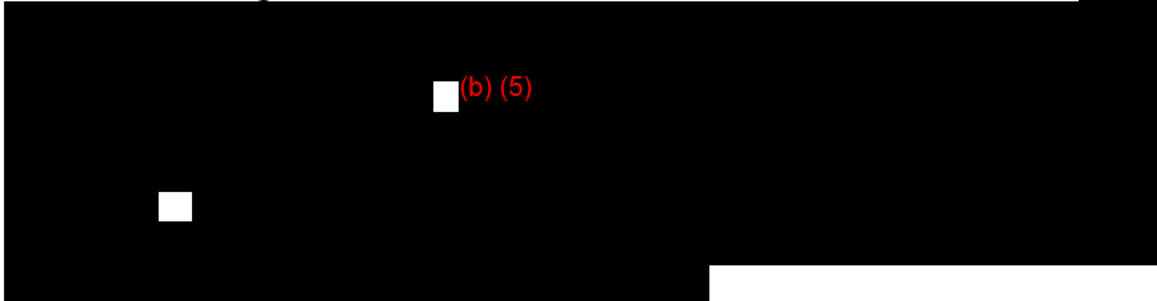
- Stream mitigation – MTA completed the 100% design packages in June 2017 and received approval from MDE in May 2018. Several design adjustments were subsequently made based on further MDE comments up until the time that the construction contract was advertised on March 8, 2019. See the **Environmental 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 July 2019, MTA continued in the process of receiving MDE approvals and adding another 5 acres to the "bank". In fall 2019, effort will commence to add yet another 5 acres by mid-2020. MTA may not need to actually construct any the 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 also continues to incorporate one remaining Alternate Technical Concept (ATC) identified during the proposal process that was approved by MTA subject to required approvals by authorities having jurisdiction, 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 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 mid-July 2019, the design package by PLTC is not yet at Released for Construction (RFC) status.* However, PLTC has been reviewing the near final design with the Fire Marshall and has been addressing comments with design revisions as applicable. PLTC has contracted with a nationally reputable Fire Protection consultant to perform an independent review, on behalf of the Fire Marshall, of PLTC’s Computation Fluid Dynamics analysis that supports the PLTC design. *PLTC and the consultant are meeting in late July 2019 to determine if the package is ready for final submittal to the Fire Marshall.* The design will be considered “final” once the Fire Marshall is satisfied. (b) (5)



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. Due to other slippages in the project schedule, the date by which the box structure was needed to allow Purple Line work to continue unimpeded was revised from December 2018 until March 31, 2019. In December 2018, Carr’s contractor completed the Purple Line construction box, although approximately 1000 punchlist items remained to be cleared before the box could be turned over to PLTC. The punchlist items were finally closed and the construction box was turned over on May 31, 2019 in advance PLTC’s readiness to access it for construction.

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 to resolve the applicable design criteria and the following specific items. *As of mid-July 2019, MTA anticipates one last meeting to finally resolve all issues.* (b) (5)

- MTA continues to work with WMATA to resolve 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 an approach to interpret this area as a “building concourse” and continue to resolve minor comments on the final design, including accommodations in the agreement for the Purple Line Project to place a column on CSX property with provisions to relocate it if/when CSX decides to build a siding on that property in the future. *PLTC is preparing another submittal for CSX review to address additional CSX comments.*
- CSX provided review comments disallowing revised drainage networks related to the Capital Crescent Trail work, which is separately funded by Montgomery County, to connect to CSX’s existing drainage culverts. Montgomery County decided to pursue a jack and bore option for new connections and MTA requested PLTC to develop the cost estimate. Although the Change Order had not yet been finalized/approved, design for the jack and bore option progressed based on the rough order of magnitude estimate. PLTC submitted the design package to CSX for review/approval in June 2019 and it is undergoing CSX review. Final allocation of the associated costs to the responsible party/parties is yet to be established. The Purple Line project team continues to monitor the situation to manage any resultant effects that could impact the Purple Line FFGA budget or schedule.
- Details for a new access road into the CSX yard that minimizes impact to both Purple Line and CSX operations were developed. (b) (5)
- CSX has commented that an existing MSE retaining wall near the Silver Spring Transit Center needs to meet CSX requirements for a crash wall. It was resolved that the existing MSE wall, which is owned by WMATA and is not on CSX property, will be stabilized with concrete in front of it to meet CSX crash wall standards. Then the Purple Line project can build its own MSE wall behind it. CSX reviewed the conceptual design and requested a memo attesting to the effectiveness of the design. PLTC resubmitted a package to CSX in June 2019 to address the request.

- The clear solid upper section of electrification crash barrier that was proposed by PLTC for the new Talbot Avenue Bridge to meet community preferences, but which was met with CSX objections, is no longer a viable option, since the supplier of this particular barrier no longer meets Buy America requirements. *CSX has agreed on the PLTC/MTA concept using a “laminated” of an ornamental wrought iron fence and either the CSX standard chain link fence or a different Buy America compliant clear solid barrier, or a combination of the two laminates, on top of the bridge parapet. MTA still needs to get feedback from the community on these options.*

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 PLTC design substantial completion in September 2019. The original Baseline Schedule anticipated design completion by late fall 2017. The current progress through mid-July 2019 reflects that 126 of the 212 planned design packages have been issued as RFC.

MTA project team members continue significant effort to facilitate PLTC design progress, including combining some intermediate design submittals via alternative documentation, allowing the issuance of drawings that have “clouded” areas of uncertainty with the information to be provided later by drawing revision, and assisting with MDE approvals where required. (b) (5)



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. Currently only the Prince George’s County Parks Maintenance Facility Design-Build contract has been awarded. Once awarded, the remaining MTA construction contracts will also be discussed in this section of the report.

Prince George’s County Parks Maintenance Facility

This Design-Build contract was awarded after the March 20, 2019 BPW construction contract award approval. However, the proposal “Add” and “Alternative” options were inadvertently left off the BPW approval, and only the base scope was able to be awarded at that time. Award of the selected options was subsequently issued after being authorized at the May 22, 2019 BPW. 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.

Forrester submitted the 65% design package on July 5, 2019 but needs to submit several additional items that MTA’s completeness review identified as missing. Then MTA will proceed with the technical review.

P3 Scope

Highlights of recent (through mid-July 2019) construction activities throughout the alignment include:

Area 1: Storm drain work continues in various locations, as does retaining wall construction. Mass excavation continues in process on both sides of the former Rock Creek bridge; construction continues at the Silver Spring International Middle School to take advantage of the summer recess; temporary fencing continues to be installed along the CSX corridor; demolition of the Talbot Avenue Bridge was completed over the July Fourth weekend; various activities commenced at Jones Mill Road to prepare the reconfiguration for the LRT flyover; the subcontractor at Metro Plaza continued construction activities related to the Silver Spring flyover Abutment A and piers.

Area 2: Waterproofing of the Bethesda shaft continued, and ring beam concrete placement will commence shortly. The first vertical wall concrete placement occurred at Manchester Station. In Plymouth Tunnel, tunnel waterproofing membrane and most of the final liner lattice steel are installed and shotcrete application continues to progress through the length of the tunnel.

- Area 3: Utility relocations continue at various locations throughout Area 3, including the UMD campus where many interferences with existing underground utilities are causing need for redesign; relocation of several thousand feet of a high-pressure Washington Gas main along University Boulevard is underway and will continue for several months; demolition of one lane of the Northwest Branch Anacostia Bridge was completed and in-water construction of the new combined roadway/LRT bridge commenced; clearing and grubbing started in the UMD throwing field area; in-water construction of the sheet piling for the center pier of the Northeast Branch Anacostia Bridge commenced; culvert installation commenced at the American Center for Physics; pier construction for the Riverdale aerial section was completed and Abutment B along Riverdale road is scheduled to start next; approach slabs were completed and the traffic switch onto the temporary southbound lane bridge structure was executed at the Baltimore-Washington (B-W) Parkway Bridge; retaining wall construction continues along Veteran’s Parkway; Glenridge OMF structural steel erection is essentially complete and a topping-off ceremony is scheduled for the construction crews; at Ellin Road, OCS foundation installation is scheduled to start and PLTC continues to prepare for the installation of embedded track.*

See Appendix 10 of this report for construction photographs.

Real Estate Activities

As of July 3, 2019, the total number of planned property acquisitions is 603, including 466 privately owned properties and 137 public acquisitions. For the private properties, to date a total of 475 offers have been made including for parcels that were subsequently eliminated, 234 offers have been accepted, all but three of the original P3 contract Exhibit 9 private parcels are in MTA possession (some of which are Rights of Entry and properties that have been filed for condemnation under the State Highway Administration (SHA) process), and 314 properties have completed settlement. Currently, 281 properties are in process for condemnation, and of these, condemnation is filed for 118 properties, excluding those that have been optioned or settled. The remaining private parcels yet to be acquired consist of two parcels owned by a developer in the Bethesda Station area and one parcel owned by a different developer near the Silver Spring Transit Center aerial structure. As of July 2019, acquisition activities continue for the last three P3 contract Exhibit 9 properties. (b) (5)

The second Bethesda property (Bethesda Crossing) is expected to follow the first as a template, except that details also need to be worked out with a new second owner who now owns half of the Bethesda Crossing property, and who had not been allowing major construction or attachments to the building until design is approved and until after the condemnation hearing. Ahead of condemnation, mediation was conducted in late May 2019, but the parties did not reach agreement. The condemnation hearing is scheduled for August 2019.


(b) (5)

For the developer's property in Silver Spring (Silver SM), MTA recently received a limited ROE to perform surveys required for PLTC to complete its design. MTA and the building owner then came to agreement on another 6-month ROE for the construction of the shared footing for the Capital Crescent Trail and the LRT flyover aerial structures to the Silver Spring Transit Center. *The ROE was executed on July 8, 2019 while a condemnation filing continues in parallel.*

All required public properties have been available for construction.

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 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 is expediting the process somewhat. MTA continues to review such requests for additional properties from PLTC to eliminate the need wherever possible. *As of July 3, 2019, the list of additional acquisitions remains at 173 parcels in negotiation. Of these, 53 are public property and will be acquired by agreement and 120 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. *As of July 3, 2019, 113 of the additional 120 private properties are in MTA possession through rights of entry, options and/or agreements. 48 of the properties are filed for condemnation, excluding those that have been optioned or settled.* (b) (5)



The Purple Line Project required a total of 172 relocations, of which 57 were residential and 115 were businesses. All 172 move outs were completed as of February 6, 2019. The Post Office, which was the last remaining tenant in the Spring Center Shopping Center, signed a lease and relocated to the Silver Spring Library building in August 2018 for the short term until its final location is decided and ready. The project is responsible for up to 10 month's rent at the new location. The Silver Spring Library space is not available for the Post Office for the long term, and with the help of Montgomery County, extended its current lease in the Silver Spring library building until September 15, 2019. *In July 2019, the Post Office signed a lease for its permanent location, and MTA is to meet with the Post Office to determine the details for the required buildout of the new space.* The Purple Line project will be responsible for this second and final relocation.

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. *Settlement / condemnation values continue to trend approximately 30% higher than the Standard Cost Category (SCC) budget less contingency, with a significant number of high-value 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 will likely not be sufficient, and that some of the project's unallocated contingency will need to be applied to the completion of the Purple Line ROW scope.*

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, and the project has all access that it needs. For College Park, Silver Spring and New Carrollton, ROW access is available. However, WMATA requires detailed Work Plan showing the limits of the Purple Line work to be encompassed by a fence. This will allow PLTC construction work to be conducted without the normal security screening that WMATA requires for work on its system. PLTC has submitted but has not yet received WMATA's construction-phase approval on the Work Plans for these three station areas. However, PLTC developed the Exhibits and redlines of the plats for the New Carrollton property, and MTA advanced the property transfer based on these, and received BPW approvals by late March 2019. Since MTA has identified that federal (Highway) funding sources were used for the acquisition of the New Carrollton property, on May 7, 2019,

MTA submitted a package of documentation to FTA with the requested documentation to appropriately record responsibility for parcels with federal funding assistance. MTA received comments from FTA and on May 14, 2019, submitted a revised package, *which continues under FTA review. MTA is awaiting information from PLTC in order to complete and finalize the plats with WMATA.*

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. 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. *MTA continues to focus its effort to acquire possession of the three remaining Exhibit 9 properties as quickly as possible and is seeking Construction ROEs where needed in parallel with its acquisition activities as discussed above.*

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. (b) (5)

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. (b) (5)

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, amendments for existing executed agreements continue as needed, with current significant items including:

- *Possibly with CSX*, for various issues as discussed earlier in this report
- A possible security agreement amendment with UMD to address shared data and "mutual aid" during revenue service previously discussed is receiving reduced focus by both parties as the project advances and may not be pursued.
- WSSC wants the project to relocate a 66-inch underground water main that runs through the Glenridge OMF site. The designers have shown that it is acceptable remaining in place, but it would be under significantly deeper cover if access is ever required. (b) (5)

Also, the State Safety Oversight Agency (SSOA), MDOT, asked for a specific Hazard Analysis for this pipe due to its high pressure and large volume.

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.

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. *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. Packages that are currently in process or are anticipated include the following:*

- “Package 9”. In February 2019, MTA noted that PLTC was assembling another package of ten to twenty LOD changes resulting from continuing design advancement. In April 2019, that assessment was updated to include approximately 150 LOD changes; however, FTA advised that changes such as bus stop relocations that cause no disturbance do not need to be identified, reducing the number to currently approximately 120 LOD changes. (b) (5)
[REDACTED]
- PLTC also prepared a package of LOD changes associated with the Veterans Parkway retaining wall construction, which was submitted to FTA for concurrence by MTA in March 2019. A revision was prepared to include an additional PLTC noise and vibration study at FTA’s request. *The noise and vibration study was subsequently revised by PLTC to address FTA comments, resubmitted and then accepted by FTA. PLTC and MTA are currently updating the LOD package with the revised study data to resubmit to FTA.*
- *A small package of five high priority LOD changes was submitted to FTA for review in June 2019 and is currently undergoing FTA review.*

The ATC for the Bethesda station jet fan will be submitted for FTA review after that change is 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. 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.* The lawsuit may impact the Paint Branch Stream Mitigation construction once that contract is awarded.

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 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 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 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; however, MDE had several minor comments which MTA addressed and subsequently received MDE approval for site development in July 2018. Additional Montgomery County comments on the design required minor changes and additional reviews by MDE through the end of 2018. The construction contract was advertised on May 3, 2019 and bids were received on June 10, 2019 (b) (5)

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. MDE also concurred with the design. Since some of the property that will be affected during construction is controlled by the local airport, MTA included requirements from Department of Homeland Security, especially those related to security for accessing the air side of the airport, in the contract solicitation documents. MTA advertised the Paint Branch Stream Mitigation construction contract on March 8, 2019. A pre-bid meeting and site tour conducted on March 22, 2019 resulted in a significant number of questions from the bidders, resulting in a series of addenda. After the bid due date was extended several times, proposals were received on May 21, 2019 (b) (5)

Construction is planned to extend through 2021 due to separate seasonal moratoriums for forests and for streams.

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. 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. On June 14, 2018, MTA received final MDE approvals for a total of 5.53 acres, satisfying the contract requirement. In addition, in accordance with P3 contract requirements another 5 acres of credit was to be added to the “bank” by June 2019. To establish the next 5 acres of credit, the Purple Line GEC identified additional sites, including previously identified but not designed/approved sites, removal of existing asphalt and concrete surfaces, etc. (b) (5)

Since the current construction needs are significantly less than are currently available “in the bank”, this delay past the June 2019 date will not impact work. In fall 2019, the GEC team will start the process to identify yet another 5 acres to be added to the bank by June 2020. 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. However, PLTC requested that MDE initially focus on its submittals for Erosion and Sedimentation control to allow construction to commence in additional areas, and MDE review/approval of PLTC’s on-site mitigation was significantly behind schedule. In May 2019, the approvals of on-site stormwater mitigation started to resume, and MTA is currently forecasting that on-site mitigation will be sufficient and that none of the off-site mitigation in Montgomery County will need to be constructed. The project plans to continue 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 had been assisting 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. At the most recent meeting of the technical board on April 18, 2019, the following is the status of key items:

- The 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. *Discussion on the limits of vibration mitigation on the campus are ongoing.*

- The UMD Working Group continues to try to reach agreement on contract terms with Lawrence Livermore Laboratory for a candidate to replace the team member specializing in EMI that had to resign for personal reasons.
- *The independent representative on Rail matters recently resigned and the Working Group is looking to also fill this second vacancy*
- CAF submitted its vehicle noise analysis report, which continues under UMD Working Group review.

The Purple Line project team is submitting quarterly Environmental Mitigation Monitoring Reports (MMR) for the project. PLTP finalized Report #4 (for the fourth quarter of CY2018), and after reviewing and accepting it, MTA submitted it to FTA on April 30, 2019. *PLTP is currently finalizing the report for the first quarter of CY2019 and expects to submit it to MTA later in mid-July 2019. Work also continues on the preparation of the MMR report for the second quarter of CY2019.*

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.

(b) (5) 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.*

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, the Concessionaire’s Design Quality Plan (CDQP) and the Concessionaire Construction Quality Plan, 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 can be addressed during the next update, which is currently in process. Also in process are updates to the PLTP Concessionaire’s Construction Quality Plan (CCQP) and the Concessionaire’s Design Services During Construction Plan (DSDC). MTA plans to resubmit the collection of plans in several months once all have completed their updates and are mutually consistent.

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.

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. (b) (5)

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. (b) (5)

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 after the updated SSMP submittal (see SSMP above); formal SSCP review will be by the State Safety Oversight Agency (SSOA). *MTA reports that the updated MTA SSCP will be submitted with the next revision of 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 (June – July 2019) Purple Line staffing activity has included the following:

- *The MTA PMC team hired a Construction Manager for Train Systems and Electrification, who will join the team in mid-August 2019.*
- *Candidates are being evaluated to fill the vacancy created by the passing of the PMC's Project Controls Manager. In the interim, the PMC is furnishing two part-time project controls professionals to continue the work, one of whom was previously the PMC scheduler for the Purple Line project. (b) (5)*

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 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 \$1,035.4 million through April 15, 2019 (for PLTP costs) /April 30, 2019 (for MTA 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 June 2019, there are 27 approved Change Orders and one Change Order Amendment executed under the P3 contract, not all of which affect the FFGA project, which have resulted in a \$292,507 net cost increase to the estimated cost of the FFGA project and an associated drawdown on contingency. Accordingly, the remaining contingency is currently \$149,743,705. 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

	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, as later submissions of schedule updates from PLTC have not been approved for various reasons.* 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 is based on the current negotiations of the P3 contract schedule, which have been ongoing with PLTP since late 2017 and which have been detailed in prior PMOC Monthly Monitoring reports; but the update is not yet 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 yet the 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 progress update submitted by MTA is the *April 15, 2019* progress update of the MTA Master Schedule. *The April 15, 2019* 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 May 21, 2022 (slipping from May 11, 2022 in the last report), and the PLTP Commencement of Revenue Service of December 27, 2022 (slipping from December 20, 2022 in the last report).*

(b) (5)

A copy of the critical path of the April 15, 2019 progress update of the MTA Master Schedule is included in Appendix 8 of this report.

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 April 15, 2019 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; April 2019 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 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)	---	---

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; April 2019 update
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	---	---
Commencement of Trial Running	---	03/09/2022	05/21/2022
P3 Ready to Commence Revenue Service	TBD	10/28/2022*	12/27/2022
MTA Opens for Revenue Service	3/2022	---	12/27/2022
Revenue Operations Date (includes contingency)	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 MTA/P3 Concessionaire negotiations, but for which final agreement with the P3 Concessionaire has not yet been reached.

90-day Look Ahead

The critical 90-day (*mid-July to mid-October 2019*) 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
July 2019	Static Testing of first LRV in Elmira
July 2019	Start trackwork installation on Ellin Road
July/August 2019	Receipt of the Bethesda Station ATC final design package leading to approval of the ATC
July – September 2019	Continue utility relocations in Segment 1
August 2019	Resume tree removal in forested areas after moratorium period
September 5, 2019	BPW approval and award of Stream and Wetlands Mitigation construction contracts
September 2019	Substantial completion of PLTC design
October 15, 2019	Start construction in CSX corridor section of Segment 1

Critical Path Activities

In the *MTA Master Schedule April 15, 2019 update*, for which final agreement with PLTP has not yet been reached, the critical path remains through Area 1, Segment 1 completion of utility

relocations and construction of guideway, track and systems, through integration testing, Trial Running 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 has been reviewing the multiple updated Quality Assurance plans being updated and resubmitted by PLTC. *As of mid-July 2019*, the MTA (PMC) Quality Assurance Plan (QAP) and PLTP's Design Services During Construction (DSDC) plans were currently under revision. PLTP's Concessionaire Construction Quality Program (CCQP) was recently revised to address MTA's comments and resubmitted in May 2019. (b) (5)

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 monitoring meetings.

G. Safety and Security

PLTP has conducted forty-three 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.

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. 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 July 10, 2019.*

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 Released for Construction (RFC) packages. MTA reviewed and returned comments on PLTP's Revision 1 of the Certified Elements List (CEL), which was submitted by PLTP on January 9, 2019. PLTP continues to address MTA comments on the Certified Items List (CIL) Revision B, which is to be revised and resubmitted. MTA expressed that the remaining comments are not of a nature that would affect DCCCs that have already been issued with 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. TVA Revision D was subsequently submitted by PLTP, reviewed by MTA and returned with 3 comments to be revised and resubmitted. *MTA has accepted and verified the comment responses.*

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 Prince George's County Fire/life Safety meeting scheduled for June 2019 was canceled due to lack of agenda items. The Montgomery County Fire/Life Safety meeting is scheduled for July 18, 2019.*

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. PLTC statistics are:

- Recordable Rate (Construction – heavy civil):
 - Actual: *update not available (was 0.31 through April 2019)*
 - PLTP goal: 0.45
 - National Ave. 2.8
- Lost Time Rate:
 - Actual: *update not available (was 0.00 through April 2019, but PLTC reported one lost time incident since then)*
 - PLTP goal: 0.00

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. *In June 2019 through mid-July 2019, no ADA issues were identified with construction or with the vehicles.*

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 started spot checking materials being used in 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. MTA recently received some resistance from Verizon who didn't want to segregate fasteners (bolts, nuts, washers) to assure that only Buy America compliant products were used, but MTA responded that they need to comply. Verizon is currently assembling documentation to demonstrate compliance of the subject hardware with Buy America requirements for MTA review. MTA also continues to interface with Washington Gas to assure that its relocated gas regulator station complies with Buy America requirements.

PLTC passed the Buy America requirements on to the vehicle supplier, Construcciones y Auxiliar de Ferrocarriles (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. (b) (5)

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 in Spain and in Elmira, NY in June through mid-July 2019.


In Spain, resolution of MTA comments on Intermediate and Final Design packages continue. The DCCC, which addressed all 174 requirements from the Technical Provisions of the P3 contract that are applicable to the vehicles continues under MTA review. Regarding carshell manufacturing in Spain, the following is the current status:

- *Fifty-two carshell segments have been completed to date, including those already shipped to the U.S.*
- *Multiple LRVs continue in manufacture in Spain.*
- *The roof fire endurance test was conducted the third week of April 2019 and the report is currently undergoing MTA review.*
- *The toxicity report is still pending*

Although the P3 contract requires solar-powered wayside track lubricators, CAF's design included only on-board lubricators. MTA and PLTC evaluated the relative benefits of the two systems. *MTA accepted the on-board lubricators subject to specific conditions to which both MTA and PLTP have agreed.* Track lubrication is related to operational performance criteria for which PLTP is ultimately responsible, *and PLTP can later provide the wayside system if performance criteria are not met with the on-board system.*

Vehicle final assembly is taking place in CAF's facility in Elmira, NY. *CAF assembled all five carshell segments of the first vehicle together, placed the vehicle on its trucks on the Elmira test track and started performing static testing. All five segments of the second and third vehicle and the first three carshell segments of the fourth vehicle are in various stages of final assembly activities in Elmira.* 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 may occur in early 2020.

MTA rejected CAF's requested design deviation to utilize the current environmental test chamber in Elmira, which is shorter than the overall vehicle, for a second time. MTA has been performing its own research by conferring with other agencies that have extended length vehicles but has not yet reached a conclusion. The climate test is a qualification test and only needs to be performed on one vehicle, which does not need to be the first vehicle. (b) (5)



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 an ongoing process throughout a project's duration, and according to MTA's current RCMP, is to be performed bi-monthly. The current status of the RCMP is discussed in Section B, Project Management Plan and Subplans, of this report.

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 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 is currently one open Action Item applicable to the Purple Line project, related to providing FTA documentation regarding the exchange of MTA property with federal interest at New Carrollton in return for easements from WMATA, as discussed in the **Real Estate Activities** subsection of this report.

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 June 2019 Monitoring Report for the most recent quarterly issuance.
- Appendix 2 Top Project Risks
Per OP25, this item is issued quarterly.
Refer to the June 2019 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”.
Refer to the June 2019 Monitoring Report for the most recent quarterly issuance.
- 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 June 2019 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 June 2019 Monitoring Report for the most recent quarterly issuance.

Appendix 2 Top Project Risks

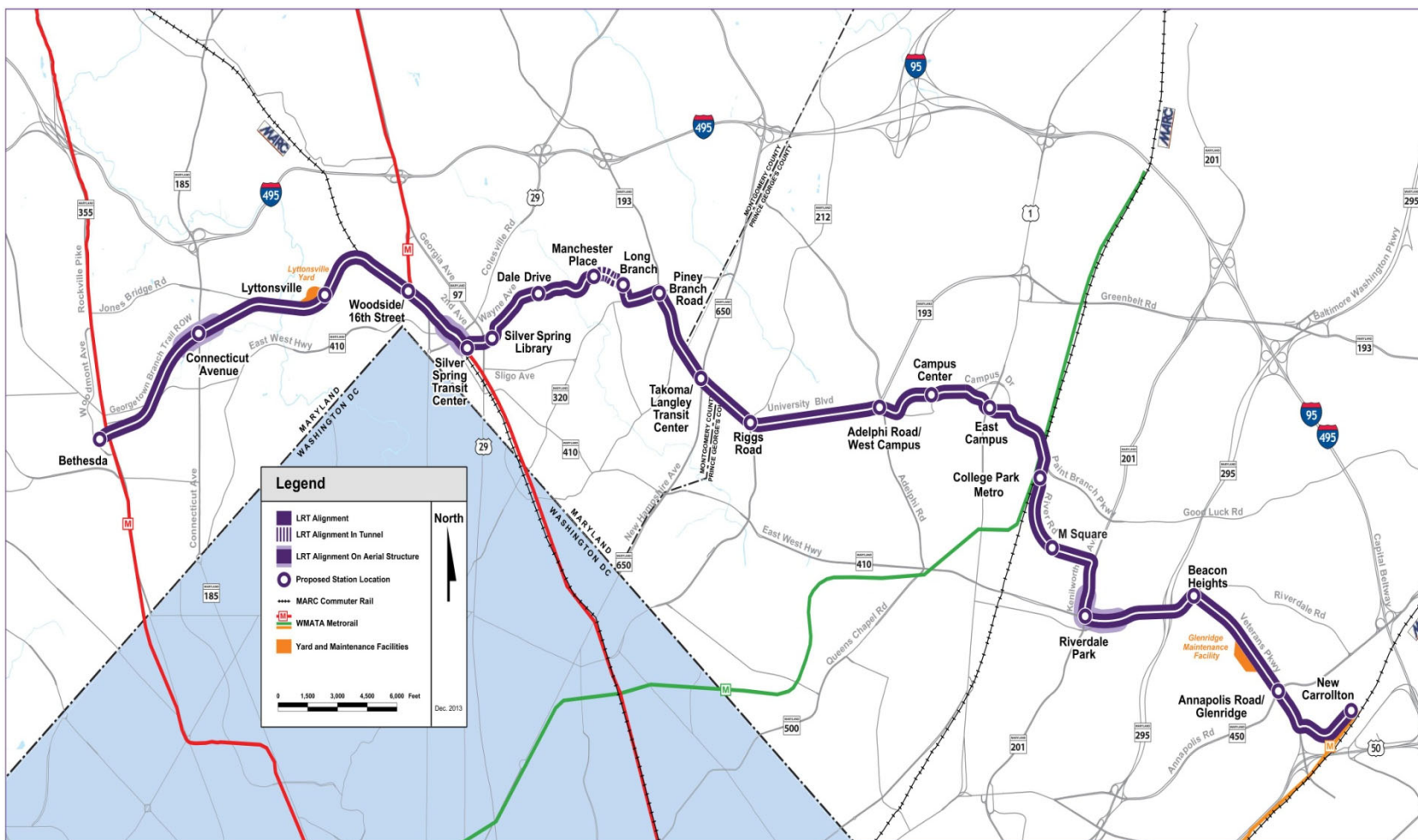
Per OP25, this item is issued quarterly. Refer to the June 2019 Monitoring Report for the most recent quarterly issuance.

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.

Per OP25, this item is issued quarterly. Refer to the June 2019 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
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
D-B	-	Design-Build
DBFOM	-	Design/Build/Finance/Operate/Maintain
DCCC	-	Design Criteria Conformance Checklist
DNR	-	Maryland Department of Natural Resources
DSDC	-	Design Services During Construction
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
MMR	-	Mitigation Monitoring Report
MOA	-	Memorandum of Agreement
MOT	-	Maintenance of Traffic
MSE	-	Mechanically Stabilized Earth
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
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
SOE	-	Support of Excavation
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
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 April 15, 2019 (for PLTP costs) and April 30, 2019 (for MTA 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	59,734,186	258,782,885
20	Stations	114,857,016	116,127,445	4,991,448	116,127,445
30	Maintenance Facility	94,155,591	94,155,591	12,675,791	94,155,591
40	Sitework	521,968,990	315,482,782	96,841,202	315,775,289
50	Systems	263,887,313	263,887,313	32,733,765	263,887,313
	Subtotal 10 thru 50	1,275,489,636	1,048,436,017	206,976,392	1,048,728,524
60	Right-of-Way	229,600,000	229,600,000	206,875,701	229,600,000
70	Vehicles	212,940,927	212,940,927	28,975,144	212,940,927
80	Professional Services (total)	571,658,114	798,711,733	592,529,596	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	107,109,383	114,618,846
80.03	Project Management for Design and Construction	148,555,323	227,047,206	157,244,074	227,047,206
80.04	Construction Administration & Management	83,269,280	255,349,776	192,247,956	255,349,776
80.05	Professional Liability; other Non-Construction Insurance	34,534,796	34,534,796	28,756,417	34,534,796
80.06	Legal; Permits; Review Fees by other agencies, cities, etc.	5,805,117	10,205,293	9,314,449	10,205,293
80.07	Surveys, Testing, Investigation, Inspection	15,164,346	16,798,570	10,707,440	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	1,035,356,833	2,289,981,185
90	Contingency	90,535,748	90,535,748	-	90,243,241
100	Finance Charges	26,805,863	26,805,863	-	26,805,863
	Total	2,407,030,288	2,407,030,288	1,035,356,833	2,407,030,288

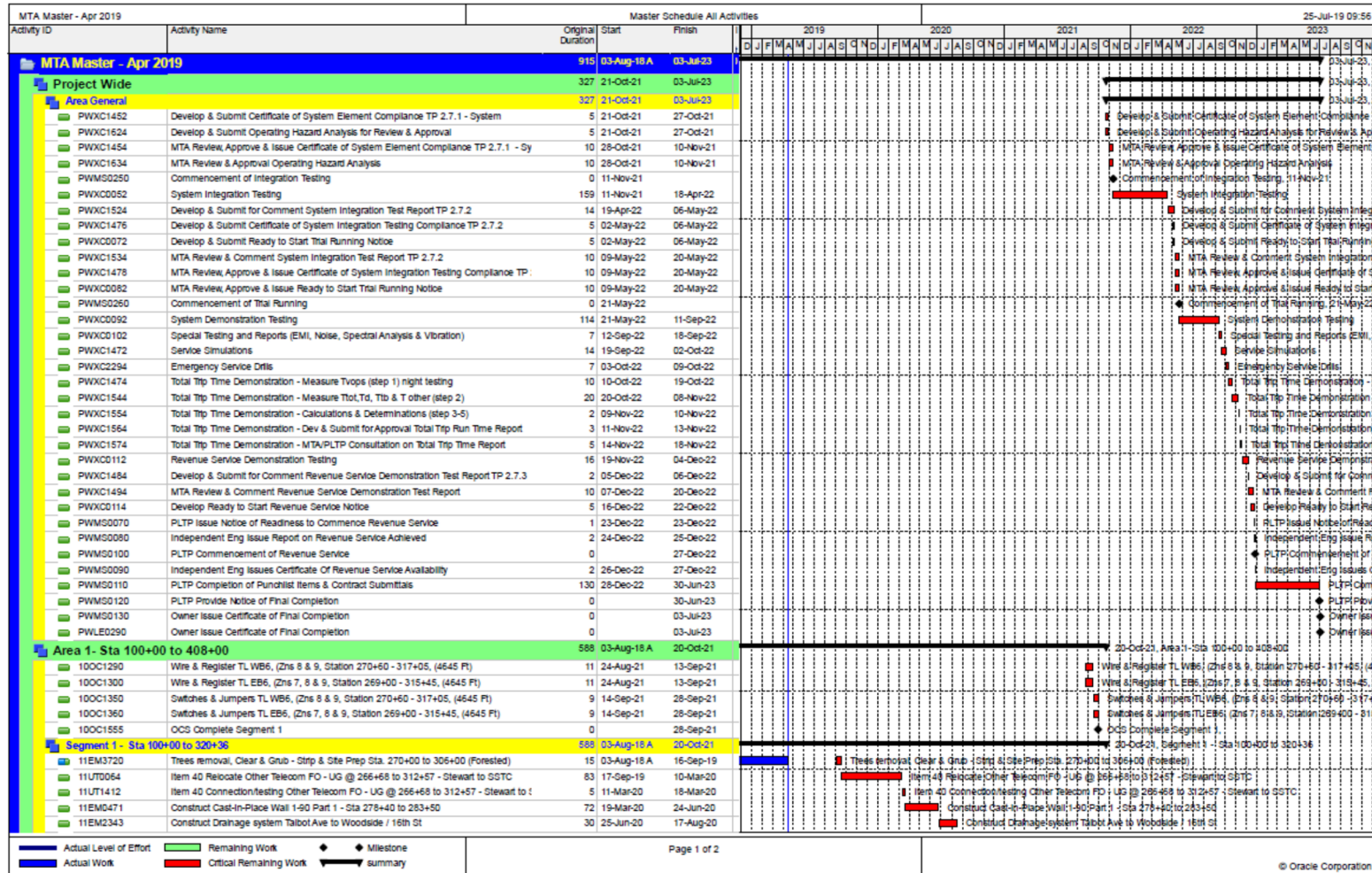
* NOTE: The Purple Line Working Budget is based on the current approved (December 2016) cost and resource loaded Baseline Project Schedule, which is undergoing mitigation and revision. Once the project schedule is re-baselined, the budget can be accordingly updated.

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)	
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	0.96	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				83,289	
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 April 15, 2019, 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 is subject to change as the fully mitigated schedule is developed and agreed to by PLTP and MTA.



Appendix 9 Vehicle Status Report

Per OP25, this item is issued quarterly. Refer to the June 2019 Monitoring Report for the most recent quarterly issuance.

Appendix 10 Construction Photographs



(photo: MTA)

Photo 1: Demolition of the existing condemned Talbot Avenue Bridge over active CSX tracks.



(photo: MTA)

Photo 2: Sheet pile coffer dam in Northeast Branch Anacostia River for construction of the LRT bridge center pier.