

PMOC Monitoring Report

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

Maryland Transit Administration (MTA)

December 2018

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

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EXECUTIVE SUMMARY

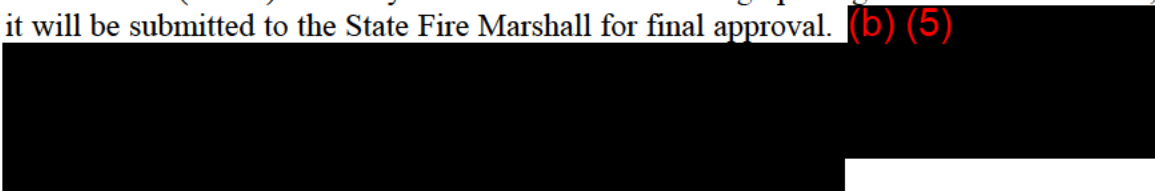
Project Description

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

- MTA continued negotiations with CSX on amendments to the existing third party agreement regarding station finishes details and required vertical clearance at the Silver Spring Transit Center (SSTC) mezzanine connector pedestrian bridge (possibly to be modified to be considered a building concourse), drainage connections and final approvals for the new access road into the CSX yard. Progress has been made over the past month on all above issues.
 - 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 now forecasting another two-month slip in PLTC design completion from April 2019 to June 2019. The original Baseline Schedule anticipated design completion by late fall 2017.
 - The ATC offered during the proposal process for the use of jet fans at the Bethesda Station in lieu of vent shafts is nearing the final reviews for acceptance. Purple Line Transit Constructors (PLTC) has not yet submitted the final design package. Once it is received, it will be submitted to the State Fire Marshall for final approval. (b) (5)
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- Construction activities continued throughout the corridor. Construction of the golf cart underpass at the Columbia Golf Course continued; the Lyttonsville Place Bridge new deck was poured; installation of retaining walls continued at the Silver Spring International Middle School. The Bethesda shaft excavation and lagging installation continued in

support of the Purple Line project box structure is completion. At Plymouth Tunnel west portal, installation of the Support of Excavation (SOE) at Manchester station continued and at Plymouth Tunnel east portal, tunneling continued to a current length of 960 feet of the first (top) heading; Median removal along University Boulevard continued; shaft drilling for SOE at the UMD pump station commenced; PLTC experienced some quality issues (voids/inclusions) in the drilled shafts for the Riverdale aerial structure, and repairs will be necessary; construction at the Baltimore-Washington Parkway Bridge continued to prepare to set and divert traffic onto the temporary northbound bridge; retaining wall construction continued along Veteran's Parkway; Hensel Phelps continued underground and foundation work at the Glenridge Operations and Maintenance Facility building; asphalt removal along Ellin Road was completed to allow for the installation of utility lines.

- Vehicle carshell manufacturing activities, coordinated with design progress, continued in Spain and in Elmira, NY:
 - In Spain, only two comments remain to be resolved from Intermediate Design, and all packages have advanced into Final Design, which is anticipated to be complete by the end of Calendar Year 2018. Carshell structural testing was completed on the second vehicle to be manufactured in Spain, and is currently undergoing data analysis. MTA is concerned with the continuing schedule slippages on floor and roof fire endurance testing, which was postponed again, and plans to send a letter of concern to PLTP. All carshell segments of the third vehicle have completed manufacturing and painting, and the fourth vehicle carshell segments are in various stages of manufacturing. Also, although the P3 contract requires solar-powered wayside track lubricators, CAF's design included only on-board lubricators. MTA and PLTC continue to evaluate the relative benefits of the two systems.
 - Vehicle final assembly is taking place in CAF's facility in Elmira, NY. All five carshell segments of the first vehicle, modules A, B, C1, C2 and D, continue undergoing final assembly activity, including installation of wall, floor and roof insulation, wireway trays and harnesses, wiring and Nora rubber flooring. 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. CAF has stated that it will resubmit its request with justification for testing in the existing test chamber, which can accommodate 4 of the 5 carshell segments at a time, but MTA has not yet received the resubmittal.
- MTA received FTA concurrence on its large package of several hundred Limits of Disturbance (LOD) changes on December 12, 2018.
- LOD adjustments associated with the Montpelier stormwater management facility were submitted to FTA in late October 2018, and are currently undergoing FTA review.
- The Purple Line team submitted additional National Environmental Policy Act (NEPA) documentation for the change in construction approach represented in the recently approved ATC for the Baltimore-Washington (B-W) Bridge with a prior NEPA documentation package, and will confirm with FTA that no further NEPA documentation will be required for this ATC.
- MTA is responsible for providing offsite streams, wetlands and stormwater mitigation:

- For wetlands mitigation, MTA received site development approval from Maryland Department of the Environment (MDE) in July 2018, continues to finalize the plans to be included in the solicitation for the construction contract. Advertisement of the construction contract is targeted early 2019, but may be adjusted to accommodate seasonal suspensions of work in forested areas.
- For stream mitigation, MTA completed the 100% design packages in June 2017 and received approval from MDE in May 2018. MTA is preparing the solicitation package. Since some of the property that will be affected during construction is controlled by the local airport, MTA is awaiting guidance on restrictions during construction, especially those related to security, to be provided by the airport for inclusion in the contract solicitation documents. Advertisement of the construction contract is targeted for February 2019.
- MTA had received MDE approval for greater than the 5 acres required to be in place by June 30, 2018 in accordance with the P3 contract, and is awaiting PLTC’s final approved on-site mitigation capacity. However, PLTC has recently increased its forecast for needed offsite mitigation, wherein the available “credit” has been reduced from the 5.53 acres of offsite capacity to currently approximately 1/3 acre. The project is working on additional potential mitigation actions, such as the removal of existing asphalt and concrete, to offset the forecasted increase.
- The project submitted a request to USACE and 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 continues in process.
- The site development design package for the Prince George’s County Montpelier Basin site for Stormwater Management (SWM) is advancing through review. The package received MDE Delegated Authority approval contingent on approval by the Maryland Soils Conservation District. PLTC is completing responses to the final round of Soils Conservation District comments, (b) (5). The Montpelier site is estimated to generate 4 to 5 acres of credit; current estimates of Prince George’s County offsite stormwater mitigations needs are for approximately three acres.
- Right of Way acquisition activities continue for the required 465 private parcels (reduced by two parcels since last month) and 137 public parcels (also reduced by two parcels since last month), for 602 parcels total. As of December 12, 2018, only 6 private parcels remain for which MTA does not yet have possession for construction activities.
- 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 168 parcels, of which 116 are private and 52 are public. To date, 63 of the private properties are in MTA possession. Another 29 private acquisitions are on the list, but are under evaluation for elimination. The cost responsibility for these additional parcels has not yet been negotiated.

- The Design-Build Request for Proposal (RFP) for the Polk Street replacement for the Prince George’s County Parks maintenance facility was advertised on August 28, 2018, with bids due on November 21, 2018. MTA reported that it received responsive submissions on the due date, and that the submittals are undergoing evaluation.

Cost

- The project’s documented expenditures are \$922.2 million through October 2018.
- 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. 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 update is based on the current negotiations 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 and the October 15, 2018 progress update of the MTA Master Schedule. (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; October 15, 2018 update
All Significant ROW Acquisition & Relocation	As needed by construction	---	---
Commencement of Trial Running	---	03/09/2022	04/09/2022
P3 Ready to Commence Revenue Service	TBD	10/28/2022*	11/18/2022*
MTA Opens for Revenue Service	3/2022	---	---
Revenue Operations Date (includes contingency)	12/31/2022	---	12/31/22
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 to date, 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	November 18, 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)	\$516,176,724	28.5%
Total Project Actual Cost	Total cost of work completed to date (actual total expenditures)	\$922,177,288	38.3%
Contracts		Amount (\$)	Percent
	Total contracts awarded to date (Note 2)	\$2,246,772,025	93.3%
	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)	\$165,457,718	15.8%
Major Issues	Status	Comments / Action / Planned Action	
	See discussion below		
Date of Next Quarterly Meeting (if known):		February 13, 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 November 18, 2022 is from MTA's working version of an updated integrated master project schedule progressed through October 15, 2018, 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 of the master project schedule. The update is based on the schedule negotiations to date, 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 August 2018 baseline.
- Although the October 15, 2018 update of the MTA Master Project Schedule continues to show the start of revenue service prior to the FFGA RSD of December 31, 2022, several major interim milestones have slipped in the month since the September 15, 2018 update, including approximately seven week slippage in the forecasted Commencement of Trial Running date from February 22, 2022 to April 9, 2022, and approximately two and a half week slippage in the forecasted PLTP Commencement of Revenue Service date from October 30, 2022 to November 18, 2022.
- Mitigation to recover the schedule may potentially result in added costs to the project, which will need to be negotiated with PLTP.
- Both MTA's delivery of properties to Purple Line Transit Constructors (PLTC) and PLTC's progress toward needing those properties for construction are significantly behind the schedule anticipated in the P3 contract. MTA is managing this through weekly meetings of a MTA/PLTC right of way task force that evaluates the needs of the dynamic construction schedule "early start" and "late start" dates for construction activity on each property, and determines work around plans to avoid impacts to the extent possible. Only six properties remain to be acquired and are not currently impacting construction.

- PLTC's forecasted completion of its design scope slipped another two months, now June 2019, and is proceeding 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 with MTA's Purple Line project staff on December 13, 2018 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. The project team conducted a walking tour of the site during the week on September 17, 2018 and confirmed that existing conditions have not changed from that when the design was started. The project team is working with the MTA Procurement department to prepare the solicitation package. Since some of the property that will be affected during construction is controlled by the local airport, MTA is awaiting guidance on restrictions during construction, especially those related to security, to be provided by the airport for inclusion in the contract solicitation documents. *The targeted advertisement date is early 2019. The construction period is being evaluated as to how to best accommodate seasonal moratoriums for forests (summer) and construction work in the stream (spring).*
- Wetlands mitigation – MTA completed the 100% design packages in June 2017, and subsequently addressed several late-arriving comments from MDE. (b) (5)

- Montgomery County off-site stormwater management (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, but may not need to actually construct the sites. See the **Environmental Mitigation** section of this report for the current requirements.

MTA also is performing the design to support a Design-Build contract for the replacement of the existing Prince George's County Parks Maintenance Facility with a facility on Polk Street. See the **Real Estate Activities** section of this report for further details.

P3 (Purple Line Transit Constructors) Design

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

PLTC also continues to incorporate *one remaining* Alternate Technical Concepts (ATCs) identified during the proposal process that were approved by MTA, related to the use of jet fans at the Bethesda Station in lieu of vent shafts. MTA and Carr Properties came to agreement on Carr providing for an underground box structure in which the Purple Line project activities can continue while Carr's redevelopment proceeds above it. MTA and Carr Properties executed the MOA March 2018. Due to other slippages in the project schedule, the date by which the box structure is needed to allow Purple Line work to continue unimpeded was revised from December 2018 until March 2019. Carr's contractor continues excavation and support of excavation installation for the Carr development parking garage, which will support the Purple Line construction box. MTA issued PLTC a Limited Notice to Proceed to review Carr's calculations during construction to eliminate any related issues at construction turnover to PLTC. 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-December 2018, PLTC has not yet submitted the final design package. Once it is received, it will be submitted to the State Fire Marshall for final approval.* (b) (5)

[REDACTED]. If the jet fan ATC is found to be acceptable and is approved by the Fire Marshall, it would eliminate the need for vent towers and their associated Right of Way (ROW) acquisitions, which to date have not been provided for on the project. Also, if this ATC is accepted, PLTC will prepare the documentation substantiating that this change has no impact on the environmental decision on this project for MTA to submit for FTA's review and concurrence.

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:

- MTA continues to work with WMATA to resolve CSX comments that would disallow 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 a 25-foot vertical clearance is required. CSX is now proposing a compromise that if the mezzanine pedestrian connector is revised to “building space”, then CSX will agree to the previously concurred 23-foot vertical clearance. (b) (5)

- (b) (5)

The drainage is due to the separately funded (by Montgomery County) Capital Crescent Trail non- FFGA project, but the Purple Line project team is evaluating 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 would minimize impact to both Purple Line and CSX operations are nearing finalization. CSX, Montgomery County and the project reached verbal agreement in mid-December 2018 on a solution that would use Fenwick Lane for access, would require a shift in the Capital Crescent Trail, and would pave and mark the trail crossing as if it were a crosswalk.* (b) (5)

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 is now forecasting an additional two-month slip in PLTC design completion from April to June 2019. The original Baseline Schedule anticipated design completion by late fall 2017. Through early December 2018, 120 of the approximately 237 currently planned design packages have been issued as “Released for Construction” (RFC). Segment 7 of the project is the critical path and through early December 2018, 25 of the approximately 39 Segment 7 design packages have been issued as RFC. For the “corridor-wide” packages, 17 of the approximately 53 planned packages have been issued as RFC through early December 2018.

The improvement in PLTC design progress in recent months has been greatly facilitated through a significant effort from MTA project team members, 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)

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

P3 Scope

Highlights of recent (through early December 2018) construction activities throughout the alignment include:

Area 1: Construction of the golf cart underpass at the Columbia Golf Course continues, with concrete placed at the West underpass and the Mechanically Stabilized Earth (MSE) wall in process at the East underpass; the Lyttonsville Bridge new deck was poured, and essential construction is nearing completion in preparation for re-opening of the bridge by December 21, 2018; installation of retaining walls continue at the Silver Spring International Middle School.

Area 2: The Bethesda shaft excavation and lagging installation continues to progress and placement of concrete for the Purple Line project box structure is complete. At Plymouth Tunnel west portal, installation of the Support of Excavation (SOE) at Manchester station continues. At Plymouth Tunnel east portal, tunneling continued to a current length of 960 feet of the first (top) heading; completion of the approximately 1040 feet of tunnel top heading continues to be forecasted for the end of 2018. [Editorial note: Plymouth Tunnel top heading breakthrough was achieved on December 20, 2018].

Area 3: Median removal along University Boulevard continued; shaft drilling for SOE at the UMD pump station is underway; PLTC experienced some quality issues (voids/inclusions) in the drilled shafts for the Riverdale aerial structure, and repairs may be necessary; activities are underway at the Baltimore-Washington Parkway Bridge to prepare to set and divert traffic onto the temporary northbound bridge; traffic signal issues are impacting the installation of the southbound temporary B-W Parkway bridge until spring 2019; retaining wall construction continues along Veteran's Parkway; Hensel Phelps commenced drilling shafts for the vehicle lifts at the Glenridge Operations and Maintenance Facility building; asphalt removal along Ellin Road was completed to allow for the installation of utility lines.

See Appendix 10 of this report for construction photographs.

Real Estate Activities

As of December 12, 2018, the total number of planned property acquisitions is 602 (a decrease of 4 since last month), including 465 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 six 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 285 properties have completed settlement. Currently, 281 properties are in process for condemnation, and of these, condemnation has been filed for 141 properties, excluding those that have been optioned or settled. The remaining private parcels yet to be acquired consist of three CSX parcels, two parcels in the Bethesda Station area and one parcel near the Silver Spring Transit Center aerial structure.

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 December 12, 2018, the list of additional acquisitions includes 168 parcels in negotiation. Of these, 52 are public property and will be acquired by agreement and 116 are private acquisitions. Another 29 private acquisitions are on the list, but are under evaluation for elimination. 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 November, 2018, 63 of these additional 116 private properties are in MTA possession through rights of entry and/or options. 28 of the properties are in process for condemnation.* (b) (5)

The Purple Line Project will require a total of 157 relocations, of which 57 are residential and 100 are businesses. *Through December 12, 2018, 156 move outs have been completed. 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 at least 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. If the Post Office decides to not make this its permanent location, the Purple Line project will be responsible for a 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 somewhat higher than the SCC budget, with a significant number of high-value settlements yet to be reached.*

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, WMATA has agreed that it does need to wait for the plats to be approved to grant access. However, WMATA does want the Exhibits that show the construction to be performed, as well as a 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 will advance the property transfer based on these while work on the site-specific Work Plans continue. *The first of two required BPW approvals for the New Carrollton property transfer is scheduled for early January 2019, and the second is planned 45 days later.* The plats for the property at Silver Spring have been submitted for approval. The WSSC utility relocations at College Park have been resolved, and after the College Park plats are prepared, these and the plats for the New Carrollton property will be submitted to WMATA for approval. Since MTA has identified that federal (Highway) funding sources were used for the acquisition of the New Carrollton property, MTA will provide FTA with the requested documentation upon transfer on the property to appropriately record responsibility for parcels with federal funding assistance.

MTA's delivery of properties to PLTC has fallen significantly behind the schedule committed in the P3 contract. On the other hand, PLTC's progress toward needing those properties for construction is also significantly behind the schedule anticipated in the P3 contract. To manage its risk relative to property availability for construction by the concessionaire, MTA had assembled a task force of Purple Line project team members specializing in right of way, construction management, scheduling, risk management and third party agreements. The task force has been meeting recently a weekly basis to review the forecasted property availability dates based on the latest ROW schedule update relative to the concessionaire's progressed schedule, including the concessionaire's "early start" and "late start" dates for construction activity on each property. *MTA continues to focus its effort to acquire possession of the six remaining properties as quickly as possible.*

The relocation of the existing Prince George's County Parks Maintenance Facility to make way for the siting of the new Purple Line Glenridge light rail maintenance facility, is being

implemented as a negotiated/functional replacement. MTA's Procurement Department is managing the Design-Build (D-B) contract solicitation for the Prince George's County facility. The RFP for the Polk Street Facility Design-Build contract was initially advertised on September 21, 2016 and resulted in two proposals that significantly exceeded the Engineer's Estimate. The RFP was canceled. MTA worked with Prince George's County to revise the scope to reduce pricing expected on a re-solicitation, and to secure an additional \$2 million commitment from Prince George's County in October 2017 to address the remaining funding gap. The additional costs and funding were processed in an amendment to the Memorandum of Agreement (MOA) with Prince George's County, which was executed on July 11, 2018. The amendment also includes a clause holding Prince George's County Maryland National Capital Parks Commission responsible for up to an additional \$2 million in the case that proposals received exceed the Engineer's Estimate. The updated design package incorporating the agreed cost saving measures was completed, including five bid alternates to allow flexibility in the final award and associated cost. The solicitation package was advertised on August 28, 2018, with proposals due on November 21, 2018. *MTA reported that it received responsive submissions on the due date, and that the submittals are undergoing evaluation.*

A 16-month design and construction period is being reflected in the solicitation documents, with construction completion scheduled for May 2020. In the interim, the Prince George's County Maintenance facility functions have been relocated to a temporary facility, and are currently not being impacted by events related to the construction of the replacement facility.

Third Party Agreements

All major third party agreements, specifically, those agreements with Washington Gas, Verizon, Potomac Electric Power Company (Pepco), CSX Railroad, the University of Maryland (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. PLTC submitted its cost estimate to place these 34 locations underground, and that cost estimate continues in negotiation between MTA and PLTC. (b) (5)

Cost responsibility will be negotiated after agreement is reached on the final estimated cost, for which MTA and PLTC continue to exchange comments.

In early June 2018, MTA and PLTP completed negotiation of all remaining third party agreements with the smaller utility and fiber companies, recently executing agreements with Verizon Business and MEDCO. 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:

- With CSX, for various issues as discussed earlier in this report
- A security agreement amendment with UMD to address shared data

The project has been addressing its interface with the Montgomery County Schools through the Third Party Agreement already in place with Montgomery County. (b) (5)



Project Delivery Method, Contract Packaging and Procurement

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

The Request for Qualifications (RFQ) for the P3 contract was issued on November 8, 2013 and resulted in the receipt of submittals from six teams. An RFP was issued to four proposers on July 25, 2014. After multiple addenda, including requests for Alternative Technical Concepts and requests made by the Maryland Secretary of Transportation for scope cost reduction concepts and commercial/financial cost reduction concepts, technical and financial proposals were received from all four P3 proposing teams in November 2015 and December 2015, respectively. MTA negotiated an approximate 36-year P3 contract, including nearly 6 years of construction and 30 years of operations, and on March 2, 2016, announced that Purple Line Transit Partners (PLTP) had been selected as the P3 concessionaire. Commercial Close occurred on April 7, 2016, and Financial Close of the P3 occurred on June 17, 2016.

Environmental

The FTA issued a Record of Decision (ROD) on March 19, 2014. The National Park Service (NPS) issued its ROD on July 16, 2014. MTA has continued to submit re-

evaluations as required based on design advancement and other causes. Approximately 65 Limits of Disturbance (LOD) cases were initially submitted to FTA and approved. The project team then identified over 600 additional LODs, which were packaged into two additional submittals. The first expedited package of approximately 20 high priority cases was submitted to FTA and was approved by FTA on February 9, 2018. In addition, an emerging urgent need for approval of an LOD change associated with one specific property acquisition (the Kaldis property) was identified in April 2018 and submitted to FTA the week of May 7, 2018, and was approved by FTA on June 8, 2018. MTA submitted the remaining cases in a large package of several hundred cases to FTA on June 21, 2018. FTA returned the package with several identified issues (e.g., boundaries, acreages, etc.). MTA resolved the questions with PLTC and submitted the response to FTA on October 5, 2018. *To address additional comments from the October 5, 2018 submittal, PLTC prepared and submitted another revision, which received FTA concurrence on December 12, 2018.*

LOD adjustments associated with the Montpelier stormwater management facility were submitted to FTA in late October 2018, *and are currently undergoing FTA review.*

The Purple Line team submitted the change in construction approach represented in the recently approved ATC for the Baltimore-Washington (B-W) Bridge with a prior NEPA documentation package, and MTA will confirm with FTA that no further NEPA documentation will be required for this ATC.

(b) (5)

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

A second lawsuit was filed by the Friends of the Capital Crescent Trail after the FFGA signing and groundbreaking ceremony was held on August 28, 2017. The September 19, 2017 Preliminary Hearing resulted in no temporary injunctions or restraining orders, and project construction is proceeding as the case progresses through the court system. On

December 5, 2017, FTA and MTA filed a Motion to Dismiss. The plaintiffs subsequently amended and significantly revised the complaint in December 2017, and on March 1, 2018, MTA and FTA filed a Motion to Dismiss. On March 29, 2018, the Plaintiffs filed their response. *Both parties continue to await the judge's decision.*

Environmental Mitigation

Required mitigation for reforestation was achieved through the purchase of 82.5 acres of off-site credits. This is expected to be more than needed, which will be confirmed by the design performed by the P3 Concessionaire. The Forest Conservation Plan (FCP) was formally submitted to the Maryland Department of Natural Resources (DNR) in August 2016 for approval. The DNR concurred with the FCP on January 31, 2017, and the final approved FCP was received from DNR on July 31, 2017. As LOD cases are identified, they are also reviewed against the FCP credits to maintain an accurate accounting of the reforestation mitigation.

The Joint Permit Application (JPA) for Wetlands and Stream mitigation was formally submitted to the 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 potentially extending construction periods resulting from construction moratoriums for forests and streams. (b) (5)

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. Advertisement of the construction contract is targeted for *early 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 is awaiting guidance on restrictions during construction, especially those related to security, to be provided by the airport for inclusion in the contract solicitation documents. MTA plans to advertise the Paint Branch Stream Mitigation construction contract in February 2019. Construction may 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 approximately one acre, although the estimate continues to oscillate up and down as project details are finalized during design advancement. The Purple Line project committed to providing 5 acres of offsite mitigation for Montgomery County in place (i.e., approved by MDE) within the first two years after Financial Close of the P3 contract, which 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. 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 instead 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 is trending significantly behind schedule.* As a result, the project plans to hold off advertising any construction of off-site mitigation sites until and unless it determines that the onsite mitigation is not sufficient. *Although onsite mitigation had appeared to be sufficient, MTA has recently observed increased need for offsite mitigation, and is forecasting that the available "credit" has been reduced from the 5.53 acres of offsite capacity to currently approximately 1/3 acre. The Purple Line GEC is working on additional potential mitigation actions, such as the removal of existing asphalt and concrete, to offset the recent increase in PLTC's needs.* 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 procurements phase has been determined to be the only site, if any, needed in Prince George's County. The site development phase design package for this Prince George's County Montpelier Basin site was submitted to MDE, who also involved the Prince George's County Soil Conservation District for review and approval. The project received MDE Delegated Authority approval contingent on approval by the Maryland Soils Conservation District for the Montpelier Basin site. *PLTC continues to receive and respond to additional comment from the Soils Conservation District,*

MTA will be submitting several LOD cases

related to the Montpelier site for FTA concurrence. The Montpelier site is estimated to generate 4 to 5 acres of credit; current estimates of Prince George's County offsite stormwater mitigations needs are for approximately three acres. For the stormwater mitigation sites, once each 100% design package is submitted to and approved by the MDE delegated authority/Soil Conservation District, the credit represented by that package is available to support construction of the project, even though construction of the stormwater mitigation site, if needed, would not yet have been completed.

The joint MTA and University of Maryland (UMD) technical board continued its efforts on the mitigation of noise, vibration and electro-magnetic interference (EMI) at the UMD facilities. The 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. The committee is currently awaiting PLTC's submittal of its revised Noise and Vibration report, *and the planned November 26, 2018 meeting on this topic was canceled.*

The Purple Line project team is submitting quarterly Environmental Mitigation Monitoring Reports for the project.

B. Project Management Plan and Subplans


Project Management Plan (PMP)

The most recent FTA/PMOC reviewed version of the PMP is Version 10, which was submitted on May 10, 2016. After completing its review, the PMOC issued its Oversight Procedure (OP) 20 PMP review report on May 28, 2016, finding that the PMP Version 10 met the FTA requirements 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 is scheduled for submittal in January 2019, the PMOC will review PMP Version 12 once submitted.*

(b) (5) it has been challenging for MTA to strictly follow the procedures and practices established in the Purple Line PMP Version 10. 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)

The most recent FTA/PMOC reviewed version of the SSMP is Version 6 dated October 22, 2014. (b) (5) the PMOC completed its review and issued its OP22 SSMP review report on February 5, 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 MDOT, the State Safety Oversight Agency (SSOA) for this project, who conducted a review concurrent with the PMOC’s OP22 review. (b) (5)



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 anticipated to be submitted in early January 2019.

Real Estate Acquisition Management Plan (RAMP)

Purple Line RAMP Version 7, dated May 2016, was reviewed in accordance with OP23 and met the requirements of OP23 for the execution of an FFGA. MTA subsequently prepared an update of the RAMP, and submitted Purple Line RAMP Version 8, dated April 18, 2018 for FTA/PMOC review. The PMOC completed its review and issued its OP23 report dated June 2018, which required revision and resubmittal of the RAMP. *MTA subsequently addressed the comments and in mid-August 2018 submitted RAMP Version 9 and Appendices F and H in response. The PMOC review of the RAMP Version 9 submittals*

confirmed that all comments have been addressed. The next formal review will be of the next RAMP update, scheduled to be submitted in January 2019.

Fleet Management Plans

The current FTA/PMOC reviewed version of the Purple Line Rail Fleet Management Plan (RFMP) is RFMP Version 7.0, dated February 15, 2016, which incorporates information from the selected P3 Concessionaire's proposal. The PMOC completed review of RFMP Version 7.0, and documented in its OP37 RFMP review report issued on May 27, 2016 that Version 7.0 met the requirements of OP37 for execution of an FFGA. The review also recommended that MTA submit an update to RFMP Version 7.0 to FTA and the PMOC to reflect the P3 Concessionaire's own Rail Fleet Management Plan after MTA review has confirmed that it meets Purple Line project requirements. The P3 contract requires PLTP to submit its RFMP for MTA review and approval within 90 days after the June 17, 2016 P3 contract Financial Close, to submit the RFMP with the LRV Preliminary Design submittal, to submit an updated RFMP with the LRV Final Design submittal, to submit a further updated version no later than six months prior to the scheduled beginning of Revenue Service, and to update the RFMP annually once in revenue service. MTA received, reviewed and approved PLTP's Purple Line Rail Fleet Management Plan Revision 0 dated June 22, 2016 after Financial Close, in accordance with contract requirements. At the time of the LRV Preliminary Design submittal, MTA and PLTP reviewed the RFMP again and determined that Revision 0 dated June 22, 2016 was still valid. MTA submitted PLTP's RFMP Revision 0 dated June 22, 2016 to the FTA/PMOC. This PLTP Revision 0 version of the RFMP had not yet had the benefit of any significant engineering by PLTP after contract award, and has not been reviewed by the PMOC in accordance with OP37.

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

Risk and Contingency Management Plan (RCMP)

The current version of the RCMP is Version 10, dated May 2016. The PMOC's OP40 review found that Version 10 met the requirements of OP40 for an RCMP at the FFGA stage of a project. However, (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. MTA completed an update of the Purple Line Risk Register in March 2018 and provided a copy to the PMOC. MTA also completed preparation of an RCMP revision, and submitted it to FTA/PMOC for review in April 2018. Also see the **Project Risk** section of this report.

Safety and Security Certification Plan (SSCP)

The current version of the Purple Line SSCP is Version 3 dated November 4, 2014, which was reviewed as a companion document to the SSMP. The PMOC review found that Version 3 met the FTA requirements in support of the FFGA application. An updated version incorporating requirements from the P3 Concessionaire should be submitted for review after the updated SSMP submittal (see SSMP above); formal SSCP review will be by the State Safety Oversight Agency (SSOA).

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 (November-December 2018) Purple Line staffing activity has included the following:

- *The GEC Design and Engineering Manager is retiring effective January 2019; the replacement has been identified and has started transitioning into the role on a part time basis through the month of December 2018. (The retiree will continue to be available after retirement, on a part time basis, to continue the transition into 2019 if necessary.)*

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 \$922.2 million through October 15, 2018 (for PLTP costs) /October 31, 2018 (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

To date, 13 Change Orders and one Change Order Amendment have been executed under the P3 contract, 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 now \$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.

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 are:

- The schedule critical path has shifted from through Segment 4 (Plymouth Tunnel) to through Segment 7 (Riverdale aerial structure).
- The “PLTP Commence Revenue Service date” has slipped from March 11, 2022 to October 28, 2022.

However, according to the MTA Master Schedule August 2018, the Purple Line is still forecasted 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 August 2018 baseline.*

MTA submitted the October 15, 2018 progress update of the MTA Master Schedule, which was reviewed by the PMOC. Although the October 15, 2018 update continues to show the start of

revenue service prior to the FFGA RSD of December 31, 2022, several major interim milestones have slipped in the month since the September 15, 2018 update, including approximately seven week slippage in the forecasted Commencement of Trial Running date from February 22, 2022 to April 9, 2022, and approximately two and a half week slippage in the forecasted PLTP Commencement of Revenue Service date from October 30, 2022 to November 18, 2022. (b) (5)

The PMOC advises, though, that this is not yet a contractually enforceable schedule, and that MTA/PLTP contractual agreement on the schedule is not anticipated soon. In addition, any costs associated with schedule recovery will need to be determined and assigned responsibility.

A copy of the summary level of the October 15, 2018 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 October 15, 2018 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; October 15, 2018 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)	---	---
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)	---	---

National Capital Purple Line LRT Key Milestone Dates			
Start of First Major Construction Activity	08/28/2017 (A)	---	---
All Significant ROW Acquisition & Relocation	As needed by construction	---	---
<i>Commencement of Trial Running</i>	---	03/09/2022	04/09/2022
P3 Ready to Commence Revenue Service	TBD	10/28/2022*	11/18/2022
MTA Opens for Revenue Service	3/2022	---	---
Revenue Operations Date (includes contingency)	12/31/2022	---	---
FFGA Revenue Service Date (includes contingency)	12/31/2022	12/31/2022	12/31/22

* P3 Revenue Service date is based on MTA's working version of an updated integrated master project schedule based on MTA/P3 Concessionaire negotiations to date, but for which final agreement with the P3 Concessionaire has not yet been reached.

90-day Look Ahead

The critical 90-day (*mid-December 2018 to mid-March 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	(b) (5)
Mid-December 2018	Lyttonsville Place Bridge to re-open
Late December 2018	Complete top heading of Plymouth Tunnel
<i>Late December 2018</i>	Receipt of the Bethesda Station ATC final design package leading to approval of the ATC
<i>February 1, 2019</i>	<i>Start Plymouth Tunnel Bench/Invert excavation</i>
February 2019	Award DB contract for County Parks Polk Street Maintenance Facility
<i>February 2019</i>	<i>Advertise Stream Mitigation construction contract</i>
<i>February 2019</i>	<i>Shipment of LRV #3 carshells from Spain to Elmira, NY for final assembly</i>
<i>March 2019</i>	<i>Bethesda "box" to be available to PLTC for PL construction activities</i>
<i>Early 2019</i>	<i>Advertise Wetlands Mitigation construction</i>

Critical Path Activities

The critical path as reflected in the MTA Master Schedule October 15, 2018 update, for which final agreement with PLTP has not yet been reached, continues to show the critical path through LRV delivery and Area 3, Segment 7 construction. However, the specific critical activities within Segment 7 have changed since the September 15, 2018 progress update. In addition, this latest October 15, 2018 progress update is also indicating a parallel critical path through Area 1, Segment 1 design and construction.

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 submitted by PLTC, with PLTC's Design Quality Plan being the last outstanding PLTC plan to be finalized. MTA plans to update its QAP to address and interface with the PLTC quality plans, for submittal to FTA/PMOC in early January 2019 for review.

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

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.

G. Safety and Security

PLTP has conducted thirty-nine 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 December 12, 2018 and addressed the PHA submittal process, the Plymouth Tunnel/Manchester Place Station blast analysis and CAF's LRV material flammability matrix. The next meeting is scheduled for January 9, 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 will be verified prior to the issuance of Released for Construction (RFC) packages. MTA reviewed and returned

comments on PLTP’s Revision 0 of the Certified Elements List (CEL), *which remains with PLTP for revision*. PLTP continues to address MTA comments on the Certified Items List (CIL) Revision D, which is to be revised and resubmitted. Revisions to the CEL and CIL could affect DCCCs that have already been issued with RFC packages, and require them to be revised.

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.*

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

MTA continues to conduct Fire/Life/Safety meetings with each Montgomery and Prince George’s Counties on bi-monthly basis. The meetings provide a basis for the County emergency responders to understand the features of the Purple Line systems, and to resolve any concerns. *The Montgomery County meeting was held on November 15, 2018, when several issues were reviewed with the Office of the State Fire Marshall.*

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 as reported through November 2018 were as follows:*

- Recordable Rate (Construction – heavy civil):
 - Actual: 0.31
 - PLTP goal: 0.45
 - National Ave. 2.8
- Lost Time Rate:
 - Actual: 0.00
 - 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 November-December 2018, there were no ADA issues identified across the project, including 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 has recently 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.*

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

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

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

Vehicle carshell manufacturing activities, coordinated with design progress, continued in Spain and in Elmira, NY in November and early December 2018.

In Spain, CAF design has reached the Final Design stage for all packages, with only two comments remaining to be resolved from the Intermediate Design package submittals. PLTC continues to state that Final Design packages are scheduled to be 100% submitted by the end of 2018. Carshell structural testing was completed on the second vehicle to be manufactured in Spain, and is currently undergoing data analysis. Floor and roof fire endurance testing was postponed again, and is currently scheduled for the end of January 2019. MTA is concerned with the continuing schedule slippages for these tests and plans to send a letter of concern to PLTP. All carshell segments of the third vehicle have completed manufacturing and painting, and the fourth vehicle carshell segments are in various stages of manufacturing. Also, although the P3 contract requires solar-powered wayside track lubricators, CAF's design included only on-board lubricators. MTA and PLTC continue to evaluate the relative benefits of the two systems. However, if a wayside system is found to be preferred, MTA will need to verify that acquired right of way can accommodate wayside installation before approving the change, since PLTP's reviews to date for potential changes to the Limits of Disturbance has not taken wayside equipment into consideration.

Vehicle final assembly is taking place in CAF's facility in Elmira, NY. All five carshell segments of the first vehicle, modules A, B, C1, C2 and D, *continue undergoing final assembly activity, including installation of wall, floor and roof insulation, wireway trays and harnesses, wiring and Nora rubber flooring.* 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. CAF has stated that it will resubmit its request with justification for testing in the existing test chamber, which can accommodate 4 of the 5 segments at a time, but MTA has not yet received the resubmittal.

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. MTA also prepared a formal revision of the RCMP to update it to the current project status, and submitted it to FTA/PMOC for review in April 2018.

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 are currently no open Action Items applicable to the Purple Line project.*

APPENDICES

The following Appendices or placeholders are provided with this report:

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

Appendix 1 Safety and Security Checklist

(Updated December 2018)

Project Overview		National Capital Purple Line Light Rail Transit Project	
Project mode (Rail, Bus, BRT, multimode)		Rail	
Project phase (Project Development, Construction, or Start-up)		Construction	
Project Delivery Method (Design/Build, Design/Build/Operate/Maintain, CMGG, etc)		Public Private Partnership (P3)	
Project Plans	Version	Review By FTA	Status
Safety and Security Management Plan	<i>Version 8 dated October 24, 2018</i>	Y	<i>PL submitted Version 8 dated October 24, 2018 to FTA/PMOC on November 1, 2018. The PMOC and SSOA review is in process. PLTC SSMP Rev D was approved by MTA on November 27, 2016.</i>
Safety and Security Certification Plan	Version 3, November 3, 2014	Y	<i>PL submitted Version 3 dated November 3, 2014 to the PMOC on November 25, 2014. An updated revision of the MTA SSCP is being prepared by MTA. PLTC's supporting contractor-level SSCP was submitted for MTA review in September 2018.</i>
System Safety Program Plan (SSPP)	Reviewed annually and revised as required	<i>2018 SSPP signed 4/10/18</i>	The existing MTA SSPP will be revised to incorporate the Purple Line during the late Construction and Testing and Start-Up Phases. Internal Safety Review Audit performed May 2016 on elements 8, 9, & 10 by OSQARM.
System Security Plan (SSP) or Security and Emergency Preparedness Plan (SEPP)	Reviewed annually and revised as required	2018 SSEPP is approved as of May 1, 2018	The existing MTA SSP will be revised to incorporate the Purple Line during the late Construction and Testing and Start-Up Phases.
Construction Safety and Security Plan	-	-	PLTC's Site Security Plan was accepted by MTA on November 9, 2016. PLTC's Health & Safety Plan was accepted by MTA on November 9, 2016.

Safety and Security Authority	Y/N	Notes/Status
Is the grantee subject to 49 CFR Part 659 state safety oversight requirements?	Y	
Has the State designated an oversight agency as per Part 659.9	Y	MDOT Rail Safety Oversight Agency (RSOA)
Has the oversight agency reviewed and approved the Project Sponsor's Security Plan or SSPP as per 49 CFR Part 659.17?	Y	RSOA oversees MTA's SSPP and SSP in compliance with 49 CFR Part 659

Safety and Security Authority	Y/N	Notes/Status
Did the oversight agency participate in the last Quarterly Program Review Meeting (QPRM)?	Y	The oversight agency typically attends the QPRM.
Has the grantee submitted its safety certification plan to the oversight agency?	-	The final Safety Certification Plan will be submitted in accordance with MTA's SSPP.
Has the grantee implemented security directives issues by the Department Homeland Security (DHS), Transportation Security Administration (TSA)?	Y	MTA has, and will continue to, implement DHS/TSA Directives as indicated in SSMP Section 11.

SSMP Monitoring	Y/N	Notes/Status
Is the SSMP project-specific, clearly demonstrating the scope of safety and security activities for this project?	Y	
Grantee reviews the SSMP and related project plans to determine if updates are necessary?	Y	Specified in SSMP
Does the grantee implement a process through which the Safety Manager and Security Manager are integrated into the overall project management team? Please specify.	Y	Specified in SSMP; the Safety Manager and Security Managers participate in project meetings and are involved in the project.
Does the grantee maintain a regularly scheduled report on the status of safety and security activities?	Y	Safety and Security activities are regularly reported in the monthly progress report.
Has the grantee established staffing requirements, procedures and authority for safety and security activities throughout all project phases?	Y	Specified in SSMP
Does the grantee update the safety and security responsibility matrix/organizational chart as necessary?	Y	Specified in SSMP.
Has the grantee allocated sufficient resources to oversee or carry out safety and security activities?	Y	Specified in the SSMP; evaluating need for future resources.
Has the grantee developed hazard and vulnerability analysis techniques, including specific types of analysis to be performed during different project phases?	Y	Specified in SSMP.
Does the grantee implement regularly scheduled meetings to track to resolution of any identified hazards and/or vulnerabilities?	Y	Specified in SSMP.
Does the grantee monitor the progress of safety and security activities throughout all project phases? Please describe briefly.	Y	Specified in SSMP.
Does the grantee ensure the conduct of preliminary hazard and vulnerability analyses? Please specify analyses conducted.	Y	Specified in SSMP. PHA is complete and signed by all parties. TVA is complete and signed by all parties.
Has the grantee ensured the development of safety design criteria?	Y	Specified in SSMP. MTA developed criteria are in the Design Criteria Manual Version 3 that was issued in September 2014. Specific

SSMP Monitoring	Y/N	Notes/Status
		draft safety and security criteria have been submitted by PLTP for review and comment.
Has the grantee ensured the development of security design criteria?	Y	Specified in SSMP. MTA developed criteria are in the Design Criteria Manual Version 3 that was issued in September 2014. Specific draft safety and security criteria have been submitted by PLTP for review and comment.
Has the grantee ensured conformance with safety and security requirements in design?	Y	Specified in SSMP. P3 Concessionaire will develop the Design Conformance Checklists in its engineering phase. Thirteen Design Criteria Conformance Checklist (DCCC) have been submitted to date.
Has the grantee verified conformance with safety and security requirements in equipment and materials procurement?	-	Verification will be performed when material and equipment are procured in later project phases. Procurement documentation has not yet been submitted.
Has the grantee verified construction specification conformance?	N	P3 Concessionaire will develop the Construction Specification Conformance Checklists as the project advances. Construction Specification Conformance Checklists have not yet been submitted.
Has the grantee identified safety and security critical tests to be performed prior to passenger operations?	N	P3 Concessionaire will identify tests in its engineering and construction phases as the project advances. Safety and Security related tests have not yet been identified.
Has the grantee verified conformance with safety and security requirements during testing, inspection and start-up phases?	N	P3 Concessionaire will verify conformance in its Testing and Start-Up Phase activity These requirements have not yet been submitted.
Does the grantee evaluate change orders, design waivers, or test variances for potential hazards and /or vulnerabilities?	Y	Specified in SSMP.
Has the grantee ensured the performance of safety and security analyses for proposed work-arounds?	-	Specified in SSMP; these activities will not begin until Testing and Start-Up
Has the grantee demonstrated through meetings or other methods, the integration of safety and security in the following: <ul style="list-style-type: none"> • Activation Plan and Procedures • Integrated Test Plan and Procedures • Operations and Maintenance Plan • Emergency Operations Plan 	-	Specified in SSMP; these activities will not begin until late Construction and Testing and Start-Up Phases
Has the grantee issued final safety and security certification?	-	Specified in SSMP; this activity will not begin until end of Testing and Start-Up Phase
Has the grantee issued the final safety and security verification report?	-	Specified in SSMP; these activities will not begin until end of Testing and Start-Up Phase

Construction Safety	Y/N	Notes/Status
Does the grantee have a documented /implemented Contractor Safety Program with which it expects contractors to comply?	Y	Specified in SSMP; P3 Concessionaire has developed a Safety and Health Plan. P3 contract requires compliance with MTA's Contractor Health and Safety Plan Guidelines.
Does the grantee's contractor(s) have a documented company-wide safety and security program plan?	Y	P3 Concessionaire main Joint Venture partner, Fluor, has company-wide safety and security plans.
Does the grantee's contractor(s) have a site-specific safety and security program plan?	Y	Concessionaire has developed a System Safety Plan and a Concessionaire Security Plan (TP Book2A Section 8.4). MTA has approved both plans.
Provide the grantee's OSHA statistics compared to the national average for the same type of work?	Y	Through <i>November 2018</i> : <ul style="list-style-type: none"> • Recordable Rate: 0.31 • Lost Time Rate: 0.00
If the comparison is not favorable, what actions are being taken by the grantee to improve its safety record?	N/A	Performance is favorable.
Does the grantee conduct site audits of the contractor's performance versus required safety/security procedures?	N/A	This will be a construction phase activity. Grantee has commenced requests for oversight personnel (who will be provided by its PMC).

Federal Railroad Administration	Y/N	Notes/Status
If shared track: has grantee submitted its waiver request application to Federal Railroad Administration (FRA)? (Please identify specific regulations for which waivers are being requested)	N/A	There is no shared track.
If shared corridor: has grantee specified specific measures to address shared corridor safety concerns?	Y	Future FRA coordination may be required if a currently unused freight Right of Way is reactivated.
Is the Collision Hazard Analysis underway?	N	If required, will be responsibility of new freight operator.
Other FRA required Hazard Analysis – Fencing, etc.?	-	Future FRA coordination may be required if a currently unused freight Right of Way is reactivated.
Does the project have Quiet Zones?	N	
Does FRA attend the Quarterly Review Meetings?	N	

Appendix 2 Top Project Risks

In addition to the top risk items in the November 2018 update of the Purple Line Project Risk Register, the following risk items were also discussed at the Purple Line project review meetings:

- MTA is managing the project based on a working schedule update of the master project schedule. The update is based on the current negotiations of the P3 contract schedule, which have been ongoing with PLTP since late 2017, but the update is not yet based on a mutually agreeable P3 contract schedule. As a result, project management decisions are not fully informed until an acceptable recovery schedule is finalized with the P3 Concessionaire, which is not anticipated for at least several more months.
- Achievement of a recovery schedule that is agreeable to both MTA and the P3 Concessionaire under the P3 contract may require the consumption of a significant amount of the current schedule contingency, leaving insufficient contingency to manage remaining schedule risks for the duration of the project.
- Achievement of a recovery schedule that is agreeable to both MTA and the P3 Concessionaire under the P3 contract may result in additional project costs
- Significant currently unidentified project risks / latent effects could result from the limitations on the project's ability to advance between August 2016 and August 2017 as a result of the judge's vacation of the project's ROD in response to the Friends of the Capital Crescent Trail lawsuit.

As documented in the Risk Register Updated by the Purple Line Risk Management process in November 2018, the following are the Purple Line cost and schedule risks that are rated "Significant" or "High":

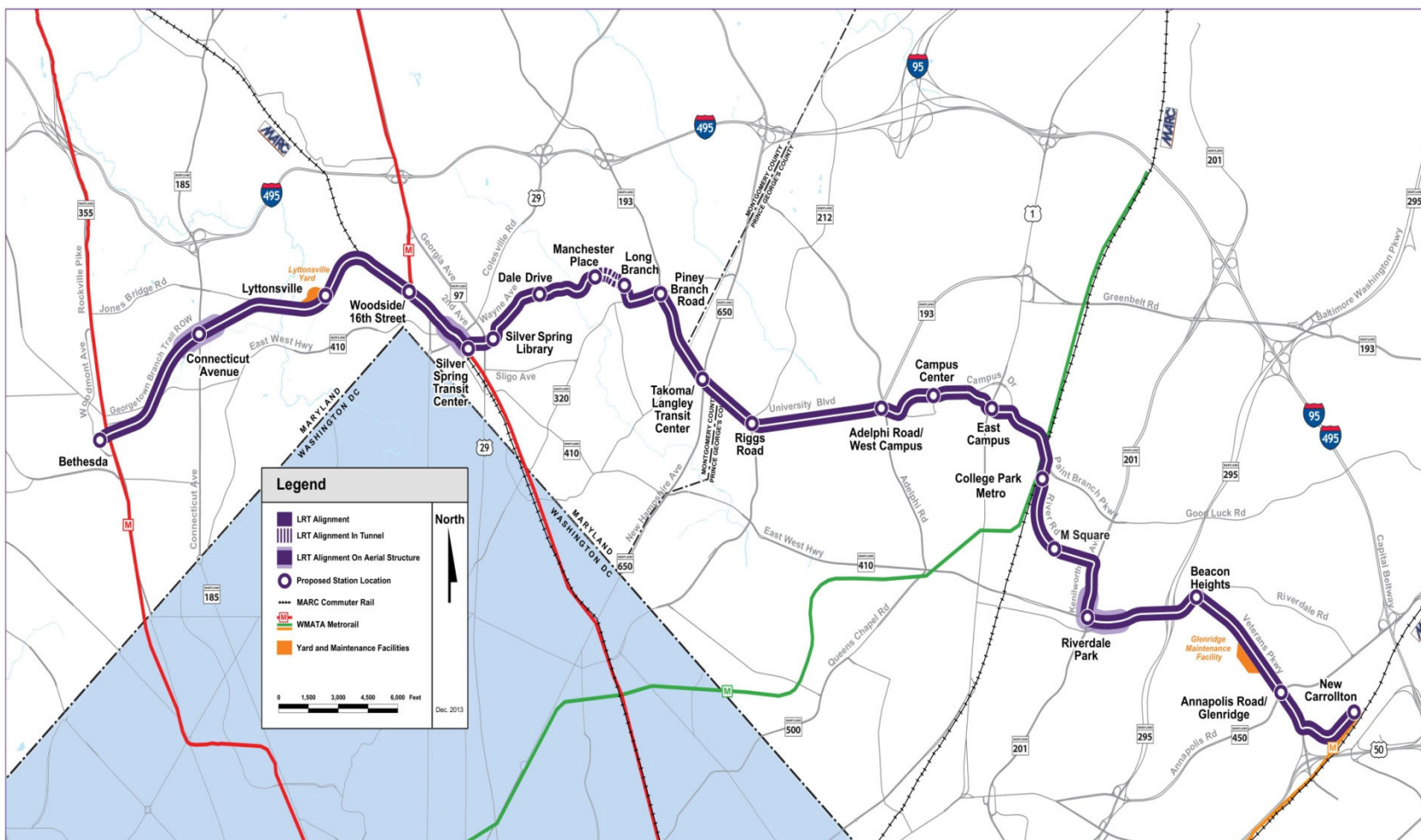
- Lack of utility information and/ or incorrect information could lead to additional costs and schedule delay.
- As the design progresses, PLTP continues to identify additional necessary ROW requirements which could lead to schedule delay.
- a) PLTP underestimates the magnitude/value of the work due to incorrect assumptions, misinterpretation of the P3 contract Technical Provisions and/or Agreement, thus formally seeking relief of work requirements or lowering quality standards and build to those lower standards without MTA approval; or b), embarks on a campaign of claims to recoup losses or increase revenue.
- If Concessionaire is unable to utilize select backfill, then additional rock may need to be acquired.
- Area 1 ROW- With approximately 15 out 18 private parcels acquired, there may be insufficient time in the schedule to clear the ROW for a project of this size and scope consistent with commitments made to PLTP.

- Area 3 ROW - With approximately 39 out 40 private parcels acquired, there may be insufficient time in the schedule to clear the ROW for a project of this size and scope consistent with commitments made to PLTP.
- WSSC has a 66" diameter water main not within their easement in the Glenridge Yard. Question is who pays for the relocation, whether MTA, WSSC, OR PLTP. Potential Cost impact.

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.

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
CDQP	-	Concessionaire's Design Quality Plan
CEL	-	Certified Elements List
CIL	-	Certified Items List
D-B	-	Design-Build
DBE	-	Disadvantaged Business Enterprise
DBFOM	-	Design/Build/Finance/Operate/Maintain
DCCC	-	Design Criteria Conformance Checklist
DNR	-	Maryland Department of Natural Resources
E&S	-	Erosion and Sediment
EMI	-	Electro-Magnetic Interference
FCP	-	Forest Conservation Plan
FFGA	-	Full Funding Grant Agreement
FTA	-	Federal Transit Administration
GEC	-	General Engineering Consultant
JPA	-	Joint Permit Application
LNTP	-	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 Transportat
MOA	-	Memorandum of Agreement
MTA	-	Maryland Transit Administration
NEPA	-	National Environmental Policy Act
NFPA	-	National Fire Protection Association
NPS	-	National Parks Service
NTP	-	Notice to Proceed
OP	-	Oversight Procedures
OSHA	-	Occupational Health and Safety Administration
P3	-	Public Private Partnership
PD	-	Project Development
PEPCO	-	Potomac Electric Power Corporation
PHA	-	Preliminary Hazards Analysis
PLTC	-	Purple Line Transit Constructors

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
RFQ	-	Request for Qualifications
ROD	-	Record of Decision
ROW	-	Right-of-Way
RSD	-	Revenue Service Date
SCC	-	Standard Cost Category
SEIS	-	Supplemental Environmental Impact Statement
SHA	-	State Highway Administration
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
TPSS	-	Traction Power Substation
TVA	-	Threat and Vulnerability Assessment
UMD	-	University of Maryland
USACE	-	United States Army Corps of Engineers
WMATA	-	Washington Metropolitan Area Transit Authority
WSSC	-	Washington Suburban Sanitary Commission
YOE	-	Year of Expenditure

Appendix 6 Cost vs. Budget

The following are project budgets, actual expenditures and forecast at completion amounts through October 15, 2018 (for PLTP costs) and October 31, 2018 (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	39,510,699	258,782,885
20	Stations	114,857,016	116,127,445	4,574,838	116,127,445
30	Maintenance Facility	94,155,591	94,155,591	10,160,618	94,155,591
40	Sitework	521,968,990	315,482,782	78,477,798	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	165,457,718	1,048,728,524
60	Right-of-Way	229,600,000	229,600,000	191,740,479	229,600,000
70	Vehicles	212,940,927	212,940,927	16,508,094	212,940,927
80	Professional Services (total)	571,658,114	798,711,733	548,763,504	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	103,309,848	114,618,846
80.03	Project Management for Design and Construction	148,555,323	227,047,206	136,132,692	227,047,206
80.04	Construction Administration & Management	83,269,280	255,349,776	175,620,886	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	8,510,290	10,205,293
80.07	Surveys, Testing, Investigation, Inspection	15,164,346	16,798,570	9,283,493	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	922,469,795	2,289,981,185
90	Contingency	90,535,748	90,535,748	(292,507)	90,243,241
100	Finance Charges	26,805,863	26,805,863	-	26,805,863
	Total	2,407,030,288	2,407,030,288	922,177,288	2,407,030,288

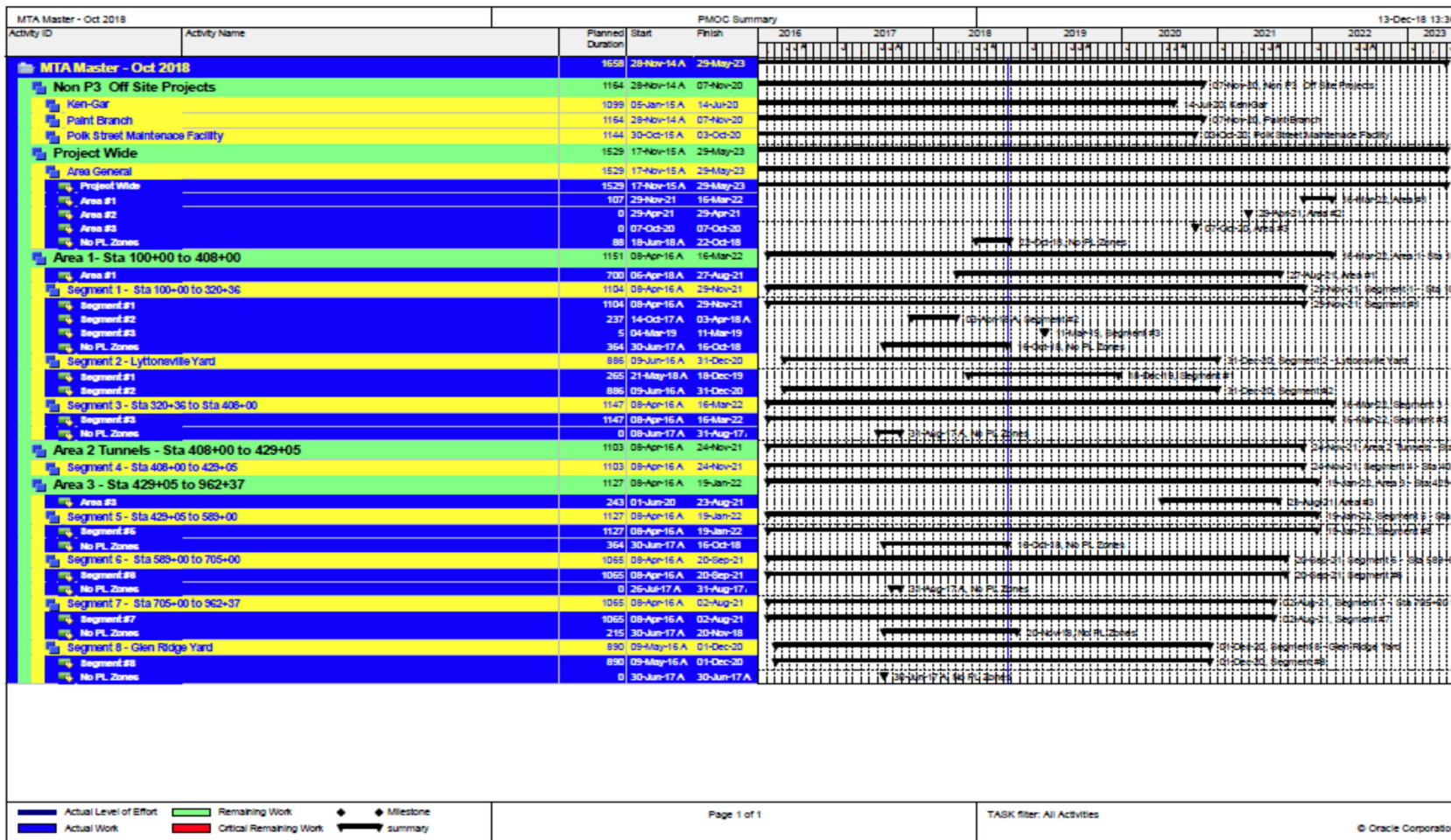
* NOTE: The Purple Line Working Budget is based on the current approved (December 2016) cost and resource loaded Baseline Project Schedule, which is undergoing mitigation and revision. Once the project schedule is re-baselined, the budget can be accordingly updated.

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	
FPGA 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				0	
70 03 Commuter Rail	0	0		0				0	
70 04 Bus	0	0		0				0	
70 05 Other	0	5,920		5,920				6,590	
70 06 Non-revenue vehicles	0	0		0				0	
70 07 Spare parts	0	0		0				0	
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 Summary Schedule, based on MTA’s preliminary updated Integrated Master Project Schedule progressed through October 15, 2018, 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

Purple Line Project Light Rail Vehicles

- Vendor:** Construcciones y Auxiliar de Ferrocarriles (CAF)
- Model:** Multiple-section 142-foot articulated vehicle, used in single-car consist (142 feet is coupler-to-coupler)
- Year:** First vehicle (prototype) is scheduled for delivery July 11, 2019
- Quantity:** 25 (for the FFGA project)
- Identification:** The LRVs will be numbered from 101 through 126
- New Technologies:**
 None planned (all major suppliers have service proven equipment)

Upcoming Significant Events:

- Fire, smoke and toxicity testing
- Shock and vibration testing
- Structural testing of carshell (tests have been completed; data analysis is in process on second vehicle in Spain)
- Continue final assembly of first vehicle in Elmira, NY
- Shipment of carshells for Vehicle #3 from Spain to the US for final assembly

Bus Vehicle Testing: Not Applicable

Appendix 10 Construction Photographs



(photo: MTA)

Photo 1: Deck placement on the new Lyttonsville Place Bridge



(photo: MTA)

Photo 2: Excavation and lagging installation at Manchester Place Station