

SUMMARY MINUTES
DULLES CORRIDOR COMMITTEE
MEETING OF DECEMBER 16, 2015

Mr. Griffin called the December 16 Dulles Corridor Committee Meeting to order at 10:50 a.m. A quorum was present during the Meeting: Mr. Kennedy, Co-Chair, Mr. Caputo, Ms. Hanley, Ms. Lang, Mr. McDermott, Mr. Mims, Mr. Williams and Mr. Conner, *ex officio*. Mr. Chapman, Mr. Curto, Ms. Merrick, Mr. Pozen and Ms. Wells were also present.

Quarterly Dulles Corridor Metrorail Project Cost and Schedule Update for Phase 1 as of October 31, 2015. Charles Stark, Executive Director of the Dulles Corridor Metrorail Project, reported that \$8.6 million had been spent in October for a total of \$2.820 billion in expenditures. He also reported that the total budget and forecast completion remains at \$2.982 billion. Mr. Stark stated that a final contract amount had been negotiated and agreed upon with Dulles Transit Partners. He reviewed the remaining items as part of the closeout status noting that the storm sewer and roadway underdrain repair remains the most significant item. The major punch list activities through 2016 include: Art-in-Transit at the Phase 1 stations; Alstom terminal units and automatic train control training equipment; third rail heater controllers and remote terminal unit upgrade. Mr. Stark provided updates on the closeout of the Virginia Department of Transportation (VDOT) comprehensive agreement; Task Order contract moving forward; and the Washington Metropolitan Area Transit Authority (WMATA) delivery of the remaining 12 rail cars, scheduled to be accepted by the end of 2015.

Mr. Griffin inquired about the realignment of Old Meadow Road. Mr. Stark reported that conversations with VDOT and Verizon have indicated that since Verizon did not have prior rights, it will be required to absorb the cost of moving the fiber optic lines.

Dulles Corridor Metrorail Project Monthly Cost and Schedule Update for Phase 2 as of October 31, 2015. Mr. Stark reported that \$21.9 million had been spent in October for a total of \$569.2 million in expenditures. He also reported that the total budget and forecast completion remains at \$2.778 billion. Mr. Stark reported that \$49.7 million contingency had been utilized in September and \$.3 million in October. He stated that the remaining contingency is \$501.5 million. Mr. Stark reviewed the contingency utilization for Package A (Capital Rail Constructors), Package B (Hensel Phelps), Package S and Authority services.

Additionally, Mr. Stark reported on the status of the design-build activities for the guideway and stations, as well as WMATA's Rail Yard and Maintenance Facility.

Hensel Phelps Quarterly Update on Phase 2 – Package B – Washington Metropolitan Area Transit Authority Rail Yard and Maintenance Facility.

Richard Cohen of Hensel Phelps reported that six contract modifications had occurred. The current contract value is \$253,778,121. Mr. Cohen reported that the contract status completion date remains October 16, 2018 with no time extensions. He reviewed the outstanding cost and schedule impacts that Hensel Phelps and the Authority would resolve. With regard to safety, Mr. Cohen reported that hours worked to date was 138,000 and 325 employees had received safety orientation training. While no reportable safety incidents had occurred, he noted that there had been an onsite accident with no injuries. Mr. Cohen presented an overview of the contract schedule. He stated that the schedule is 157 days and that Hensel Phelps and the Authority are working to resolve the delays. Updates were provided on the Project's challenges, design and construction status as well as a 12-month look-ahead schedule. Mr. Cohen noted that the Disadvantaged Business Enterprise (DBE) participation remains on track. He stated that Hensel Phelps had completed its 2015 DBE outreach events and that follow-up sessions were scheduled in February 2016. Additionally, Mr. Cohen reviewed staff diversity, which included states, such as New Jersey, Arizona, Ohio and Florida, that comprise the "Other" category, as had been requested.

Mr. Kennedy requested that the language regarding Hensel Phelps and the Authority jointly working on mitigation strategies to resolve delays also be included on the "Outstanding Cost and Schedule Impacts" page.

The meeting was thereupon adjourned at 11:10 a.m.