

SUMMARY MINUTES
DULLES CORRIDOR COMMITTEE
MEETING OF MARCH 16, 2016

Ms. Hanley called the March 16 Dulles Corridor Committee Meeting to order at 9:35 a.m. A quorum was present during the Meeting: Mr. Mims, Co-Chair, Mr. Caputo, Mr. Curto, Mr. Griffin, Mr. Kennedy, Ms. Lang, Ms. Merrick, Mr. Session, and Mr. McDermott, *ex officio*. Mr. Adams, Mr. Chapman, Mr. Conner, Mr. Gates, Mr. Pozen, Ms. Wells, and Mr. Williams were also present.

Dulles Corridor Metrorail Project Quarterly Cost and Schedule Update for Phase 1 as of January 31, 2016. Charles Stark, Executive Director of the Dulles Corridor Metrorail Project, reported that \$1.7 million had been spent in January 2016 for a total of \$2.821 billion in expenditures. He also reported that the total forecast at completion remains at \$2.982 billion. Mr. Caputo asked the budget status for the closeout of Phase 1. Mr. Stark stated that a complete forecast was presently unavailable and that he would provide an explanation later in the presentation. He reviewed the remaining items as part of the closeout status noting that the estimated completion date for the remaining punch list items for Dulles Transit Partners (DTP) is March 31, 2016. Mr. Stark reported that credit negotiations had been underway for punch list work that will be assigned to the Task Order Contractor and covered by DTP. Additionally, DTP will continue processing warranty claims and underdrain work under Route 7 and 123.

With regard to the Washington Metropolitan Area Transit Authority (WMATA) facilities, Mr. Stark presented the estimated completion dates for the major activities through 2016, including Art-in-Transit, Automatic Train Control (ATC) Remote Terminal Units, Traction Power Remote Terminal Unit Upgrade, ATC Training Equipment and the Third Rail Heater Controllers. He noted that a portion of the art glass had been damaged in transit, and the new glass will be installed later that month.

Mr. Stark reported that the Virginia Department of Transportation's (VDOT) significant punch list item scope relates to issues on Routes 7 and 123. He stated that VDOT is presenting a cost proposal to perform the work. Mr. Stark explained that if the proposal is reasonable and agreed upon, a firm estimate of complete costs for the Project, which is expected in approximately six weeks, would be provided. He reviewed the status of the task orders with notice to proceed and reported that all

64 WMATA railcars purchased with the Phase 1 budget had been conditionally accepted as of December 15, 2015.

Mr. Caputo stated that he had recently heard a report that Paul Wiedefeld, General Manager and Chief Executive Officer of WMATA, had advised that the system operated 954 cars. He inquired whether the Authority's share of the rail car fleet totaled 64 cars. Mr. Stark stated that 64 cars had been purchased with Phase 1 funding and that an additional 64 cars will be purchased with Phase 2 funding for a total of 128 cars.

Dulles Corridor Metrorail Project Monthly Cost and Schedule Update for Phase 2 as of January 31, 2016. Mr. Stark reported that \$8.8 million had been spent in January for a total of \$664.4 million in expenditures. He also reported that the total budget and forecast completion remains at \$2.778 billion. He reported that the total contingency remains at \$551.5 million and \$74.5 million and \$1.1 million in contingencies had been utilized in December 2015 and January 2016, respectively. Mr. Stark stated that the remaining contingency is \$475.9 million. He reviewed the contingency utilization for Package A (Capital Rail Constructors).

With regard to contingency expenditures for \$63,000 for the traction power load flow study analyses, Mr. Caputo inquired whether the analyses had been more intense than the one conducted during the original plan. Mr. Stark explained that the original plan had had a very onerous set of assumptions in terms of the number of railcars, their weight, and trip frequency. The purpose of the analyses was to determine whether an additional 3 megawatts of power was required at TPSS#11, and if the size of the copper cables leading from the track power substations needed to be increased. Mr. Stark reported that the extra load flow study had concluded that the extra 3 megawatts of power was not needed; however, the size of the copper cables was increased. He reported on the status of the design-build activities for the guideway and stations noting that 96 percent of the design packages were complete and 87 percent of the packages had been issued for construction. Mr. Stark also reviewed the ongoing progress at the aerial guideway and various stations.

Mr. Stark reviewed the WMATA Rail Yard and Maintenance Facility design-build activities and noted that one of the integrated permit packages had been returned for additional structural review. He provided updates on the current and upcoming projects.

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 and 24 directive letters had occurred thus far. The current contract value is \$254,116,621. Mr. Caputo inquired about the difference between a contract modification and a directive letter. Mr. Stark explained that a contract modification is a final change order, and a directive letter is an interim change order where the contractor is given direction to perform a task with a limited financial allocation. He further stated that the contractor submits a cost proposal, which is then negotiated prior to it becoming a contract modification. Mr. Cohen reported that 407 employees had received safety orientation training and that no safety incidents had occurred in 2016. He stated that the contract schedule remains the same as previously reported. Mr. Cohen noted that weather impacts were being analyzed. He also provided updates on the Project's challenges, design and construction status, as well as a 12-month look-ahead schedule. He noted that the Disadvantaged Business Enterprise participation remains on track and is expected to exceed the 14 percent goal. Additionally, Mr. Cohen reviewed staff diversity and clarified that New Jersey, Arizona, Ohio, Florida and California were states included in the "Other" category. He shared photographs of continued progress on the Project.

Mr. Session asked about the circumstances that caused 15 percent of the workforce to extend outside of the District, Maryland, and Virginia area. Mr. Cohen stated that the Project's current focus is design. He reported that the primary counts represent design firms that either have local representation or other states' supporting the Project's design. Mr. Cohen stated that more local representation will exist once the construction process begins.

Ms. Lang requested an overview of the projected outreach efforts to increase the use of firms throughout the District, Maryland, and Virginia. Mr. Cohen stated that the last outreach event had been held in the District of Columbia a few months prior. Although major activity had not yet begun, Mr. Cohen stated that Hensel Phelps had a large group of subcontractors within the region already in place.

Mr. Curto asked about the Project's challenges going forward. Mr. Cohen responded that design changes, as requested by WMATA or facilitated by the Airports Authority, represented the biggest challenges. He stated

that meetings with the Airports Authority and WMATA are being held more frequently to facilitate resolutions to the issues.

The meeting was thereupon adjourned at 10:00 a.m.