

SUMMARY MINUTES  
DULLES CORRIDOR COMMITTEE  
MEETING OF APRIL 18, 2018

Mr. Tejada called the April 18 Dulles Corridor Committee Meeting to order at 10:38 a.m. A quorum was present during the Meeting: Ms. Hanley (Co-Chair), Mr. Adams, Mr. Griffin, Ms. Lang, Mr. Lazaro, Mr. Mims, Mr. Pozen, Mr. Speck, Mr. Sudow, Mr. Uncapher, Ms. Wells, Mr. Williams, and Mr. Session (ex officio).

Dulles Corridor Metrorail Project Monthly Cost and Schedule Update for Phase 2 as of February 28, 2018. Charles Stark, Vice President, Dulles Corridor Metrorail Project, reported that \$29.7 million was spent during February for a total of \$1.680 billion spent to date. The total budget and forecast for the Project remain at \$2.778 billion.

Mr. Stark stated that the contingency utilized in February was \$2.5 million. The total contingency utilized through February is \$196.4 million, and \$355.1 million was the remaining contingency.

Mr. Stark shared the following items where a contingency was allocated in February: Package A – permanent storm water management facilities (drainage only) SWM 11-B – Construction totaling \$1,100,000; Innovation Center Station North Water Connection – Construction (settled at \$1,047,000) totaling \$848,000; modification of Wiehle Avenue Train Control Room (additional funding to previous \$570,000) totaling \$359,000; and multiple small changes of less than \$100,000 each totaling \$164,290.

Mr. Stark reported that all design packages were complete. He stated that there were 89 design and field changes in progress. Mr. Stark further stated that two design revisions had been approved by the Airports Authority's Building Codes Department and the Department of General Services; 80 supplier submittals had been reviewed and processed; and 34 non-conformance reports had been resolved.

Mr. Stark reviewed the upcoming Guideway & Stations' design-build activities, as well as the current and ongoing Washington Metropolitan Area Transit Authority (WMATA) Rail Yard and Maintenance Facility design-build activities and shared several slides of the activities underway.

Mr. Stark shared the following item where a contingency was allocated for Package B in February: multiple miscellaneous changes of less than \$100,000 each for a total of \$20,300.

Mr. Stark reviewed the design-build activities at the WMATA Rail Yard and Maintenance Facility. With regard to the current construction, he reported that the final grading and utility installation continues, as well as interior buildouts for all the buildings. Mr. Stark stated that the running rail installation was expected to be completed in February and the third rail installation is underway. He further stated that permanent power is expected in April. Mr. Stark reviewed other ongoing non-construction activities. He reported that gas and sanitary sewer crossing under Route 606 remain pending; final testing and acceptance plans and procedures are being developed; construction permit inspection and testing is ongoing; and interface coordination with Package A continues.

Mr. Mims inquired whether scope changes occurred with the modifications at the Wiehle Avenue train control room. Mr. Stark stated that during Phase 1 the Wiehle Avenue train control room was prepared for the eventual construction of Phase 2 but the equipment was not installed. He explained that Capital Rail Constructors needs to ensure that the interface between the two different manufacturers occurs and that the equipment is purchased and installed.

Mr. Speck asked about the approximate length of the pedestrian walkway from the Dulles Airport metro station to the terminal. Mr. Stark stated that the pedestrian walkway measures approximately 800 feet; however, only 125 feet of the walkway would be re-built. He advised that there are three pedestrian walkways leading to the terminal. Mr. Speck recalled prior [Board] discussions when deciding whether the Dulles Airport metro station would be above or underground to include a baggage check-in area. Mr. Stark noted that a baggage check-in area is not included as part of the project. Mr. Speck then inquired whether luggage carts would be available in the Dulles Airport metro station. Margaret McKeough, Executive Vice President and Chief Operating Officer, stated that it might be complex for the luggage carts to be located in the metro station but that staff would consider if they could be located in an area where customers approached the tunnel and advise the Board accordingly.

Information Report for New Enhanced Toll Collection System at Dulles Toll Road. Ms. McKeough presented information on a technology

deployment that will be public facing for the Airports Authority and customers on the DTR. She stated that the day's briefing is to apprise the Board of the schedule for the project and share the plan to mitigate customer impacts. Ms. McKeough reported that the existing technology was inherited when the Virginia Department of Transportation (VDOT) transitioned the operation of the DTR to the Airports Authority. She stated that the system is almost 30 years old with legacy software compared to existing software options for toll collections. Ms. McKeough advised that the current software limits the Airports Authority's ability to collect payment through the use of an E-ZPass transponder or cash with no ability to accept credit or debit card transactions. Additionally, the existing software has limited functionality for the toll rate structure, uses dated static signs instead of dynamic digital signs and aged hardware that supports the cameras, vehicle classification and transponder readers. Ms. McKeough reported that the Airports Authority has a very high penetration rate for E-ZPass payment, 88 percent of DTR revenues, with cash payments representing approximately 12 percent of revenue collection. She advised that the current contract was awarded to Transcore Inc. in March 2017 for \$23.4 million through full and open competition, with a term through February 2019.

Ms. McKeough provided an overview of the project stating that the software and hardware being deployed is very much aligned with the way the DTR currently operates. She reported that the new system should sustain the Airports Authority for several years, and it will have the ability to adjust the operation of the DTR and make any beneficial changes as needed in the future. Ms. McKeough stated that upgrading the platform will also enhance security protocols which are essential in the existing technology sector. Additionally, numerous static signs will be replaced by digital signs providing the ability to efficiently navigate the use of the lanes, and enhanced camera technology will provide better photographs of the vehicles' license plates, and increase the reliability of the readers so that fees can be assessed appropriately.

Ms. McKeough reported that since the contract was awarded in 2017, staff has been meeting with the vendor to verify all system requirements. She stated that it takes several months to complete the software design, which includes defining the requirements, meeting with the vendor, and getting responses to questions. Ms. McKeough reported that the final design is complete, and the Airports Authority received the final documents in January 2018. Ms. McKeough advised that earlier this year DTR engineers and operators traveled to Pennsylvania to participate

in an acceptance test to ensure that the system functions according to the business rules currently in place on the DTR.

Ms. McKeough reported that three tasks still need to occur: the pilot installation test, the installation on one lane on the Spring Hill Road exit, and an actual test on the DTR. She advised that the active installation is scheduled to begin this month and continue through September. Ms. McKeough stated that once the required equipment for the system is fully installed in all lanes, a full operational test will occur at the end of the year, and full service would be activated in January 2019.

Ms. McKeough reported that since the DTR is a major commuter road, the project needs to be implemented in a manner that is most respectful of the users. She advised that one of the strategies will be to initiate the work at the mainline toll plaza upfront. Ms. McKeough stated that once the Wolf Trap season starts, there will be a generous amount of transient business and demand on the full-service lanes at Wolf Trap and the mainline toll plaza in both directions. Therefore, the plan is to prioritize the work at the mainline toll plaza before the Wolf Trap season begins so that all lanes will be fully operational for the peak summer season.

Ms. McKeough reported that two full-service lanes will be maintained throughout the project. She noted that there are three full-service lanes in each direction on Spring Hill Road so reducing it to two lanes with a staggered work schedule should result in manageable traffic impact. The Transcore team will work seven days a week with very flexible schedules to avoid aggressiveness associated with the morning and evening rush hour. Additionally, there will be two dedicated crews working east and west bound on each direction of the road. Ms. McKeough advised that Transcore anticipates that each lane would be closed for six days for deployment of hardware and software. She stated that the most extensive closure forecasted so far will occur at the mainline toll plaza, where a couple of lanes will have a duration time of approximately 13 days to complete. Ms. McKeough shared slides of the existing mainline toll plaza for the west and east bound lanes, as well as conceptual views of the project transition.

Ms. McKeough reported that the Airports Authority's communications team has devised a very comprehensive communication program for DTR users. Before the program begins, meetings will be held with all the traffic reporters in the area as a key resource for messaging to commuters who listen to traffic reports. There will also be variable

message boards on the DTR announcing the project well in advance of any work beginning. Additionally, once the project begins, there will be direct communication with the users via variable message boards, tweeting and other social media options, as well as monitoring and reminders. Ms. McKeough advised that similar to the communication program for Project Journey, there would also be website updates and press releases. She stated that when messaging for the Metrorail project occurred, co-messaging would be used to provide information about the DTR project to the same audience. She noted that the Airports Authority will also communicate through the E-ZPass customer service, which is operated by Virginia, as an additional resource. Visuals will be used to explain lane closures in order to keep the community informed and traffic moving.

Mr. Tejada inquired about a backup plan in the event of a power outage, which would impact the digital sign displays. Ms. McKeough stated that generators would be used to maintain some level of power similar to what presently occurs in the attendants' booths.

The meeting was thereupon adjourned at 11:00 a.m.