

SUMMARY MINUTES  
DULLES CORRIDOR COMMITTEE  
MEETING OF JUNE 18, 2014

Mr. Davis called the June 18 Dulles Corridor Committee Meeting to order at 10:40 a.m. A quorum was present – Mr. Griffin, Co-Chair, Mr. Carter, Mr. Gates, Ms. Lang, Ms. McConnell, Mr. McDermott and Mr. Williams. Mr. Adams, Mr. Chapman, Mr. Curto, Ms. Hall, Mr. Session and Ms. Wells were also present.

Dulles Corridor Metrorail Project Monthly Cost Summary for Phases 1 and 2 (As of April 30, 2014). Ginger Evans, Vice President for Engineering, reported as of April 30, Project expenditures totaled \$2.7 billion for Phase 1. The contingency funds obligated in April had been \$3.3 million, with a remaining contingency of \$18.4 million.

Ms. Evans reviewed the status of Phase 1 activities and noted that the Washington Metropolitan Area Transit Authority (WMATA) had declared Operational Readiness on May 27. She reported that WMATA's Board of Directors had given Richard Sarles, General Manager, the authority to accept the Silver Line and that he would announce the planned revenue service date (RSD). Ms. Evans noted that certain Phase 1 activities, including the Art in Transit Program, would extend beyond the RSD to 2015.

With respect to Phase 2, Ms. Evans reported that expenditures to date totaled \$253.4 million. The forecasted amount to complete the Project and the total budget both totaled \$2.778 billion. Ms. Evans noted that there had been no contingency utilization in April.

Ms. Evans reviewed the Phase 2 key milestones, which had been included in the materials for the day's meeting, and noted that Capital Rail Constructors would present its first quarterly report at the July 16 Meeting. She also reviewed the Phase 2 Package A activities.

Mr. Davis stated that it appeared that Phase 2 was presently on time and under budget, and Ms. Evans agreed.

Mr. Carter inquired when a status report on the Office of Engineering's internal reorganization would be available. Ms. Evans stated that once the airline use and lease negotiations had concluded and staff was aware of the size of the Capital Program, it would be better prepared to

determine staff needed. She noted that for the first time, the Office of Engineering and the Dulles Metrorail Office had been officially connected and staff is consulting regularly with the Federal Transit Administration to ensure proper structure and integrated activities. Ms. Evans stated that the Office of Engineering is responsible for the required permits for the Dulles Metrorail Project. Staff is also involved in an extensive benchmarking exercise with other airports. She noted that the design stage of the Capital Program would likely take a minimum of one year. The basis for the reorganization and a suggested future plan should be available before the end of the year. Ms. Evans reported that as a part of the Office of Inspector General (IG) process, staff had held sessions with the IG's ethics groups and had discussed the practice of identifying a host of upcoming projects to the industry instead of individually. The "Industry Day" would be scheduled once the Capital Program had been defined.

Mr. Carter inquired whether the existing contractor would continue to perform relative duties that were not done by the Office of Engineering staff. Mr. Potter responded affirmatively, but noted that the contracted duties were being completed in a diminished manner. He noted that Steve Smith, Deputy Vice President of Engineering, is facilitating the process to ensure that certain areas, such as quality assurance, contracting, and design management, had the appropriate positions. As Ms. Evans had described, Mr. Potter stated that once the negotiations had been completed and the Capital Program determined, staff would use that information, along with the results of the benchmarking process, to proceed with the structure of the Office of Engineering.

The Meeting was thereupon adjourned at 10:52 a.m.