

SUMMARY MINUTES  
DULLES CORRIDOR COMMITTEE  
MEETING OF NOVEMBER 12, 2014

Mr. Griffin called the November 12 Dulles Corridor Committee Meeting to order at 11:17 a.m. A quorum was present – Mr. Carter, Ms. Lang, Mr. McDermott and Mr. Conner, *ex officio*. Mr. Adams, Mr. Chapman, Mr. Curto, Ms. Hall, Mr. Kennedy, Ms. Merrick and Mr. Session were also present.

Recommendation to Award a Sole Source Contract for Equipment for the WMATA Automatic Train Control (ATC) Training Facility. Charles Stark, Rail Executive Director, reported that Alstom is the ATC subcontractor for Phase 1 of the Project and had designed and installed the ATC system. Mr. Stark stated that Alstom's newest technology design would eliminate technical, operational and reliability problems previously experienced with other systems' equipment, including the Washington Metropolitan Area Transit Authority (WMATA). He noted that WMATA did not have an adequate facility to train its operation and maintenance personnel to operate the unique ATC system on the Silver Line. The contract would include the design of the new equipment for the facility including software, testing and delivery to WMATA, who will be responsible for the installation of the equipment at the Carmen Turner Facility in Landover, Maryland. Mr. Stark reported that the estimated cost for the equipment is \$2.5 million.

Mr. Griffin inquired whether WMATA or the Airports Authority was the catalyst for the sole source procurement structure. Mr. Stark stated that Alstom is the only company that can make the equipment as there are no other competitors that could produce the exact same design as the Alston equipment. It is a true sole source procurement.

Mr. Kennedy asked if materials would be included as part of the contract, to which Mr. Stark responded affirmatively. He stated that in addition to materials, Alstom's engineers would assist in assembling and wiring the equipment to ensure it functioned properly. Mr. Kennedy inquired if there will be any modifications to this system. Mr. Stark explained that because the same Alstom equipment is presently being used on Phase 1 of the Silver Line, there would be no modifications. Mr. Kennedy asked if the equipment would be automatically upgraded for purposes of product integrity, publications or changes to the existing equipment. Mr. Stark stated that while he was unsure if the provision is included in the contract, he would make sure it would be. Additionally, Mr. Kennedy asked who would be responsible for training WMATA

personnel, to which Mr. Stark responded that it would be Alstom's responsibility. Mr. Kennedy inquired who would be responsible for reimbursing WMATA for the equipment installation. Mr. Stark explained that labor costs would be reimbursed under the Memorandum of Understanding (MOU).

Phil Sunderland, Vice President and General Counsel, explained that the costs WMATA would incur in the future in training its employees on this new facility would be operational costs for which WMATA, not the Airports Authority, would be responsible.

Mr. Carter asked if it would be possible to pass the installation cost onto Phase 2 of the Project. Mr. Stark stated that since the equipment for Phase 2 would be provided by a different manufacturer, he was not sure that the cost could be transferred between projects.

Mr. Griffin inquired about a second equipment provider for Phase 2. Mr. Stark stated that Ansaldo would provide its own design and equipment for Phase 2 of the Project. Mr. Stark explained that Alstom was a part of the team for the losing proposer on Phase 2; Ansaldo was part of Capital Rail Constructor's proposal. Mr. Griffin then asked if the ATC training facility would also be used to train WMATA operators on other system upgrades in addition to the Silver Line. Although Mr. Stark responded that he had no direct knowledge, he stated that he was fairly certain that would be the case. Mr. Griffin asked if the Airports Authority is paying the full cost of a provision of that training center for the rest of the system including the Silver Line. Mr. Stark responded negatively and noted that the Alstom equipment is microprocessor-based and computerized; the existing system is based on relays. He explained that WMATA had made a substantial amount of changes to its existing system, but that the Silver Line is currently a stand-alone, computer-based system.

Mr. Kennedy requested that the proposed contract also include a provision that any modifications made to the existing training equipment be included and provided to the Airports Authority at no cost. Mr. Stark stated that he was unaware of any concerns that would preclude adding the suggested provision.

Mr. Williams asked when Phase 1 of the Project would be completely closed out. Mr. Potter stated that the current estimate is December 2015. He explained that open issues with WMATA and the Virginia Department of Transportation must still be resolved.

The Committee approved the recommendation, and Mr. Griffin noted that Mr. Kennedy's suggested amendment would be included in the contract. Mr. Griffin stated that the contract recommendation would be presented at the December Board Meeting.

Dulles Corridor Metrorail Project Monthly Cost Summary for Phases 1 and 2 (As of September 30, 2014). Mr. Stark reported that September expenditures for Phase 1 totaled \$2.5 million. As of September 30, Project expenditures totaled \$2.733 billion for Phase 1. The forecast for completion for the Phase 1 Project remained at \$2.905 billion. Mr. Stark reported that contingency utilized through September totaled \$446.5 million; \$15.8 million remained. Mr. Stark reviewed the status of Phase 1 activities.

Mr. Stark reported that \$9.2 million had been spent in September for Phase 2. As of September 30, Project expenditures totaled \$296.4 million. He also reported that the total budget and forecast completion totaled \$2.778 billion. Mr. Stark noted that the amount of contingency utilized through September 2014 totaled \$6.2 million and he reviewed the items where these funds had been used. Mr. Stark reported that \$545.3 million remained for contingency utilization in Phase 2. He reviewed the key milestones for Phase 2, as well as the activities for Packages A, B and S.

Mr. Griffin referenced the amendment of \$8.2 million for the storm water management design revisions and repackaging. He asked if the amendment would resolve the issues that had been discussed during recent months. Mr. Stark responded affirmatively. He noted that the \$8.2 million represented the negotiated agreement for the design contract only; contract negotiations with regard to the construction cost and schedule were underway.

Mr. Session inquired when Hensel Phelps would begin presenting a quarterly report, similar to that presented by CRC. Mr. Potter responded that staff would advise Hensel Phelps and a representative would begin presenting the quarterly report in the near future.

The Meeting was thereupon adjourned at 11:40 a.m.