

SUMMARY MINUTES
DULLES CORRIDOR COMMITTEE
MEETING OF JANUARY 21, 2015

Mr. Kennedy called the January 21 Dulles Corridor Committee Meeting to order at 8:02 a.m. A quorum was present during the Meeting: Mr. Gates, Ms. Hanley, Ms. Lang, Mr. McDermott, Mr. Mims, Mr. Williams and Mr. Conner, *ex officio*. Mr. Chapman, Mr. Curto, Ms. Merrick, Mr. Session and Ms. Wells were also present.

Recommendation to Award a Sole Source Contract for the Installation of Underground Power Lines along Route 28 at Dulles International. Charles Stark, Rail Executive Director, presented the staff recommendation. He explained that one of the Traction Power Substations for Phase 2 needed to be connected to an existing power substation on the grounds of Dulles International. Mr. Stark stated that the Board had authorized the conveyance of an easement to Dominion Virginia Power (DVP) for underground duct banks in June 2014 to serve increased regional demand and to meet national regulatory requirements regarding redundancy. He reported that DVP had obtained permits for the duct banks now needed, which would provide the Authority an opportunity for cost and schedule savings for Phase 2.

Mr. Stark explained that the rationale for sole source procurement noting that DVP is the only contractor to satisfy the Authority's requirement to obtain the necessary permits quickly and perform the work without conflicts between separate contractors. He reported that it is not in the Authority's best interest to award the contract through full and open competition because the price would be higher, and the work could not be efficiently completed alongside DVP as it worked to complete its other designated work.

As required by the Authority's Contracting Manual, Mr. Stark reported that notice of the intended sole source award had been published on the Authority's website for the required time period and no responses had been received. He noted that the duct bank installation is expected to take less than three months and would cost less than \$850,000.

The Committee unanimously approved the staff recommendation. Mr. Kennedy stated that he would offer a resolution later that day at the Board Meeting, at which time a recorded vote of at least 10 Directors would be required for its approval.

Dulles Corridor Metrorail Project Monthly Cost and Schedule Update for Phases 1 and 2 as of November 30, 2014. Mr. Stark reported that November 2014 expenditures for Phase 1 totaled \$1.6 million. As of November 30, 2014, Project expenditures totaled \$2.724 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 November 2014 totaled \$449.5 million; \$12.8 million remained. He reviewed how the contingency funds had been used in November 2014, as well as the status of Phase 1 activities.

Mr. Stark reported that \$23.9 million had been spent in November 2014 for Phase 2. As of November 30, 2014 Project expenditures totaled \$341.7 million. Mr. Stark also reported that the total budget and forecast completion totaled \$2.778 billion. He noted that the amount of contingency utilized through November 2014 totaled \$1.6 million, and he reviewed the items where these funds had been used. Mr. Stark reported that \$539.2 million remained for contingency utilization in Phase 2.

Mr. Stark confirmed that a representative from Hensel Phelps would present a quarterly report at the February Committee Meeting.

Dulles Corridor Metrorail Project – Phase 2 Quarterly Update. Keith Couch of Capital Rail Constructors (CRC) presented a recap of the scope of work for Phase 1. He stated that CRC had worked approximately 900,000 man-hours through the month of November 2014 with zero loss-time actions and zero recordable accidents. Mr. Couch reported that CRC had begun on a positive front and that it will continue to focus on its programs and identify high-risk areas.

Mr. Couch provided updates on the design and construction of Phase 2. He stated that the majority of the design work would likely be completed by the second quarter of 2015 with the balance completed in September 2015. Mr. Couch reported that less than 2 percent of the construction had been completed through November 2014; the overall project was approximately 15 percent complete.

Mr. Couch provided a 12-month look ahead noting that almost every area of the Project would be worked on in 2015.

Mr. Couch reported that CRC had approximately 250 professional staff on the payroll through November and about 90 craft laborers in the field. He explained that the number of craft laborers would increase in 2015. Mr. Couch presented the labor statistics by race and ethnicity and by state.

Mr. Couch reviewed information about construction employment opportunities throughout the region over a four-year period, a similar timeframe for completing Phase 2. In terms of labor by jurisdiction, he reported that approximately 80 percent of the regional construction projects would be in Maryland and in the District of Columbia.

Mr. Couch reported that CRC had established a website at www.CapitalRailConstructors.com where subcontractors would post their job opportunities and prospective employees could register for jobs. He noted that prospective employees without internet access could call 1-844-CRC-RAIL. Additionally, hiring centers had been set up at the job site at Dulles International and in the District of Columbia at the National Museum for African American History and Culture, and at Maine Avenue. At Mr. Session's suggestion, Mr. Couch reported that CRC had reached out to the Greater Washington Urban League, another hiring center, to discuss how it may use its infrastructure to promote Silver Line employment opportunities to District residents. He stated that six job fairs had been held last year, two of which had been held in the District of Columbia. Job fairs would continue to be held throughout the region. Additionally, Mr. Couch reported that CRC had reached out to 90 percent of the contractors who performed work during Phase 1.

In response to a previous inquiry, Mr. Couch reported that the Steering Committee is a voluntary program established with the Office of Federal Contract Compliance Programs that helped to prepare subcontractors to become federal contractors and provide information about Davis-Bacon compliance and equal employment opportunity reporting.

Mr. Couch reported that CRC had obligated more than \$170 million to Disadvantaged Business Enterprises (DBEs) which satisfied its DBE participation goal. He noted that approximately \$40 million of outstanding work still needed to be procured and that CRC is hopeful to award additional opportunities to DBEs. In response to previous inquiries, Mr. Couch reported that CRC had provided the DBE participation by North American Industry Classification System (NAICS) to Authority staff in November 2014. He also reported that five contractors, representing approximately \$25 million in contracts, had completed Clark Construction Group's nine-month DBE training program.

Mr. Couch also reported that the Conference of Minority Transportation Officials (COMTO) and the Airport Minority Advisory Council (AMAC) had offered assistance with the remaining contracts to be awarded to DBE contractors. He noted that COMTO and AMAC had also been quite

supportive in facilitating targeted match-making events for eligible businesses.

Mr. Couch presented an overview of the work that had been performed thus far. With regard to facilities, he reported that enabling work had first begun on Innovation Station followed by the Herndon Station; work on Reston Town Center would soon follow. Ms. Hanley inquired why work on the Reston Town Center Station was considered different. Mr. Couch responded that it required a steel pile foundation system because of the soil conditions.

Additionally, Mr. Couch announced that CRC and its employees had donated over \$10,000 of their personal money and over 200 man-hours of their personal time to at least seven local charities throughout the communities in 2014. He stated that CRC looked forward to continuing its dedication to the communities in 2015.

Ms. Lang and Mr. Session congratulated Mr. Couch on CRC's outreach efforts. Ms. Lang inquired whether candidates from the District of Columbia were not applying for Phase 2 opportunities or whether they were not deemed as competitive. Mr. Couch responded that there were only approximately 90 people on site at this time and that a significant hiring effort would begin in the third or fourth quarter of 2015. Mr. Session suggested that CRC attempt to measure the success of the online efforts and hiring centers in the various locations to assess whether the outreach methods are achieving the best results. Although he realized that it was early in the Project, Mr. Session stated that it was still concerning that the District of Columbia continued to have a shortfall in candidates.

Mr. Session stated that he appreciated the efforts to identify DBE participation according to the NAICS in order to achieve fair distribution of DBE participation throughout the region. Mr. Session requested CRC provide the names of the companies and their contract obligations for the \$172 million that had been obligated to DBEs.

Ms. Wells referenced the Phase 1 subcontractors and suppliers that had been contacted for Phase 2 and inquired about their responses. Mr. Couch stated that positive responses had been received from the Phase 1 contractors dating back to the bid period.

Mr. Mims noted that he served on the COMTO Board and offered his support to locate qualified and reputable DBE entities throughout the region.

In an effort to get potential workers to Silver Line construction sites, Ms. Hanley suggested that all outreach communications explain how potential employees could get to the Project site. Ms. Hanley also commended Mr. Crouch on CRC's outreach efforts. She asked if COMTO, AMAC or other associations had offered any insight for the lack of responses by the District's residents. Mr. Couch responded that the travel distance, coupled by the fact that most of the subcontractors had already achieved a certain percentage of their workforce were likely major contributors.

The Meeting was thereupon adjourned at 8:45 a.m.