

SUMMARY MINUTES
DULLES CORRIDOR COMMITTEE
MEETING OF APRIL 16, 2014

Mr. Davis called the April 16 Dulles Corridor Committee Meeting to order at 8:35 a.m. A quorum was present – Mr. Griffin, Co-Chair, Mr. Carter, Mr. Gates, Mr. McDermott, Mr. Williams and Mr. Conner, *ex officio*. Mr. Adams, Mr. Curto, Ms. Hall, Ms. Merrick, Mr. Session and Mr. Williams were also present.

Dulles Corridor Metrorail Project Monthly Cost Summary for Phases 1 and 2 (As of February 28, 2014). Pat Nowakowski, Executive Director of the Metrorail Project, was joined by Ginger Evans, Vice President for Engineering, and Anne Field, Metrorail Project Controller. He reported that expenditures for Phase 1 for February totaled \$49 million. Contingency funds obligated through January had been \$436 million. In February, an additional contingency of \$2.9 million had been used, bringing the total contingency obligated through February to \$438.9 million with a remaining contingency of \$23.4 million.

Mr. Davis inquired about the status of Phase 1. Mr. Nowakowski responded that Dulles Transit Partners LLC (DTP) had submitted its second Declaration of Substantial Completion, and the Authority is exercising its full due diligence to perform a complete thorough analysis during its 15-day review period. Mr. Nowakowski recalled that the prior analysis with the first submission had resulted in the identification of shortcomings in a number of areas. Mr. Davis noted that he gathered that a lot of those shortcomings had now been resolved, to which Mr. Nowakowski responded affirmatively. He stated that there had been great improvement in all areas of the submission, noting that staff is particularly focused on the train control system and punch list items, and that field evaluations may also need to be conducted. Mr. Nowakowski reported that the Authority is hopeful that it will be in a position to render a judgment on those areas at the end of the 15-day review period. He noted that the Washington Metropolitan Area Transit Authority (WMATA), DTP and Authority staff were working together to accomplish the goal. Mr. Davis noted that the Authority would not accept the Declaration of Substantial Completion just to meet the deadline, to which Mr. Nowakowski agreed.

Mr. Carter inquired whether the remaining \$23 million in contingency funds would be adequate to complete Phase 1 of the Project. Mr.

Nowakowski stated that staff had forecasted the amount needed for remaining expenditures and believed that Phase 1 could be completed within budget. Ms. Evans concurred and stated that she is monitoring the budget carefully. She noted that she had reviewed the claims' log and the overall analysis and that staff is carefully tracking the budget. Mr. Davis stated that because Phase 1 had taken longer to complete, there would likely be some claims that would need to be resolved if they were not adjudicated.

Mr. Davis inquired about subsequent steps once the Authority accepted the Declaration of Substantial Completion. Mr. Nowakowski stated that WMATA would need to accept operational readiness, at which point the care, custody and control of the project would be transferred from the contractor to them. WMATA would then begin its start-up activities, including any additional testing, familiarization training for its personnel and emergency drills. In addition to the safety certification provided by the Authority, WMATA will also be required to conduct its own safety certification for the Tri-State Oversight Committee, which will be turned over to the Federal Transit Administration. Mr. Nowakowski noted that the series of steps to certify that the system is safe and ready for passenger operations must occur during WMATA's time period. WMATA would accept the Project with a formal action taken by its Board of Directors at which time the Project would be transferred from the Authority's books to WMATA's books. Mr. Nowakowski reported that the revenue service date would be established once WMATA began transporting passengers. Mr. Davis asked if additional punch-list items would still need to be completed before operational readiness. Mr. Nowakowski explained that substantial completion is not defined as fully complete. He noted that staff wanted to finish critical items, particularly in the track way area, prior to the Project being turned over to WMATA. Staff wanted to ensure that punch list items are not being completed while WMATA is conducting its start-up activities.

Mr. Davis inquired whether the 15-day review period could be extended by a couple days instead of rejecting the Declaration of Substantial Completion. Mr. Nowakowski responded that the contractor would have to agree to the extension, and that it had indicated a willingness to work with the Authority.

With respect to Phase 2, Mr. Nowakowski reported that expenditures in February had totaled \$20 million, bringing the total expenditures to date

to \$213.1 million. The forecast at completion is \$2.227 billion, and the total budget is \$2.778 billion.

Mr. Nowakowski reported that the total of contingency funds for Phase 2 is \$551 million; \$700,000 in contingencies had been used thus far.

Mr. Davis inquired about the status of the design work for Phase 2. Mr. Nowakowski responded that the goal was to complete the work by the end of 2014. He noted that although the design work will likely continue longer than the expected time, construction should still be able to begin later this spring. Mr. Nowakowski explained that early construction work would involve storm water facilities and foundation work at Dulles International for the elevated structure and the first Metro station. Mr. Davis noted that Phase 2 activity is moving independently of what was occurring with Phase 1.

Recommendation to Award a Sole Source Contract for Automatic Train Control (ATC) Technology Upgrade for the Dulles Corridor Metrorail Project – Phase. Mr. Nowakowski presented a staff recommendation to award the sole source contract to Alstom Signaling Company (Alstom) of Henrietta, New York. He noted that Alstom was the supplier of the Automatic Train Control System for Phase 1. Remote Terminal Units (RTUs) provided by Horton, Alstom's subcontractor, are part of the design of the ATC system. Mr. Nowakowski reported that although the Horton RTUs had been used previously throughout WMATA's existing system, they had proven very unreliable in Phase 1. He explained that increased reliability could be achieved by incorporating the use of integrated circuit boards in the Alstom Vital Processor Interlocking (VPI) instead of using the RTU equipment. Therefore, the Horton RTUs would be eliminated and replaced with additional circuit boards installed in Alstom's VPI, which is already part of the system. Mr. Nowakowski reported that the reliability issue relates to the communications between the ATC system and WMATA's Central Control Center. He noted that because the technology upgrade would take one year to accomplish, an interim plan was needed. Mr. Nowakowski noted that staff had been working very diligently on the Horton system to make it as reliable as possible. Although reliability improvements had occurred, the system had still not reached the desired reliability level. Staff had worked with WMATA so that it could initiate service by having its staff closely monitor these items, particularly the key locations during the course of service, so that service could be quickly reinitiated if a failure occurred. Mr. Nowakowski

said that staff believed it could reliably move into revenue service with the existing RTUs.

Mr. Nowakowski reported that the proposed VPI circuit boards and software are proprietary designs of Alstom that will be integrated and installed with the existing Alstom Phase 1 equipment. He stated that Alstom is the only contractor able to develop the unique technology for its ATC system to ensure the operational safety and reliability of the upgrade, which is estimated to cost \$1.8 million. Mr. Davis inquired if the upgrade had been an anticipated cost, to which Mr. Nowakowski responded negatively. He stated that staff had anticipated that the Horton RTUs would be the right approach because they had been used throughout WMATA's system. As Mr. Nowakowski had indicated earlier, the units had proven to be unreliable for Phase 1.

Mr. Carter inquired about the service life for the technology upgrade. Mr. Nowakowski responded that while he was uncertain, he imagined that it would be at least 10 years. He emphasized that the existing RTUs were not worn out, but unreliable. Mr. Potter stated that staff had attempted to incorporate new safety features into the ATC system which could not be accommodated by the existing RTUs. He noted that the original design had changed since the initial stages and that staff had determined a new option for developing a safe and reliable ATC system as the Project transitions from the Horton RTUs to the Alstom VPIs. Mr. Potter stated that he believed that the technology upgrade would provide service for approximately 25 years.

Mr. Davis asked about how the cost of the \$1.8 million for the technology upgrade would be allocated. Mr. Nowakowski stated that a decision had not yet been made, but the \$1.8 million had been included in staff's forecast in the event the Authority would be responsible for the ATC technology upgrade. Ms. Evans noted that it was incumbent upon the contractor to make sure that the components, as an assembly, performed to certain reliability requirements. With this type of contract, she explained that one of the advantages is to require the contractor to ensure that integration achieved the desired result. Therefore, it was not completely clear who would be responsible for the \$1.8 million payment.

Ms. Merrick questioned how the integration software issue would be resolved since the legacy system that WMATA currently used would also have components of an upgraded technology system. Mr. Nowakowski explained that since WMATA's system had been built over a 20-year

period, the legacy system had not been used throughout the transit agency. He noted that WMATA would eliminate the RTUs used in some of the areas as it rebuilt its system. Mr. McDermott inquired whether the upgraded technology would have the ability to communicate with the old RTUs used throughout WMATA's system. Mr. Nowakowski responded that the Horton device was included in all of the train control rooms to allow communications with the rest of the system and WMATA's Control Center. He explained that when the device did not work, the system is unable to communicate and what is occurring with the ATC system is lost for that period of time. Mr. Nowakowski noted that the ability to communicate is not affected by having different manufacturers supply the communication device.

The Committee thereupon unanimously approved the sole source contract award to Alstom. Mr. Davis stated that he would offer a resolution later that day so that the Board could consider the contract award. He noted that the sole source contract award would require 10 votes for approval at the Board Meeting.

Recommendation to Award a Contract for Code Compliance Review and Construction/Environmental Inspection Services for the Dulles Corridor Metrorail Project – Phase 2. Mr. Nowakowski presented the staff recommendation to award a contract to IBTS Government Solutions, LLC. He reported that construction permits for Phase 2 of the Project were issued by multiple state agencies and the Authority's Office of Engineering Building Code Department. To prevent contract delays, it was necessary for permit reviews to be completed in a timely manner. Mr. Nowakowski noted that the Project required permit review consultants to supplement the state agencies and the Authority staff. The Dulles Corridor Committee had approved the pre-solicitation terms in October 2013 and a Request for Qualifications Information for 100 percent small business enterprise goal had been issued in December 2013. The Evaluation Committee had reviewed the proposals, which had been received in January, and had determined that they did not meet the requirements. As a result of the Evaluation Committee's determination, the procurement had been readvertised in February 2014. The Equal Employment Opportunity Program staff had recommended that a 25 percent small business enterprise goal be included in the revised solicitation. Five submittals had been received and IBTS Government Solutions, LLC had prevailed as the highest-ranked firm. The contract terms included a three-year base with two one-year options for an amount not to exceed \$5.8 million.

Mr. Davis inquired whether IBTS Government Solutions, LLC would have the responsibility of walking through the permits. Mr. Nowakowski explained that the contractor's staff would review the sets of drawings and ensure that they were completed timely. He noted that IBTS Government Solutions, LLC would be used to supplement the workforce to facilitate quick movement of the permits.

The Committee thereupon unanimously approved the contract award to IBTS Government Solutions, and Mr. Davis stated that he would offer a resolution for the Board to consider later that day.

The Meeting was thereupon adjourned at 9:00 a.m.