

SUMMARY MINUTES  
DULLES CORRIDOR COMMITTEE  
MEETING OF OCTOBER 18, 2017

Ms. Hanley called the October 18 Dulles Corridor Committee Meeting to order at 8:28 a.m. A quorum was present during the Meeting: Mr. Mims (Co-Chair), Mr. Griffin, Mr. Lazaro, Ms. Merrick, Mr. Pozen, Mr. Session, Ms. Wells, and Mr. McDermott, *ex officio*. Mr. Adams, Ms. Lang, Mr. Speck, Mr. Sudow, Mr. Tejada, and Mr. Uncapher were also present.

Dulles Corridor Metrorail Project Monthly Cost and Schedule Update for Phase 2 as of August 31, 2017. Charles Stark, Vice President, Dulles Corridor Metrorail Project, reported that \$52.2 million was spent during August 2017 for a total of \$1.429 billion. The total budget and forecast for the Project remain at \$2.778 billion.

Mr. Stark stated that the contingency amount utilized through July 2017 was \$184.6 million. In August 2017, \$2.2 million was utilized. The total contingency utilized through August 2017 was \$186.8 million; \$364.7 million is remaining.

Mr. Stark reported the following items where a contingency was utilized for Package A in August 2017: Air Conditioning in Elevator and Escalator Machine Rooms (construction) - \$1,205,000; Equipment for Uninterruptible Power Supply Batteries - \$688,400, which were originally being supplied by Washington Metropolitan Area Transit Authority (WMATA), but it did not have sufficient quantities to support the Project; Use of Type A Cover boards - \$100,000; and Miscellaneous Changes - \$203,376.

Mr. Stark also reported that all design packages were complete and issued for construction of the current design-build activities for the guideways and stations. He further reported that 107 design and field changes had been identified; 14 permit amendments had been issued for design revisions; and 159 supplier submittals had been reviewed and processed the prior month.

Mr. Stark shared several slides of the upcoming Guideway & Station design-build activities currently underway. He reported the following items where a contingency was utilized for Package B in August 2017: Delete Talk Back System - (\$110,000) and the change to radios for train operators to communicate with Central Control - \$70,000.

Mr. Stark reviewed the current and ongoing WMATA Rail Yard and Maintenance Facility design-build activities and shared several slides of the activities underway.

Mr. Speck inquired why the Airports Authority would allow the use of contingency funds to purchase the uninterruptible power supply batteries if they were WMATA's responsibility. Mr. Stark stated that initially WMATA planned to supply the batteries, but it did not have enough to support the procurement. Jack Potter, President and Chief Executive Officer, clarified that the Airports Authority needed to purchase the batteries from WMATA or another entity. Ultimately, the batteries had been purchased from WMATA.

Mr. Sudow inquired as to whether Mr. Stark could identify any challenges in meeting milestones to turn over the construction to WMATA for testing in the final phase. Mr. Stark stated that the level of activity has increased on Packages A and B. He reported that the current turnover dates for substantial completion are December 2018 and August 7, 2019 for the WMATA Rail Yard and Package A, respectively. Mr. Stark stated that trains would be tested before the WMATA Rail Yard is complete and the contingency would be the West Falls Church yard which has the capacity needed for the test. He further stated that there are currently no particular obstacles, but noted that plans are in place if needed.

Dulles Corridor Metrorail Project – Phase 2, Package A – Quarterly Update. Keith Couch of Capital Rail Constructors (CRC) presented the safety statistics. He stated that CRC had worked 5.0 million man-hours, with a recordable incident rate of .91 and lost-time incident rate of .07, which are both significantly below the national average. Mr. Couch reported that the current program focus includes working adjacent to traffic and within Maintenance of Traffic areas, track allocation and energization of systems. He advised that several of the Dominion Energy boxes had been turned on to supply electricity.

Mr. Couch reported that the design and construction of the overall Project was 67 percent complete to date. He reviewed the Project's progress chart and Ms. Hanley pointed out to Mr. Sudow that the chart addressed his earlier inquiry regarding the completion timeline.

Mr. Couch shared slides of the Dulles Airport, Herndon, Reston Town Center, Innovation Center, Loudoun Gateway, and Ashburn Stations and

provided an update with regard to the facilities. He reviewed information on the status of the pedestrian bridges, civil activities underway, track work, and the Traction Power Substation systems.

With respect to manpower, Mr. Couch reported that the staff level is currently at 1,200. He presented the labor by race/ethnicity and labor by state statistics.

Ms. Hanley inquired about the decline in craft labor. Mr. Couch explained that in June a substantial amount of structural work was completed, which required overtime. He further explained that as systems' work continues to progress, fluctuations in the number of staff and craft labor needed would occur. Ms. Hanley inquired whether enough manpower was being dedicated to the Project, to which Mr. Couch responded affirmatively.

Mr. Couch presented the Disadvantaged Business Enterprise status with a projected finish of \$169 million and shared the local employment outreach programs that had been held from June to September 2017.

Mr. Sudow sought confirmation that with the exception of the Herndon acquisition issues, all other future external third-party contingencies, factors and timetables would be directly related to CRC and within its control. Mr. Couch advised that the systems would be a new phase for the Project and may present challenges, but he confirmed that most of the timetables and factors going forward would be controlled by CRC.

Mr. Tejada inquired about partnership requirements for targeted audiences. Mr. Couch stated that no boundaries had been set and that CRC had attempted to leverage existing groups. Mr. Tejada stated that he would be interested in brainstorming sessions and requested that Project Staff and CRC follow-up on opportunities for partnering.

The meeting was thereupon adjourned at 8:50 a.m.