

SUMMARY MINUTES
DULLES CORRIDOR COMMITTEE
MEETING OF OCTOBER 15, 2014

Mr. Davis called the October 15 Dulles Corridor Committee Meeting to order at 8:31 a.m. A quorum was present – Mr. Griffin, Co-Chair, Mr. Carter, Mr. Gates, Ms. Lang, Mr. McDermott and Mr. Conner, *ex officio*. Mr. Adams, Mr. Chapman, Mr. Curto, Ms. Hall, Mr. Kennedy, Ms. Merrick, Mr. Session and Ms. Wells were also present.

Mr. Davis reported that the Committee would meet in executive session at which time staff would present confidential information on issues in negotiation for Phases 1 and 2 of the Dulles Corridor Metrorail Project. He stated that the executive session is pursuant to Article IX, Section 3(c) of the Airports Authority Bylaws, which permits the Board and its Committees to move into executive session to consider existing or prospective contracts, business or legal relationships to protect proprietary or confidential information of the Airports Authority, any person or company; the financial interest of the Airports Authority; or the negotiating position of the Airports Authority; and Section 3(e) which permits moving into executive session to consult with legal counsel and receive briefings by staff, consultants and/or attorneys, pertaining to actual or potential litigation, or other legal matters.

The Committee recessed its Meeting at 9:35 a.m.

At 10:24 a.m., the Committee resumed its confidential discussion in executive session.

At 10:30 a.m., the regular session began. A quorum was present.

Dulles Corridor Metrorail Project Monthly Cost Summary for Phases 1 and 2 (As of August 31, 2014). Charles Stark, Executive Director of the Dulles Corridor Metrorail Project, reported that August expenditures for Phase 1 totaled \$5.4 million. As of August 31, Project expenditures totaled \$2.730 billion for Phase 1. The forecast for completion for the Phase 1 Project remained at \$2.905 billion. Mr. Stark reported that the contingency funds obligated in August had been \$5.2 million, and he reviewed the occurrences where these funds had been used. He reported that \$16.2 million remained in the contingency fund. Mr. Stark reviewed the status of the Phase 1 activities.

Mr. Stark reported that \$1.1 million had been spent in August for Phase 2. As of July 31, Project expenditures totaled \$287.3 million for Phase 2. Mr. Stark reported that the total budget and forecast for completion totaled \$2.778 billion. He noted that the amount of contingency funds that had been used through August 31 totaled \$3.4 million, and he reviewed the occurrences where these funds had been used. Mr. Stark reported that \$554.9 million remained for contingency utilization. He reviewed key milestones for Phase 2.

Dulles Corridor Metrorail Project – Phase 2 Quarterly Update. Keith Couch of Capital Rail Constructors (CRC) reviewed the alignment of Phase 2 with regard to the sections for Fairfax and Loudoun Counties, as well as for the Airports Authority. He noted that Phase 2 included five at-grade stations and the Dulles Airport station and three bridges in Fairfax and Loudoun Counties.

Mr. Couch reported that CRC had worked a total of 650,000 man-hours to date without a loss-time accident or recordable accident. He noted that staff had begun working in areas adjacent to traffic and that a substantial amount of time is being dedicated to deciding how to influence the safety of truck drivers and deliveries. Mr. Couch stated that many new employees would be hired over the next few months and that CRC would hire a large number of employees in 2015 and 2016.

Mr. Couch provided a progress report on the design and construction underway. He noted that the overall project is 12 percent complete, and the construction is 1 percent complete. Mr. Couch reported that work had begun at Dulles International. He stated that work at the Dulles Airport Station would likely begin in early spring.

Mr. Couch reviewed the composition of the 380-person workforce, noting that Virginia represented approximately half of the workforce while Maryland and other jurisdictions represented approximately one quarter each. He reported that CRC had made significant progress in its outreach efforts, noting that it had contacted more than 25 labor or workforce development-type agencies across the region in the District of Columbia, Virginia and Maryland. Additionally, CRC staff had met with five of the agencies, including the Department of Employment Services in the District. Mr. Couch reported that the first of two hiring centers had opened in D.C. and the second one would open by the end of the year. He also reported that CRC's website was now operable. Prospective employees could register online (www.capitalrailconstructors.com),

complete a short application, and view job openings across the Silver Line.

Ms. Merrick inquired about the role of the Steering Committee, to which Mr. Couch responded that it is comprised of CRC staff and other local labor groups that assist in identifying workforce development organizations and provide outreach efforts to attract workers to the Silver Line.

Ms. Hall asked about the types of work performed by West Virginia employees. She asked why it was necessary to reach out to West Virginia. Mr. Couch stated that people who lived in West Virginia and Pennsylvania were willing to commute and therefore reached out to CRC to seek employment.

Mr. Curto asked if CRC had the ability to use staff that had worked on Phase 1. Mr. Couch said that a fair amount of interest had been expressed by employees that had worked on Phase 1; they are anxious to begin working on Phase 2. Ms. Evans noted that any outreach with Phase 1 workers would be done through local subcontractors, not directly to workers.

Ms. Lang inquired about challenges that CRC had with recruitment in the District of Columbia. Mr. Couch stated that only a few employees had been hired thus far and that CRC is hopeful that District residents would reach out to the hiring centers in an attempt to access employment in 2015, and as new opportunities become available on Phase 2. Ms. Lang stated that the unemployment rate in the District is higher than in its two neighboring jurisdictions. She inquired whether the Directors representing the District of Columbia could assist in any way in helping to respond to the challenges CRC may be experiencing regarding hiring. Mr. Couch responded that interested personnel should either register online or call the CRC hotline (844-CRC-RAIL).

Directors asked several questions about the composition of the workforce for Phases 1 and 2. Mr. Couch promised to provide a breakout of the number of employees according to the state in which they reside, as well as the contemplated percentage of retained employees compared to subcontractors.

Mr. Curto inquired about how CRC will communicate its goals and requirements discussed at the day's Meeting with the subcontractor

workforce. Mr. Couch stated that CRC would put out a bid package for contractors to meet the requirements and it would take the lowest responsible bidder. Contractors would have to meet the requirements and be cost competitive since it is a fixed price, lump-sum contract.

Mr. Couch reviewed some of the local outreach events CRC had conducted over the last several months.

Mr. Couch provided an overview of the Disadvantaged Business Enterprise (DBE) activity, noting that approximately \$144 million in DBE contracts had been signed. Mr. Carter requested a breakdown of race, gender and representing jurisdictions for the Minority Business Enterprise participants.

Mr. Adams requested a breakdown of the types of services that DBE contractors would provide during Phase 2. Mr. Couch noted that he would provide the information, including the services by North American Industry Classification System codes, as requested by Mr. Session.

The Meeting was thereupon adjourned at 12:03 p.m.