

SUMMARY MINUTES  
DULLES CORRIDOR COMMITTEE  
MEETING OF JULY 16, 2014

Mr. Davis called the July 16 Dulles Corridor Committee Meeting to order at 11:36 a.m. A quorum was present – Mr. Carter, Mr. Gates, Ms. Lang, Mr. McDermott, Mr. Williams and Mr. Conner, *ex officio*. Mr. Curto, Ms. Merrick, Mr. Session and Ms. Wells were also present.

Dulles Corridor Metrorail Project Monthly Cost Summary for Phases 1 and 2 (As of May 31, 2014). Ginger Evans, Vice President for Engineering, reported as of May 31, Project expenditures totaled \$2.69 billion for Phase 1. The contingency funds obligated in May had been \$3.8 million. Ms. Evans stated that some of the Phase 1 activities would extend beyond Revenue Service Date (RSD) recently determined by Washington Metropolitan Area Transit Authority's (WMATA).

Ms. Evans reported that \$15 million had been spent in May for Phase 2. She noted that the small amount of contingency funds that had been used in May marked the first occasion whereby changes to the communication and system specifications were necessary to make the systems for Phase 2 consistent with changes that had been made during Phase 1. Ms. Evans explained that it is customary in large projects to conduct an initial study prior to the development of the formal design and the authorization of construction.

Mr. Davis inquired about the timeline for the Phase 1 reconciliation process. Ms. Evans responded that Dulles Transit Partners had not provided its final time and impact analysis. Once staff received that information, it would be more informed about the ongoing work and items that would be completed after the RSD. Ms. Evans noted that while staff would have a better idea about the final cost of Phase 1 of the Project by October, it would take one to two years to complete the total Phase 1 closeout.

Dulles Corridor Metrorail Project – Phase 2 – Quarterly Update. Ms. Evans introduced Keith Couch of Capital Rail Constructors, who is responsible for the day-to-day operations. Mr. Couch reported that the Capital Rail Constructors' (CRC) team is a joint venture of Clark Construction and the Kiewit Infrastructures South Group. He stated that the team included three design partners -- Parsons Transportation Group; Dewberry; and Skidmore, Owings & Merrill. Also included on the

team are two key subcontractors, Shirley Contracting Corporation, which is a wholly-owned subsidiary of the Clark Construction Group, and Mass Electric, which is owned by the Kiewit Corporation.

Mr. Couch provided a quick overview about Phase 2. He stated that it was comprised of 11.5 miles of track; six stations; a contract value of \$1.17 billion; and a lump-sum design-build contract with a five-year term. The CRC team had been organized around five major components: the civil work, the structures work, facilities, rail, and systems.

Mr. Couch reported that CRS had worked 500,000 man-hours to date, without a loss-time accident or recordable accident. He stated that the more-risk related work dealing with traffic, existing utilities and orienting of new staff and subcontractors would begin in the near future.

Mr. Couch provided progress reports on the design and construction underway. He presented information on the composition of the workforce, which led to several questions from Directors regarding outreach efforts and potential incentives from CRC and WMATA for employees working on Phase 2 of the Project. Mr. Couch stated that CRC is in contact with 13 different organizations throughout Maryland, the District of Columbia and Virginia, as well as the Department of Employment Services. [He stated that he would provide the list of organizations.] He reported that CRC also conducts outreach with the Director of Helmets to Hardhats and noted that it had received excellent results from hiring veterans in the past from different organizations. Mr. Couch explained that CRC is presently testing the use of a dedicated website which will require all of its subcontractors to post job openings. The possibility of CRC using the Authority's website for cross-reference purposes to post job opportunities was also discussed.

Mr. Couch stated that the contract included an obligation to award approximately \$165 million of its projects to Disadvantaged Business Enterprises (DBEs). Thus far, CRC had awarded commitments in the amount of \$132 million, including \$90 million to DBEs.

Mr. Session reported that each of the five components that Mr. Couch had referenced earlier was linked to the North American Industry Classification System (NAICS) code, which represents the profile of a particular industry. He stated that it is important to ensure that DBEs accurately receive commitments for a fair distribution of each NAICS code relative to the core business of rail building instead of being

responsible for providing an excessive amount of supplies and trucking activities, which had occurred in Phase 1.

Mr. Davis requested that staff provide information identifying the dates when Phase 2 milestones are expected to occur, which would be helpful to Directors and the public. Ms. Evans stated that the milestone schedule would be provided for the September committee meeting.

Mr. Couch reported that CRC is working with the Authority to develop ways to incorporate some of the lessons learned from Phase 1. He explained that because some of the ongoing issues are contemporary ones, CRC is determining how to best approach each one and proceed. Mr. Couch said that a vital part of the Project is to complete the design and gain momentum. He believed that starting at Dulles International has a huge psychological impact and contributes to the excitement of the CRC team.

The Meeting was thereupon adjourned at 12:07 p.m.