

SUMMARY MINUTES
DULLES CORRIDOR COMMITTEE
MEETING OF APRIL 19, 2017

Ms. Hanley called the April 19 Dulles Corridor Committee Meeting to order at 8:40 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, Mr. Uncapher, and Mr. Williams were also present.

Recommendation to Award a Sole Source Contract for Electrical Power Service for Interim Testing, Commissioning and Pre-Revenue Operations on Phase 2 of the Dulles Corridor Metrorail Project. Prior to staff presenting its recommendation, Mr. Speck stepped away from the table. Charles Stark, Executive Director of the Dulles Corridor Metrorail Project (Project), reported that the Airports Authority is required to provide interim testing, commissioning and pre-revenue operations prior to turnover of the completed Project to the Washington Metropolitan Area Transit Authority (WMATA). He stated that the Airports Authority has contracts with Dominion Virginia Power (DVP) for electric service at Ronald Reagan Washington National and Washington Dulles International Airports and the Dulles Toll Road with rates established through the Virginia Energy Purchasing Governmental Association (VEPGA) structure. The new DVP contract for the interim testing, commissioning, and pre-revenue operations is based on the same VEPGA-negotiated rate structure currently used by participating agencies, including the Airports Authority. Mr. Stark stated that DVP is the only provider of electricity in the Project region. He reported that the proposed DVP rates include the costs of generating and distributing electricity, fuel surcharges and miscellaneous fees. The contract cost for interim testing, commissioning, and pre-revenue operators, which is included in the current project cost forecast and available budget, will be approximately \$10,500,000 for the period April 2017 through December 2019. Mr. Stark reported that the base rate is fixed through August 2019, and it will then be adjusted to a new fixed rate. He further reported that upon turnover of the completed Project to WMATA in late 2019, the contract will expire, and WMATA will enter directly into a separate contract for systems operations. The proposed contract would be awarded as a sole source contract, which is permitted with proper justification, under the Airports Authority's Contracting Manual Section 1.4.1(d) Utility Services and Supplies. Mr. Stark advised that the intent

to award the sole source contract had been posted on the Airports Authority's website, and that no firm had offered a statement of capabilities to provide the service.

The Committee approved the recommendation. Ms. Hanley stated that she would present a resolution later in the day's Board Meeting.

Mr. Speck returned to the table.

Dulles Corridor Metrorail Project Monthly Cost and Schedule Update for Phase 2 as of February 28, 2017. Mr. Stark reported that \$44.0 million was spent during February 2017 for a total of \$1.12 billion. The total budget and forecast for the Project remain at \$2.778 billion.

Mr. Stark stated that the contingency amount utilized through January 2017 was \$110.1 million. In February 2017, \$2.5 million was utilized. The total contingency utilized through February 2017 was \$112.6 million; \$438.9 million is remaining.

Mr. Stark reported the following items where a contingency was utilized in February 2017: differing site condition for a utility relocation along Sunrise Valley Drive widening for \$1.3 million; construction of Ashburn Station safe dispersal area of \$331,000; construction of Automatic Train Control cable separation of \$160,000 (for a total of \$670,000); and miscellaneous charges of \$84,000.

Mr. Stark reviewed the current design-build activities. He reported that three non-critical path design packages remain incomplete. He stated that 118 design and field changes had been identified.

Mr. Stark also reviewed the upcoming design-build activities and shared several slides of the activities underway. He reported that internal connections for the first two traction power substations (TPSS) continue. At the Herndon Station, electrical, mechanical and plumbing (MEP) work, as well as the structural steel vault roof erection, continues. At the Innovation Station, work continues with the detail roof steel, electrical, and plumbing. Mr. Stark stated that the delivery of station escalators is underway and the construction of pedestrian bridge columns and the assembly of the pedestrian bridge are also continuing. At the Dulles Station, work continues on setting precast and aerial guideway structures, MEP, and tie-in of the pedestrian tunnel to future station walls. Mr. Stark reported that Aerial Guideway work continues with the

installation of decks on the east side of the Airport to the Dulles Station and removal of forms from Straddle Bent #108 over eastbound Greenway and a 900-ton crane from the Greenway.

Mr. Stark reported that the February 2017 contingency utilization for Package B was \$600,000. He reviewed the contingencies used for the following design and construction items -- Service and Inspection Building main shop floor drains (\$270,000); yard sectionalization change (an additional \$251,000); and revised TPSS ground grid (an additional \$68,000).

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. Sudow inquired as to whether the Airports Authority had all of the required easements to complete Phase 2. Mr. Stark stated that a couple of easements are still needed for the pavilions at the Reston and Herndon stations. He identified one easement still required for the Herndon north area for utilities. Mr. Sudow inquired about the status of the storm water management issue with Loudoun County (Loudoun). Mr. Stark responded that the Airports Authority is still working with Loudoun on the agreement for the use of the east regional pond.

At that time, Keith Couch of Capital Rail Constructors was not yet present. Ms. Hanley stated that all Directors had received a copy of the Dulles Corridor Metrorail Project – Phase 2, Package A – Quarterly Update (Update). She further stated that if time permitted later that day, the Committee would reconvene to receive the Update. If not, she informed Directors that they could ask any questions that they may have on the Update at a subsequent meeting.

The meeting was thereupon adjourned at 8:55 a.m.

At 9:14 a.m., Ms. Hanley advised that Mr. Couch was present, and she reconvened the meeting with all 16 Directors present.

Dulles Corridor Metrorail Project – Phase 2, Package A – Quarterly Update. Mr. Couch presented the safety statistics, stating that CRC had worked 3.8 million man hours, with a recordable incident rate of 0.9 and lost-time incident rate of .05, which are both significantly below the national average. He reported that the current program focus with

regard to safety continues to address employees working in and around traffic, with mobile equipment, and in areas where they could be struck and caught in-between accidents.

Mr. Couch reported that the design and construction of the overall project was 59 percent complete. He reviewed the progress of the aerial guideway noting that the shafts, round columns, rectilinear piers, and caps were complete. Additionally, all girders had been fabricated and less than 24 girders, mainly at Dulles Airport and the intersection of the Dulles Greenway, still must be erected. Mr. Couch reported that 75 percent of the decks were complete and all of the major straddle bents had been poured. He advised that the Dulles Airport Station precast and steel erection would be ongoing throughout the summer. Additionally, tunnel demolition was complete and mechanical/electrical/plumbing rough-in and roofing would also continue throughout the summer. He noted that the escalator truss installation had begun that month.

Mr. Couch shared slides of the 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 TPSS systems.

With respect to manpower, Mr. Couch reported that 835 employees were on board in February 2017. He then referenced the slides providing details on labor by race/ethnicity, labor by state, and status of Disadvantaged Business Enterprises (DBEs) [with regard to the Project goal and commitment]. He reported that the Greater Washington Urban League had held three outreach program events in December 2016, February 2017, and March 2017.

Mr. Pozen requested additional information regarding the DBE numbers, specifically the contracts awarded by jurisdiction, the ethnicity of the sub-contractors, as well as the North America Industry Classification System codes [to identify the contract services that they provide]. Mr. Couch stated that the requested information is provided to the Rail Office monthly and would be made available to the Board.

Mr. Williams inquired as to the percentage of the budget that had been used to achieve the 59 percent completion of CRC's work. Mr. Couch clarified that 59 percent of completed work equated to earning 59 percent of the contract value. Mr. Williams compared the 59 percent of

completed work with the labor-by-state percentages, which represented positive growth in the surrounding jurisdictions, but only a total of 3 percent in the District of Columbia. He reiterated his concern that the manpower representation from DC continues to remain extremely low.

Mr. Williams asked about the obstacles that are preventing the DC employees who represent only 3.24 percent of the workforce from increasing. Mr. Couch stated that the outreach events for the prior quarter had been held in DC. He further stated that the conversation among attendees at the outreach events is that as long as employment is plentiful in DC, its residents prefer to work there, and they are not interested in commuting to Virginia. Mr. Williams observed that DC residents are not getting hired in DC at a rate comparable to its population. He noted that he had raised the same questions with DC officials and had not received an adequate answer. Mr. Couch reiterated that the majority of CRC's outreach efforts had been held in DC. He stated that the CRC website is available, subcontractors are engaged, and full-time employees continue to collaborate with the Greater Washington Urban League and Hard Hats of America to encourage the DC workforce to proactively consider work in Virginia.

The meeting was thereupon adjourned at 9:32 a.m.