

SUMMARY MINUTES
DULLES CORRIDOR COMMITTEE
MEETING OF JUNE 20, 2018

Mr. Tejada called the June 20 Dulles Corridor Committee Meeting to order at 11:10 a.m. A quorum was present during the Meeting: Ms. Hanley (Co-Chair), Mr. Adams, Mr. Griffin, Ms. Lang, Ms. Merrick, Mr. Mims, Mr. Pozen, Mr. Speck, Mr. Sudow, Mr. Uncapher, and Mr. Session (ex officio).

Charles Stark, Vice President, Dulles Corridor Metrorail Project, stated that the investigation of the potential Aggregate-Silica-Reaction potential identified in the Department of Justice complaint against Universal Concrete Products is underway. He further stated that the Airports Authority is conducting an independent study with Dulles Rail Consultants and CTL Group of Skokie, Illinois. Mr. Stark advised that the final report is projected to be available in early August.

Mr. Sudow asked if the Washington Metropolitan Area Transit Authority (WMATA) is also engaging someone to provide a separate review and/or evaluation of the observations that Mr. Stark had shared. Mr. Stark stated that the Airports Authority is working closely with WMATA. He further stated that he was not aware that WMATA had hired anyone to conduct a separate review and/or evaluation.

Dulles Corridor Metrorail Project Phase 1 Quarterly Cost and Schedule Update as of April 30, 2018. Mr. Stark reported that \$0.7 million had been spent in February through March 2018 for a total of \$2.908 billion in expenditures. He also reported that the total forecast at completion remains at \$2.982 billion.

Mr. Stark reviewed the Phase 1 WMATA Cost Summary. He stated that \$293.9 million is the total forecast at completion for WMATA. Mr. Stark reported that \$242.7 million had been spent in February through April 2018.

Mr. Stark reviewed Bechtel's closeout status. He reported that the Airports Authority had negotiated a settlement in which Bechtel will remediate the concrete pipe deficiencies. Additionally, the Airports Authority is continuing to remedy the remainder of the deficient items via the Phase 1 closeout task order contract. With regard to the closeout of Virginia Department of Transportation (VDOT) Comprehensive Agreement, two categories of work must be performed: remediation of all remaining VDOT facility deficiency items and the Old Meadow Road

intersection lane widening. He reviewed the task order contract status and stated that 36 Notices to Proceed had been issued, including Old Meadow Road design; 30 of which are complete. Mr. Stark further stated that the upcoming activities included an improvement to the drainage at Chain Bridge Road; American with Disabilities Act sidewalk repair, and the Dulles Connector Road left shoulder resolution. He also reported that manhole and structural repair work and bus turnout remediation are underway. Mr. Stark reported that the final design of the Old Meadow Road is nearing completion for the realignment. With regard to the utility issues, he stated that there are numerous utility facilities that require minor relocation work, but significant coordination and time effort for management, design and construction are needed. There are 11 utilities that are involved. Regarding plans moving forward, Mr. Stark noted a modification had been issued to extend final design completion. A new task order would be issued to manage utility coordination and a modification would be needed to complete a traffic study. Mr. Stark reported that construction would begin in the summer of 2018 with an estimated completion in the third quarter of 2018.

Mr. Griffin inquired about the estimated timeline for the closeout. Mr. Stark stated that the punch list items would be closed out before the end of 2018; however, items associated with financial terms would require a longer period of time.

Dulles Corridor Metrorail Project Monthly Cost and Schedule Update for Phase 2 as of April 30, 2018. Mr. Stark reported that \$24.2 million was spent on the Project during April for a total of \$1.733 billion spent to date. The total budget and forecast for the Project remain at \$2.778 billion. Mr. Stark stated that the contingency in April was \$0.6 million. The total contingency utilized through April was \$201.6 million, and the remaining contingency was \$349.9 million.

Mr. Stark shared the following items concerning a contingency that was allocated in April: Package A (Capital Rail Constructors (CRC)) totaling 0.7 million; Automatic Train Control Power Frequency Track Circuits & High Current Bonds totaling \$729,200.

Mr. Stark reported that all design packages were complete and issued for construction. He stated that there were 107 design and field changes in progress. Mr. Stark further stated that 14 design revisions had been approved by the Airports Authority's Building Codes Department and three by the Department of General Services; 150 supplier submittals had been reviewed and processed; and 41 non-conformance reports had been resolved.

Mr. Stark reviewed the upcoming Guideway & Stations' design-build activities, as well as the current and ongoing WMATA Rail Yard and Maintenance Facility design-build activities and shared several slides, including a graph denoting a forecasted completion of October 2019.

Mr. Stark shared the following item where a contingency was allocated for Package B (Hensel Phelps (HP)) in April totaling \$(0.1) million: equipment changes totaling (\$209,000); and miscellaneous changes (changes less than \$100,000) totaling \$45,800.

Mr. Stark reviewed the design-build activities at the WMATA Rail Yard and Maintenance Facility. With regard to the current construction, he reported that paving, final grading, and utility installation continues, as well as interior buildouts for all the buildings. Mr. Stark stated that the running rail installation was almost complete, and the third rail installation is underway. He further stated that installation of track signals, switches, and installation and testing of electrical and train control equipment has begun. Mr. Stark reviewed other ongoing non-construction activities. He reported that VDOT had opened the north entrance to the site, and would begin work on the permanent exit soon; final testing and acceptance plans and procedures are being developed; construction permit inspection and testing is ongoing; and interface coordination with Package A continues.

Ms. Hanley observed the projected delay for the completion of the WMATA Rail Yard and Maintenance Facility. She asked if the metro trains could be tested and operated without the yard being completed, to which Mr. Stark responded affirmatively.

Dulles Corridor Metrorail Project – Phase 2, Package B – Quarterly Update. Michael Barker, Project Executive for HP, presented the day's Update. He shared slides and provided information on the contract/project overview, safety, schedule, project status, Disadvantaged Business Enterprise (DBE) participation, diversity projection, and environmental compliance. Mr. Barker reported that the awarded contract value had been almost \$253 million. He further reported that there were 64 contract modifications and 84 directive letters totaling approximately \$6.6 million with the current contract value at approximately \$276 million.

Mr. Barker shared the status of the outstanding changes. He reported that HP has been working with the Airports Authority on five items that require direction. There are approximately 36 items that HP must price.

Mr. Barker reported that HP had submitted 14 changes to the Airports Authority that are pending negotiation. Additionally, there are five items in negotiation. Mr. Barker reported that HP had submitted one certified claim, and four direct cost issues had been settled with time impact pending.

From a safety perspective, Mr. Barker reported that almost 1.3 million-man hours had been spent on the Project as of May. The Project's rate for the days away, restricted, and transferred (DART) is 1.50 which is under the industry average. To date, there have been more than 1,800 safety trainings sessions, including re-training as a result of the Occupational Safety and Health Administration occurrences that had been recorded, such as a sprained shoulder, a sprained knee and a broken finger. He further reported that the lost-time rate for the entire Project is .15, and the lost-time rate for HP is zero.

Mr. Speck sought clarity about the Project's DART rate. Mr. Barker stated that the Project's DART rate is calculated by the number of recordable incidents per 100 full time employees that resulted in lost work days, restricted work days or job transfer due to workplace injuries or illnesses. He further stated that the Project's DART rate is 1.50 compared to the industry rate of 1.80. Mr. Barker noted that although employees suffered injuries such as sprained shoulder, sprained knee, and broken finger, employees were able to fulfill other duties so the injuries did not necessarily result in lost work days.

Mr. Barker reviewed the schedule overview for the Project. He reported that as a result of the revised change orders, the current final completion is February 21, 2019, which addressed some of the questions dealing with the impacts.

Mr. Barker provided an update on the 12-month look ahead schedule. He reported on the DBE small business procurement. Awarded subcontracts total almost \$221 million, and the awarded DBE contracts total approximately \$40.8 million. Mr. Barker reviewed the amount of first-tier, second-tier, and third-tier DBE subcontracts that had been awarded. He stated that the countable DBE participation totaled \$35.6 million. Mr. Barker further stated that HP's contract goal is 14 percent.

With regard to Project labor diversity, Mr. Barker reported that 11 percent of the workforce is represented by African Americans, 52 percent by Caucasians, 31 percent by Hispanics, and 6 percent by others. He noted that females represent 7 percent of the total workforce on the Project. When analyzing the current labor by state, 54 percent of the

employees represent Virginia, 20 percent represent Maryland, and 2 percent represent D.C.

Mr. Tejada inquired whether employees from other states commute to the Project. Mr. Barker responded affirmatively, noting that they work during the week and return to their residences on the weekends.

The meeting was thereupon adjourned at 11:34 a.m.