

SUMMARY MINUTES
DULLES CORRIDOR COMMITTEE
MEETING OF NOVEMBER 14, 2018

Ms. Hanley called the November 14 Dulles Corridor Committee Meeting to order at 9:15 a.m. A quorum was present during the Meeting: Mr. Tejada (Co-Chair), Mr. Adams, Mr. Dwoskin, Mr. Griffin, Mr. Lazaro, Mr. Mims, Mr. Pozen, Mr. Speck, Mr. Sudow, Mr. Uncapher and Mr. Session (ex officio).

Dulles Corridor Metrorail Project Monthly Cost and Schedule Update for Phase 2 as of September, 2018. Charles Stark, Vice President, Dulles Corridor Metrorail Project, reported that \$19.4 million was spent on the Project during September for a total of \$1.868 billion spent to date. The total budget and forecast for the Project remain at \$2.778 billion. Mr. Stark stated that the contingency through August was \$267.5 million. The contingency allocated in September was \$2.7 million for a total of \$270.2 million, and the remaining contingency was \$281.3 million.

Mr. Stark shared the following items concerning a contingency that was allocated in September: Package A (Capital Rail Constructors (CRC)) totaling \$1.9 million; Differing Site Conditions – Yielding Subgrade on the Dulles Greenway totaling \$1,821,000; and miscellaneous changes less than \$100,000 totaling \$41,300.

Mr. Stark reported that all design packages were complete. He stated that there are 51 design and field changes in progress. Mr. Stark further stated that six design revisions had been approved by the Airports Authority's Building Codes Department and two by the Virginia Department of General Services in September. Additionally, 128 supplier submittals had been reviewed and processed, and 68 non-conformance reports had been resolved.

Mr. Stark reviewed the upcoming Guideway & Stations' design-build activities, as well as the current and ongoing Washington Metropolitan Area Transit Authority (WMATA) Rail Yard and Maintenance Facility design-build activities and shared several slides.

With regard to Package B, Mr. Stark stated that there was an allocation for Rock at Off-Site Sanitary Installation totaling \$800,000, which he explained was the result of a connection being made to Loudoun County Sanitation Authority on the other side of Route 606 from the yard. Mr. Stark further explained that the connection required digging a trench and tunneling under Route 606 and that rock was encountered in an

area where a sewer pipe had to be installed. He reported that miscellaneous changes (less than \$100,000) totaling \$43,696 also occurred in September.

Mr. Stark reviewed the Rail Yard and Maintenance Facilities, Design – Build Activities. He reported that all design submittal packages were complete. Mr. Stark advised that 117 design and field changes are in process – 102 under comment resolution phase and 15 were received and reviewed by the Airports Authority in September. Seventy-one construction submittal packages were reviewed and processed in September, and 69 discrepancy reports have been received to date. Mr. Stark noted that 30 of the discrepancy reports are currently open and two discrepancies were resolved in September.

Mr. Stark also reviewed current construction and other ongoing non-construction activities such as the Route 606 temporary power feed, which now has permanent power. He advised that workshops are being conducted to assist HP in developing final dynamic testing and commissioning plans required for turnover, and project-wide inspection and testing are ongoing.

Mr. Dwoskin asked about the terminology that is used for pending change orders and the amount of those change orders. Mr. Stark stated that “PCO” is the terminology used and the details of the amounts are included in the materials provided for the day’s meeting. He noted that he would answer any questions about those amounts.

Ms. Hanley recessed the meeting at 9:25 a.m. so that the Board of Directors Meeting could begin at its scheduled time, as required by the Airports Authority Bylaws.

Ms. Hanley reconvened the Dulles Corridor Committee Meeting at 10:37 a.m.; a quorum was present.

Hensel Phelps Quarterly Update on Phase 2 – Package B – Washington Metropolitan Area Transit Authority Rail Yard and Maintenance Facility. Michael Barker, Project Executive for Hensel Phelps (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 current contract value for Package B is \$277 million. He further reported that there were 64 contract modifications totaling \$16 million, 97

directive letters and approximately \$10 million in civil change orders that are being negotiated.

Mr. Barker shared the status of the outstanding changes. He reported that one item required direction from the Airports Authority or WMATA. There are approximately 34 items that HP must price. Mr. Barker reported that HP had submitted 19 items to the Airports Authority that are pending negotiation. Additionally, there are nine items in negotiation. Mr. Barker reported that HP had submitted one certified claim, and four direct cost issues for design change had been settled with time impact pending. He reviewed the outstanding cost and schedule impacts.

From a safety perspective, Mr. Barker reported that 1.6 million-man hours had been spent on the Project as of October. The Project's rate for the days away, restricted, and transferred (DART) is 1.36, which is under the industry average. To date, HP had conducted more than 2,100 safety training/orientation sessions. In 2018, there have been only three injuries, including a sprained shoulder, a sprained knee and a broken finger.

Mr. Barker reviewed the schedule overview for the Project. He reported that December 23, 2018 is the contractual completion date with some pending changes that are in negotiation. Mr. Barker stated that HP is working with Mr. Stark and his team to establish a new final completion date. He reported that the Project is approximately 90 percent complete, and he provided an update on the 12-month look-ahead schedule. Mr. Barker reviewed aerial photos that are taken quarterly of the Project's progress and status.

With regard to DBE participation, Mr. Barker reported that it is currently 13.29 percent, which is slightly less than the contract goal of 14 percent. He noted that the resolution of one ongoing commercially-useful function discussion would enable HP to meet its 14 percent contract goal. Mr. Barker advised that awards to the first-tier, second-tier, and third-tier DBE subcontractors were listed for informational purposes and review.

Mr. Barker reviewed the current project labor diversity and labor by state. He reported that labor is being performed in states other than Virginia, Maryland and D.C. because a substantial amount of the products are being manufactured and delivered to the job sites and trade partners arrive on the sites to install the products. Mr. Barker advised that no erosion infractions, releases or spills had occurred.

Mr. Session asked for an explanation of the distinction between the first and second-tier DBE subcontractors. Mr. Barker stated that HP contracts directly with DBE first-tier trade partners and that second-tier DBE subcontractors are hired by the first-tier subcontractors. Mr. Session requested that the list provided for future meetings include the subcontractors' jurisdictions to identify the location of their headquarters.

Mr. Session noted the statutory requirement that Mr. Barker referenced earlier with regard to commercially-useful function, which requires any DBE hired to perform work in a particular industry area to actually perform such work in that area. He stressed the importance that DBEs perform duties only that they are selected to perform and not ancillary duties. Mr. Session noted that he would have an off-line conversation to learn more about the ongoing discussion that Mr. Barker referenced earlier in the presentation.

Mr. Sudow inquired whether the delay in final completion would affect WMATA's commissioning schedule and revenue operations of the extension of the Silver Line. Mr. Stark replied that discussions with HP currently do not reflect a delay of Phase 2 of the Silver Line.

Mr. Williams reviewed the percentages included in the current Project labor diversity. He requested a breakdown of the trades represented in the labor diversity categories. Mr. Barker stated that the data is collected by the trade partners and that he would request the information breakdown and provide it for the next quarterly HP presentation.

With regard to labor by state, Mr. Williams presented a potential scenario whereby the Chairman of the D.C. City Council may inquire as to why D.C. representation in labor was only 3 percent and he inquired about an appropriate response. Mr. Barker stated that early in the Project in 2016 that D.C. residents were not motivated to travel west of the Dulles Toll Road because of the amount of work available in the District of Columbia. He advised that HP recruited companies from D.C. in an effort to increase participation of D.C. residents. Mr. Williams inquired whether it would be accurate to advise that the lack of representation of D.C. in the labor diversity is the result of the non-responsiveness from D.C. residents. Mr. Barker noted that the information provided in the day's report was not a cumulative percentage and noted that prior information could be accessed if needed.

The meeting was thereupon adjourned at 11:00 a.m.