

SUMMARY MINUTES
DULLES CORRIDOR COMMITTEE
MEETING OF JANUARY 16, 2019

Ms. Hanley called the January 16 Dulles Corridor Committee Meeting to order at 9:52 a.m. A quorum was present during the Meeting: Mr. Tejada (Co-Chair), Mr. Adams, Ms. Batty, Mr. Braun, Mr. Dwoskin, Mr. Lazaro, Mr. Mims, Mr. Pozen, Mr. Speck, Mr. Sudow, Mr. Uncapher, and Mr. Session (ex officio).

Charles Stark, Vice President, Dulles Corridor Metrorail Project, shared his appreciation for the support from Margaret McKeough, Executive Vice President and Chief Operating Officer, throughout the construction disruptions resulting from the Metrorail Project (Project). He stated that for the first time in his career, he felt like he was part of the team when he began working on the Metrorail Project. Mr. Stark wished Ms. McKeough well.

Dulles Corridor Metrorail Project Monthly Cost and Schedule Update for Phase 2 as of November 30, 2018. Mr. Stark reported that \$33.8 million was spent on the Phase 2 Project during November 2018 for a total of \$1.930 billion spent to date. The total budget and forecast for the Project remain at \$2.778 billion. Mr. Stark stated that the contingency through October 2018 was \$275.9 million. The contingency allocated in November 2018 was (\$13.2) million for a total of \$262.7 million, and the remaining contingency was \$288.8 million.

Mr. Stark shared the following items concerning a contingency that was allocated in November 2018: Package A (Capital Rail Constructors (CRC)) totaling \$1.2 million; Automatic Train Control (ATC) Power Frequency Track Circuits and High Current Bonds - Construction (settled at \$1,200,000) totaling \$470,800; Differing Site Conditions Yielding Subgrade - East and West Bound Dulles Greenway (Settled at \$2,225,000) totaling \$404,000; Facilitated Partnering Meetings totaled \$160,883; and miscellaneous changes (changes less than \$100,000) totaling \$196,000. Other packages totaling (\$14.5) million included additional funding of Project Management Support Services totaling \$10,000,000; and Washington Metropolitan Area Transit Authority (WMATA) rail cars budget reduction totaling (\$24,565,599).

Mr. Stark reported that all design packages were complete and issued for construction. He stated that there are 53 design and field changes in

progress. Mr. Stark further stated that three design revisions had been approved by the Airports Authority's Building Codes Department. Additionally, 125 supplier submittals had been reviewed and processed, and 39 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 he shared several slides.

With regard to Package B, Mr. Stark stated that there was an allocation for miscellaneous changes (less than \$100,000) totaling \$78,495. Mr. Stark reviewed the Rail Yard and Maintenance Facilities, Design - Build Activities. He reported that 109 design and field changes are in process, 32 construction submittal packages were reviewed/processed and 70 discrepancy reports received to date. Mr. Stark noted that 25 of the discrepancy reports are currently open and six were resolved in November 2018.

Mr. Stark stated that current construction continues on interior finish work in the Service and Inspection Building (SIB), Maintenance of Way Building, Transportation Building and Warehouse Building. He reported that testing on the heating system has begun. Shop equipment deliveries continue, specifically in the machine shops. Mr. Stark shared that installation of car hoist equipment in the SIB has temporarily stopped because the manufacturer's business is on hold due to the owner's untimely death since parts needed to proceed are not available. Mr. Stark noted that Hensel Phelps (HP) is in constant contact with the business to see when parts will be available.

Mr. Speck inquired about the manufacturer's business being dependent on one person. Mr. Stark stated that the family decided that operations would be suspended while the estate is being settled.

Mr. Stark also reviewed other ongoing activities, including the testing of a natural gas line being tested to ensure that the building has heat, and track rework and ballast cleanup continues. Bio-retention ponds are nearing completion, site landscaping continues and HP continues to develop plans for acceptance and turnover to WMATA. Mr. Stark noted that there are a number of punch list items expected to be resolved quickly before dynamic testing begins in the yard.

Ms. Hanley thanked Ms. McKeough for her work on the Dulles Toll Road and other projects over the years. She shared her appreciation for Ms. McKeough's willingness to work with the community and her concern for Airports Authority employees.

The meeting was thereupon adjourned at 10:06 a.m.