

SUMMARY MINUTES  
DULLES CORRIDOR COMMITTEE  
MEETING OF JUNE 19, 2019

Mr. Tejada called the June 19 Dulles Corridor Committee Meeting to order at 8:45 a.m. A quorum was present during the Meeting: Ms. Hanley (Co-Chair), Mr. Adams, Ms. Batty, Mr. Dwoskin, Mr. Lazaro, Mr. Mims, Mr. Pozen, Mr. Speck, Mr. Sudow, Mr. Uncapher, and Mr. Session (ex officio).

Quarterly Dulles Corridor Metrorail Project Cost and Schedule Update for Phase 1 as of April 30, 2019. Charles Stark, Vice President, Dulles Corridor Metrorail Project (Project), reported that \$1.3 million had been spent through April 2019 for a total of \$2.913 billion. He also reported that the total budget is \$2.982 billion, and the total forecast at completion remains at \$2.965 billion.

Mr. Stark reviewed Dulles Transit Partners (Bechtel) closeout status. He reported that Bechtel's subcontractor completed all pipe remediation work, and the closed circuit television inspection was completed and forwarded to the Virginia Department of Transportation (VDOT). Mr. Stark noted that the Metropolitan Washington Airports Authority (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 the VDOT Comprehensive Agreement, Mr. Stark reported that two categories of work must be performed: remediation of remaining VDOT facility deficiency items and the Old Meadow Road intersection lane widening. He reviewed the task order contract status and stated that 48 Notices to Proceed had been issued, 39 of which had been completed. Mr. Stark reported that the upcoming activities include Americans with Disabilities Act sidewalk repair, underdrain remediation, and the Dulles Connector Road left shoulder resolution. He also reported that the swale near West Falls Church Rail Yard and the remediation of the drainage near Chain Bridge Road are complete and that the manhole and structural repair work continues.

Mr. Stark reviewed the Old Meadow Road schedule. He reported that the final design for the realignment is complete. With regard to utility relocation on Old Meadow Road, he reported that Dominion Energy (Dominion) began test-pitting on February 13 and the directional boring started on February 25. Mr. Stark reported that Dominion had encountered challenges during the utility relocation and completion is taking longer than expected. He noted that AT&T, XO and MCI will begin

installation immediately after the installation of the Dominion conduit. Mr. Stark stated that a task order contractor is managing utility coordination, and it is expected to be completed in four phases with no total closures. He reported that construction is estimated to begin next month with an estimated completion date of September 30, 2019. Mr. Barker shared several slides of ongoing repairs and he reviewed the progress.

Mr. Session asked when the final closeout is expected. Mr. Stark stated that it is expected to be completed within 30 days, noting that most of the remaining work is associated with the contractual aspects of the closeout.

Dulles Corridor Metrorail Project Monthly Cost and Schedule Update for Phase 2 as of April 30, 2019. Mr. Stark reported that \$20.5 million was spent on the Phase 2 Project during April 2019 for a total of \$2.100 billion spent to date. The total budget and forecast for the Project remain at \$2.778 billion. Mr. Stark stated that the contingency allocated through April 2019 was \$297.1 million. The contingency allocated in April 2019 was \$1 million for a total of \$298.1 million, and the remaining contingency was \$253.4 million.

With regard to the design-build activities, Mr. Stark provided information about the typical changes that were reviewed and processed by the Airports Authority. He reported that 29 design and field changes were identified in April, including four not yet submitted by Capital Rail Constructors, 11 in the review process, and 14 issued for permit. Two submittals were approved by the Airports Authority Building Codes Department and none were approved by the Virginia Department of General Services in May. Additionally, 100 supplier submittals were reviewed and processed, and 20 non-conformance reports were resolved in May.

Mr. Stark reviewed the upcoming Guideway & Stations' design-build activities. He reported that most of the work underway is electrical in the stations, the Traction Power Substation, Automatic Train Control and communications rooms on the west at-grade section of the Project. Work continues with the testing group to prepare for dynamic train testing on the eastern portion of the Project. With regard to civil construction, Mr. Stark reported that paving is underway in areas along Sunrise at Herndon South and Sunset at Reston North, as well as milling and paving on the Dulles International Airport Access Highway (DIAAH) from the Herndon Station area to the Reston Station. He also reported that

paving of the Saarinen Circle is complete and striping is currently being finalized.

Mr. Stark shared the following items concerning a contingency that was allocated in April 2019 for Package B (Hensel Phelps (HP)) totaling \$1.0 million: Revised Access Control Requirements (settled for \$585,589) \$509,589; Wayside Facility Building Automation System Monitoring at \$222,006; Fuel Center Sumps and Fittings (Settled for \$170,000) \$151,000; and miscellaneous changes less than \$100,000 totaling \$112,000.

Mr. Stark reviewed the current and ongoing Washington Metropolitan Area Transit Authority (WMATA) Rail Yard and Maintenance Facility design-build activities. He reported that all design submittal packages were complete and issued for construction. A total of 29 construction submittal packages were reviewed and/or processed and 72 submittals were in the comment resolution phase in April. Additionally, 75 discrepancy reports have been received to date. Mr. Stark noted that 18 of the discrepancy reports are currently open and three were resolved in April. He stated that 71 issues requiring resolution were issued by the Airports Authority, noting that 27 remain open and 44 were resolved in April.

With regard to the WMATA Rail Yard & Maintenance Facility design-build activities, Mr. Stark stated testing and adjustment of electrical and ventilation systems are ongoing. The train wash building is nearing completion and the Service Inspection Building overhead platform is complete as the crew is now working on the Blow Pit platform, which will be followed by cleaning the platform. Mr. Stark advised that all three elevators are in varying stages of installation, and the June 13 expected delivery of parts for the car hoists is now expected on August 13.

Mr. Stark also reviewed the construction of the site and yard. He reported that final portions of the sanitary sewer are underway; contractor drilling rock and using expanding chemical to pre-split rock for excavation; rail rework has resumed after being on hold for several weeks for parts; special track work, which allows trains to go from one track to another, needs rework and adjustment; and ballasts are being retested in several locations for quality. Mr. Stark also reported that parking lots are paved, striped and fit with wheel stops; fuel point paved, waiting fuel containment at Maintenance-of-Way fueling track; and train control and traction power systems are being tested.

The Committee recessed its meeting at 9:00 a.m. until the conclusion of the day's Board Meeting, at which time the Committee would reconvene.

The Committee reconvened its meeting at 10:22 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 of 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 \$290.7 million, including \$8 million in directive letters and \$29 million in change modifications.

Mr. Barker shared the status of the outstanding changes. He reported that the main issues are still power and communications at differing site conditions, owner directives-disputed issues, owner requested change orders and delays and schedule impacts. From a safety perspective, Mr. Barker reported that HP is very pleased with the safety on the Project, stating that nearly 2 million man-hours of work have been performed. The Project's rate for the Days Away, Restricted, and Transferred (DART) is 1.25, which is under the industry average. Mr. Barker reported that the Project's Occupational Safety and Health Administration recordable rate remains low, and a few injuries had occurred, with the a broken finger as the most severe.

Mr. Barker reviewed the schedule overview for the Project, including the delays from 2014 to 2015 that resulted in a revised substantial completion date of December 23, 2018. He stated that discussions continue with Mr. Stark to settle ongoing delays. Mr. Barker reported on the ongoing activities and reviewed aerial photos that are taken quarterly of the Project's progress and status.

With regard to DBE participation, Mr. Barker reported that HP awarded 15 percent of actual DBE subcontracts with countable DBE participation of 13.5 percent, which exceeded HP's goal of 14 percent. As requested, he advised that the day's Quarterly Report includes a list of the subcontractors, NAICS codes, and values of contracts. Mr. Barker also advised that additional information on the labor diversity is now included with the additions of professional labor, operator, finisher, carpenter and the number of people working in each of those trades relative to the diversity. He noted that the number of people on the Project has

decreased dramatically, stating that approximately 80 people are presently working on the site performing required punch list commissioning tasks. Mr. Barker reviewed the labor by state statistics -- Virginia at 52 percent, Maryland at 37 percent, District of Columbia at 4 percent, and out of state labor for manufacturing installation at 7 percent. He advised that no major or minor environmental impacts had occurred.

Ms. Hanley observed that although a lot of the components of the Project are nearly complete, media reports indicate that July 2020 is the Project's completion date. She inquired what still needed to occur prior to completion. Mr. Barker stated that testing the mechanical and electrical systems is still required to ensure that the systems are operating correctly, as well as commissioning. He also stated that one of the strategies recently discussed with the Airports Authority is to allow concurrent testing in the yard, as well as outside the yard. Ms. Hanley stated that the Project has progressed in four years and it appears unproductive to take an entire year to complete the testing process. Mr. Barker stated that the Project is completed in various linear steps, and means are being explored to perform those steps concurrently which would be helpful in addressing questions.

Mr. Tejada indicated that he would like more details about the final completion date given most of the components of the Project are nearly completed. Mr. Barker reiterated that HP is working to get the trains in the yard and perform the testing. Additionally, staff is working with Mr. Stark and his team on a strategy to improve the July 2020 completion date.

Mr. Dwoskin asked whether the interface with WMATA on the final testing includes the acceptance by the WMATA team. He also inquired about the schedule and process of providing WMATA with the trains. Mr. Barker stated that the current plan is to begin bringing the trains in the yard with existing Metrorail trains with WMATA personnel presiding over the testing in the early fall to ensure the different routes are executed correctly and the signals are working properly. Mr. Dwoskin then asked if the completed testing process that Mr. Barker referenced includes WMATA's acceptance of the facility. Mr. Barker stated that he was unsure if WMATA has another process to complete in addition to its operational readiness period which is 60 days after all of HP's work is completed. He noted that HP's process will include WMATA operating the trains in the yard. Mr. Barker clarified that there is a pre-testing period and a testing period which is dynamic testing when trains are

moved in the yard. When dynamic testing is complete, a system performance demonstration must also be completed, at which time the operational readiness starts and the Airports Authority turns the system over to WMATA.

The meeting was thereupon adjourned at 10:38 a.m.