

SUMMARY MINUTES
DULLES CORRIDOR COMMITTEE
MEETING OF SEPTEMBER 16, 2015

Mr. Griffin called the September 16 Dulles Corridor Committee Meeting to order at 11:25 a.m. A quorum was present during the Meeting: Mr. Kennedy, Co-Chair, Mr. Caputo, Mr. Gates, Ms. Hanley, Ms. Lang, Mr. McDermott, Mr. Mims, Mr. Williams and Mr. Conner, *ex officio*. Mr. Adams, Mr. Chapman, Mr. Curto, Ms. Merrick, Mr. Pozen, Mr. Session and Ms. Wells were also present.

Quarterly Dulles Corridor Metrorail Project Monthly Cost and Schedule Update for Phase 1 as of July 31, 2015. Charles Stark, Executive Director of the Dulles Corridor Metrorail Project, reported that \$51.8 million had been spent in July for a total of \$2.803 billion in expenditures. He also reported that the total budget and forecast completion was \$2.982 billion. Mr. Stark noted that the total contingency used through July was \$538.3 million and there is no remaining contingency. He stated that a final contract amount had been negotiated and agreed upon with Dulles Transit Partners. In additional updates, Mr. Stark reported that 42 of the 64 Washington Metropolitan Area Transit Authority (WMATA) railcars paid for in Phase 1 had been conditionally accepted; the task order contract is moving forward; and negotiations are underway for the closeout of the Virginia Department of Transportation (VDOT) Comprehensive Agreement. He reviewed the major punch list activities through 2016, including the Art-in-Transit at the Phase 1 stations; Alstom terminal units and automatic train control training equipment; third rail heater controllers; and remote terminal unit upgrade.

Ms. Hanley inquired about the closeout of the VDOT Comprehensive Agreement. Mr. Stark stated that he and Garrett Moore, Chief Engineer for VDOT, are negotiating remaining items where an agreement had not been reached, including: the Old Meadow Road re-alignment, a punch list of concrete and curb deficiencies, and the exact configuration of American Disabilities Act ramps at some of the curbs. Ms. Hanley stated that a discussion should be held with representatives from Fairfax County before the outstanding items are resolved.

For the record, Mr. Griffin stated that other offset intersections existed within the VDOT system, including Stringfellow Road and Route 50

which had recently been re-constructed. Mr. Conner suggested that Mr. Griffin and Ms. Hanley assist Mr. Stark in these negotiations.

Mr. Conner inquired about the number of 7000 series railcars that had been delivered. While Mr. Stark was not certain of the number of railcars that had been delivered to WMATA, he confirmed that 42 railcars had been accepted for revenue service. He noted that the number of railcars accepted for revenue service could increase weekly according to how quickly the test program was completed. Mr. Stark stated that the remainder of the 64 Phase 1 railcars was expected to be delivered by the middle of October.

Dulles Corridor Metrorail Project Monthly Cost and Schedule Update for Phase 2 as of July 31, 2015. Mr. Stark reported that \$19.2 million had been spent in July for a total of \$508.7 million in expenditures. He also reported that the total budget and forecast completion remained \$2.778 billion. Mr. Stark noted that the total contingency is \$551.5 million and \$46.8 million had been utilized through June 2015; remaining contingency utilization is \$507.3 million. He reviewed the items where the contingency funds had been used. Mr. Stark also reviewed the Design-Build Activities for Phase 2 Guideway & Stations. He noted that design and field surveys continued and several design critical packages had been advanced. Mr. Stark reviewed the status of the Design-Build Activities for the WMATA Rail Yard and Maintenance Facility.

With regard to the new girder design, Mr. Stark reported that the contractor and the Airports Authority had determined that cable strands used to strengthen the beams during transport had caused the basic problem. He reviewed the details of the findings and presented the corrections that would allow Capital Rail Constructors to resume installing 84” high girders.

Hensel Phelps Quarterly Update on Phase 2 – Package B – Washington Metropolitan Area Transit Authority Rail Yard and Maintenance Facility. Richard Cohen of Hensel Phelps reported that no contract modifications had occurred. The awarded contract value remained at \$252,989,000. Mr. Cohen reviewed the current issues: 1) differing site conditions; 2) equipment selections; 3) design modification requests; 4) owner requested changes; and 5) design and permitting processes. He reported that 95,000 man hours had been worked through July 2015. With regard to safety, Mr. Cohen reported that Hensel Phelps’ Days Away Restricted or Transferred rate was 0, and 160 employees had received

safety orientation training. He noted that one incident requiring first aid had occurred, which had been non-life threatening. Mr. Cohen presented an overview of the contract schedule, the Project's challenges and the status of the Project, its design, construction and a 12-month look ahead schedule. Additionally, Mr. Cohen reviewed staff diversity, labor by state, Disadvantaged Business Enterprise participation and procurement updates. He also provided information on outreach events.

Mr. Williams inquired about the low labor count and percentage for the District of Columbia and efforts to increase workforce for that jurisdiction. Mr. Cohen highlighted the outreach events that had occurred and noted that an event was scheduled on September 26 at the Washington Renaissance Hotel for "Bid Package #4 – Building Finishes and Specialties" in an effort to secure more D.C. residents as part of the workforce. He reviewed some of the photographs associated with the Project, including the bat survey, sediment pond, unsuitable soil stockpile, backfill unsuitable soil areas and soil testing.

Mr. Kennedy asked that some of the issues and challenges be defined. Mr. Cohen stated that the issues covered both contractual and specification areas that could possibly affect the schedule. He explained that meetings with the project team will be instrumental in working through the challenges, as well as mitigation strategies would be integral for contractual issues.

Mr. Mims inquired whether the soil is contaminated or just not suitable for creating the foundations needed. Mr. Cohen stated that the soil is unsuitable from a field perspective; however, no contaminated soil had been noted in the test results.

For the record, Mr. Williams expressed concern with regard to the current staff diversity breakdown noting 7 percent for African Americans and 93 percent for others.

The meeting was thereupon adjourned at 11:54 a.m.