

COMPREHENSIVE MONTHLY REPORT

October 2011

**Dulles Corridor Metrorail Project
Extension to Wiehle Avenue**
Metropolitan Washington Airports Authority
Washington, DC

November 30, 2011

PMOC Contract Number: DTFT60-09-D-00016

Task Order Number: 002, **Project Number:** DC-27-5142, **Work Order No.** 02

OPs Referenced: 01, 25

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Length of Time PMOC Assigned to Project: 11 years

Length of Time PMOC Lead Assigned to Project: 3.5 years

TABLE OF CONTENTS

EXECUTIVE SUMMARY	2
1. PROJECT DESCRIPTION.....	2
2. PROJECT STATUS SUMMARY	2
3. PMOC’S ASSESSMENT OF PROJECT STATUS	6
MAIN REPORT	7
1. GRANTEE’S CAPABILITIES AND APPROACH.....	7
a. <i>Technical Capacity and Capability</i>	7
b. <i>Project Controls</i>	7
c. <i>Compliance</i>	8
2. PROJECT SCOPE	8
a. <i>Design Status</i>	8
b. <i>Bidding and Construction Status</i>	9
c. <i>Real Estate</i>	11
d. <i>Utility Coordination</i>	11
e. <i>Vehicle Procurement</i>	12
f. <i>Safety and Quality Status</i>	14
3. PROJECT MANAGEMENT PLAN AND SUB-PLANS	16
4. PROJECT SCHEDULE.....	18
a. <i>Critical Path Evaluation</i>	21
b. <i>Important Activities – 90-Day Look Ahead</i>	22
5. PROJECT COST.....	23
a. <i>Explanation of Variances</i>	23
b. <i>Monthly Cost Report, September 2011</i>	25
c. <i>Project Funding Sources: September 2011</i>	26
6. PROJECT RISKS.....	26
7. ACTION ITEMS.....	31
APPENDICES	32
APPENDIX A – LIST OF ACRONYMS	33
APPENDIX B – PROJECT OVERVIEW AND MAP.....	35
APPENDIX C – SAFETY AND SECURITY CHECKLIST.....	39
APPENDIX D – PMOC TEAM PERFORMING THIS REVIEW.....	43

EXECUTIVE SUMMARY

The Project Management Oversight Contractor (PMOC) met with Metropolitan Washington Airports Authority (MWAA) on November 9, 2011 to conduct a monthly progress meeting (in conjunction with the FTA Quarterly Progress Meeting for the period July 2011 through September 2011) for work performed in October 2011. The full time on-site PMOC attended various project meetings and site tours throughout this reporting period and participated with MWAA and FTA representatives in a complete field tour of the Project on the morning of November 9, 2011. Additional information for this report was obtained from MWAA during the second week of November 2011. Future PMOC monthly progress meetings are planned to occur during the first week of each month.

1. Project Description

MWAA, in cooperation with the Washington Metropolitan Area Transit Authority (WMATA), proposes to implement a 23.1-mile rapid transit system in the Dulles Corridor of Northern Virginia. The proposed corridor follows the alignment of the Dulles International Airport Access Highway (DIAAH) and the Dulles Toll Road within Fairfax County, and the Dulles Greenway, a private toll road in Loudoun County. The Project (Initial Operating Segment) undertakes the construction of the initial 11.7-miles of the rail project from the existing Metrorail Orange Line just east of the West Falls Church (WFC) Station to a station to be constructed at Wiehle Avenue with a total project cost of \$3.142 billion. Included in the Project are five new stations (Tysons East, Tysons Central 123, Tysons Central 7, Tysons West and Wiehle Avenue), improvements to the existing yard at WFC, and tail tracks beyond the Wiehle Avenue station. Sixty-four additional rail cars are required to provide service for the Project. Based on the Full Funding Grant Agreement (FFGA), the Revenue Operations Date (RSD) is December 1, 2014. The Federal New Starts share is \$900 million, along with \$75 million in Surface Transportation Program (STP) funds, for the Initial Operating Segment (extension to Wiehle Avenue). Through Federal fiscal year (FY) 2011, Congress has appropriated \$524.5 million in Section 5309 New Starts funds for the Project. The FTA has awarded \$404,483,364 in Section New Starts and \$68,499,999 in STP funds to date for the Project.

2. Project Status Summary

The PMOC met with MWAA on *November 9, 2011* to conduct a monthly progress review meeting in conjunction with the Quarterly Progress Review Meeting (QPRM). The status information is as of *October 31, 2011*, unless otherwise noted.

- **Real estate acquisition** continues to keep ahead of construction requirements, often resorting to rights-of-entry (ROE) to gain access to required parcels.
- **Rail car Procurement** - WMATA's current expectation is that the Preliminary Design Reviews (PDRs) will be completed by the end of *November*, seven months past the baseline schedule date of May 3, 2011. The remaining PDRs involve the truck assembly. *WMATA and Kawasaki continue their efforts to mitigate the six-month rail car delivery delay caused by the Japan earthquake and tsunami. On October 20, 2011, WMATA approved Kawasaki's Master Program Schedule (Baseline). As reported at the November 10, 2011 Progress*

Meeting No. 14, WMATA and Kawasaki are now using a preliminary mitigation contract schedule that forecasts delivery of the 64th rail car on April 6, 2015. WMATA will meet with Kawasaki on November 20, 2011 in Japan to work out the remaining aspects of the schedule issues with a goal of issuing approval of the mitigation schedule by the end of December 2011.

- **Design progress** - Overall project design is 99% complete as of the end of *October 2011*.
- MWAA hired an independent third party consultant, *Battelle*, to review Alstom’s safety analysis of the Generation 4 track circuit modules proposed for use on the Dulles Extension, issuing a NTP to Battelle on January 10, 2011 to begin the “Safety Analysis Review and Assessment.” The Battelle safety review is progressing with the review of proprietary data at Alstom’s facility in Rochester, NY in *October*. However, MWAA reported that *Battelle is reviewing more documents than originally anticipated and that some documents are not yet available from Alstom for review. Therefore, Battelle’s revised schedule indicates the draft report reviews are delayed from November 2011 to January 2012 and the “Final Assessment Report” submission to the FTA is delayed from December 2011 to March 2012.*
- **Construction progress** is broken into two components: utility relocation (UR), which is 99% complete, and design-build (DB) construction, which is approximately 57% complete. Significant accomplishments for *October* included continued segmental box girder installation on the Tyson East Guideway with Launch Girder Truss LG1; significant pier construction on the Tysons West Guideway along with significant segmental box girder installation with Launch Girder Truss LG2; *completion of the casting of all precast aerial guideway segments*; major foundation, wall and column work on all five stations; mezzanine steel erection *and concrete decking* at the Tysons East *and Tysons Central 123 Stations*; *mezzanine steel erection and concrete column and slab construction* at Tysons West Station *and platform and precast cladding erection* at the Wiehle Avenue Station; completion of the IB NATM tunnel contact grouting; *and near completion of the I-495 ground based crane erection.*

CONSTRUCTION PROGRESS THROUGH October 2011			
GUIDEWAYS AND TRACKWAYS	% COMPLETE	STATIONS	% COMPLETE
O-1 Guideway	98%	Tysons East	36%
Tysons East Guideway	93%	Tysons Central 123	34%
<i>Tysons Tunnel</i>	93%	Tysons Central 7	16%
Tysons West Guideway	68%	Tysons West	26%
O-3 Trackway	81%	Wiehle Avenue	38%
O-9 Trackway	87%		

- **The DTP Schedule Update** with a data date of *September 25, 2011* showed a -164 day loss compared to the -194 calendar day loss reflected in the *August 25, 2011* update. MWAA granted one day of excusable delays in August that resulted in a three day adjustment to the SSCD due to the inclusion of the weekend, moving the cumulative loss to -161 calendar days.

As of September 25, 2011, the official SSCD is August 12, 2013, pending MWAA's issuance of a Change Order to adjust for excusable days of delay in the September 2011 period. DTP states that the thirty-day improvement to the Substantial Completion Date forecast is the result of updating Truland Walker/Seal (TWS) durations for installation of communications equipment in Communications Rooms. As DTP reported last month, the losses are attributable to "the cumulative result of past and current issues that have now resulted in the Critical Path originating with the TPSS 11 Facility." These issues move the forecast SSCD to January 21, 2014, with a projected RSD of May 26, 2014. The DTP WFCY completion date, which is still disconnected from the mainline schedule, lost -24 days yielding a projected completion date of March 24, 2014. The FFGA RSD is December 1, 2014.

Previously, DTP submitted a zero loss recovery schedule with a data date of December 25, 2010 on January 12, 2011, which proposed a mitigation period of fourteen months extending from January 2011 through February 2012. MWAA conditionally approved the schedule and authorized the constructive acceleration on a time and material basis. DTP submitted its cost proposal for \$11.5 million on March 2, 2011. Difficult and protracted negotiations finally yielded a settlement of \$7.2M in mid-September 2011. This settlement also included the clearing of three uncertified claims submitted by DTP. However, over the past three months, MWAA has presented its monthly schedule performance analysis demonstrating that DTP is not meeting the Recovery Schedule dates. MWAA's analysis holds DTP culpable for the failure to maintain the Recovery Schedule and DTP insists that the failure is largely attributable to issues that are beyond their control, i.e. RFC 160 and 161 for TPSS and ETS Monitoring.

On November 03, 2011, DTP submitted an updated Recovery Schedule, referred to as the Mitigation Schedule, with a data date of October 25, 2011 that is currently being reviewed and associated costs negotiated. DTP proposes a new SSCD of August 27, 2013. MWAA issued several Directive Letters in early November 2011 to partially cover some of the related delay costs and to authorize implementation of the Mitigation Schedule. Some of the reasons for the delay are due to WMATA requested changes to comply with NTSB recommendations. At the November 9, 2011 QPRM, MWAA reported that they are making good progress in lump sum settlement negotiations and anticipate settlement by the end of the year. Such a settlement would resolve most of the current schedule delay of -161 calendar days.

With regard to the WFC Yard completion date, matters continue to get worse. MWAA had previously asserted that the yard upgrade could be completed by October 30, 2013. However, DTP's planned date per its recovery schedule outlined in RFC-065, Rev. 1 was January 14, 2014. MWAA then pursued an idea to mitigate Project schedule and costs impacts by requesting WMATA to approve deleting the construction of the S&I Shop. Discussions with WMATA, which denied the request on October 31, 2011, held up award of the subcontract for two months. DTP's schedule update with a data date of October 25, 2011 now reflects a total of -100 days lost to that planned date and reflects an April 24, 2014 completion. MWAA authorized DTP to award the contract, but valuable time has been lost. MWAA has now begun efforts to analyze ways to mitigate the additional delays. DTP's schedule update of November 25, 2011 will likely reflect additional delays relative to the S&I Shop.

- **Budget** status as of *September 25, 2011* indicates that \$1,498,547,335 (48%) has been expended of the \$3,142,471,634 budget total. MWAA reports \$189,617,194 (95%) of the available contingency for the first five contingency milestones have been utilized with a remaining contingency balance of \$10,382,806 (5%) available through the current phase of construction. **The federal portion of the Allowance Items recommended for award and yet to be awarded are estimated to be \$76.0 million over budget. Therefore, the project is likely to be officially over budget in a matter of months.** MWAA does reflect a \$71.8 million in potential *source of an increase in contingency from a reduction in budgeted Finance Charges* that they could use to make up this deficit. The PMOC *is reviewing the actual and estimated obligated contingency for the remainder of the project. In addition, the PMOC is reviewing those changes that could be betterments, and may recommend MWAA recover those costs from the requesting agencies.*

MWAA's estimate of the earned value for the Project through *September 2011* is 62.0%.

- **Risk** -- The PMOC reviewed MWAA's updated Risk Assessment dated April 15, 2011. The PMOC and MWAA have met several times since then to review various revisions. The PMOC provided comments on October 2 and another comment resolution meeting was conducted with MWAA on October 4, 2011. *The PMOC expected MWAA to submit the final draft RCMP by October 31 and then by November 11, 2011, two weeks behind their latest schedule for submission, but this date was missed as well.*
- The Full Time Equivalents (FTE) estimated total for *October* is 1,522, which is a decrease of 101 from the *September* actual of 1,623. It is the PMOC's opinion that this is not an appropriate time in the Project schedule for such FTE losses to occur. MWAA reported that they expect a new workforce report from DTP in *November* that shows a ramp up of FTE's in the months to come. The new plan may remedy this concern. The pre-casting facility *completed its final precast segment in mid-October 2011.*
- Piers Re-Use Testing Reports and Program Status: MWAA's President and Chief Executive Officer sent a wrap-up letter to the FTA Administrator on April 8, 2011, stating that MWAA had complied with the FTA's direction and had accepted the DTP Inspection and Test Program Final Report for Existing Pile Foundations. WMATA notified MWAA by letter dated June 22, 2011 that the testing program results were acceptable to WMATA. MWAA reports that DTP has committed to completing all post construction corrosion control related activities noted above by the end of the second quarter of 2012. The PMOC issued a spot report on July 28, 2011 with regard to the overall Inspection and Test Program. MWAA/QA provided a final summary report to the FTA on August 17, 2011.
- Core Accountability Items
 - *Cost:*
 - Project Cost at FFGA Signing: \$3.142 B*
 - *Current Project Cost: \$3.142 B*
 - *Total Expenditures to Date: \$1.498 B*
 - *Percent Complete in terms of expenditures to date: 47.6%*
 - *Percent Complete in terms of earned value: 62.0%*

- *Schedule:*
 - *Forecasted Revenue Service Date: 5/26/14 (by DTP)*
 - *Percent Complete in terms of time expended to date: 46.2% (From FFGA to RSD)*
 - *Percent Complete in terms of earned value: 57.0%*
- *Contingency*
 - *Total Project Contingency: \$297.76 M*
 - *Current (remaining) Contingency: \$ 70.832 M*

3. PMOC's Assessment of Project Status

To address potential budget overruns, the PMOC concludes that MWAA needs to replenish the Project contingency and actively pursue items that may be betterments and billed to the responsible parties. It is the PMOC's opinion that the change orders for WMATA-requested ETS and TPSS Remote Monitoring systems are outside MWAA's Intergovernmental Agreement with WMATA and therefore are betterments to the project and should be funded outside the FTA project. *The PMOC's preliminary assessment of betterments amount to \$79.45 M.*

The projected overruns in the estimated costs of the remaining Allowance Items (\$76.6M) indicate that there is an immediate need to replenish the project contingency. **Given the forecasted magnitude of the Allowance Items cost overrun, the Project is, in the PMOC's opinion, on track to exceed the FFGA amount.** *The PMOC is reviewing both the use of contingency and the changes that can be considered betterments to determine the shortfall in contingency.*

An impasse between DTP and MWAA regarding the monthly schedule updates and their lack of agreement on the actual critical paths has presented a challenge to the Project for the past nine months. The schedule updates have not shown a clear picture of the project's progress through September 25, 2011 since DTP has apparently utilized the schedule updates for claim posturing purposes. However, after months of upper management attention to the issues, DTP submitted a mitigation schedule with a data date of October 25, 2011 with a -15 calendar variance to the contract schedule that now reflects an SSCD of August 27, 2013. MWAA issued Directive Letter #35 on November 1, 2011 to authorize implementation of the Mitigation Schedule. A schedule review and associated cost negotiations are currently underway. Therefore, it remains the PMOC's opinion that the Project will be in revenue service within the FFGA specified date of December 1, 2014.

However, Kawasaki's ongoing struggle to address the impacts of the March 2011 earthquake and tsunami continues to be a concern to the PMOC. WMATA reports that WMATA and Kawasaki are now working off a preliminary mitigation contract schedule that forecasts a delivery date of the 64th rail car on April 6, 2015. This schedule shows improvement but does not meet the FFGA Revenue Service Date (RSD) date of December 1, 2014. In addition, the PMOC's confidence in WMATA's ability to provide interim rail cars for testing and revenue service suggests that full revenue service by the FFGA RSD is still in jeopardy. The inability of WMATA to meet current daily car requirements makes questionable their ability to provide the additional cars required for the Dulles Phase 1 testing and revenue service.

MAIN REPORT

1. Grantee's Capabilities and Approach

a. Technical Capacity and Capability

The PMOC prepared a Spot Report of Grantee Technical Capacity and Capability dated January 10, 2008 as part of the PMOC's effort to evaluate the Grantee's readiness to enter Final Design. The conclusion was that the MWAA project staff assigned to the Project was qualified. However, the MWAA direct staff was very thin with many project responsibilities assigned to MWAA's consultant team, Project Management Support Services (PMSS) team. The PMOC recommended that the Grantee add several staff positions and that reporting protocols be enhanced to ensure important project status information is shared in a timely manner with the Federal Transit Administration (FTA) and the PMOC. MWAA has adopted the recommendations and augmented their staff.

In September 2009, MWAA reorganized by implementing an integrated project management organization consisting of MWAA and PMSS staff. However, the personnel involved remained the same as was evaluated in the January 2008 Technical Capacity and Capability Report. It is the PMOC's opinion that the staffing levels and technical capabilities are still adequate.

Upon completion of the project, WMATA will become the operator of this extension to their system. WMATA personnel have been active participants in the project.

b. Project Controls

MWAA has procedures in place with regard to monitoring and controlling project scope, quality, schedule, cost, risk, and safety. It is the PMOC's observation that MWAA continues to monitor and control the project in accordance with their procedures.

In late 2010, discussions between MWAA and DTP were concluded at the executive level with regard to a recovery schedule to regain -113 calendar days and Directive Letters were issued. The schedule proposed a mitigation period of fourteen months, extending from January 2011 through February 2012. MWAA and DTP settled a lump sum change order for \$7.2 million in September 2011. *At the November 9, 2011 QPRM, MWAA reported that they had issued a directive letter to DTP on November 1, 2011 authorizing conditional implementation of a second Mitigation Schedule with a data date of October 25, 2011. This schedule recovers 146 calendar days relative to the September 2011 update yielding a new SSCD date of August 27, 2013. MWAA continues to review the schedule and associated cost negotiations are underway with an anticipated settlement in December 2011.*

MWAA continues to monitor expenditures to date and to update the estimate at completion. Through *September 25, 2011*, MWAA has utilized \$189,617,194 of the Phase 1 through 5 allotted contingency of \$200,000,000. The contingency utilization reflects expended costs. *There is an additional \$37.3 million in obligated contingency spread in Phases 6 through 10.*

MWAA submitted an updated draft of the project Risk and Contingency Management Plan to the FTA on August 5, 2011. For details, see section 3 “Project Management Plan and Sub-plans” below. *The PMOC expected MWAA to submit the final draft of the RCMP on October 31, 2011 and then by November 11, 2011; however, neither date was met.*

The Quality Assurance (QA)/Safety group maintains an active schedule of audits and surveillances and accident data.

Through *October 2011*, of the cumulative total of 7,490,072 hours worked there have been three lost time accidents.

Revision 5 of the SCIL has been reviewed and all comments have been resolved. Final resubmission is expected in *November 2011*.

DTP submitted revisions to the System Safety/Security Management Plan (*SSMP*) and DTP Procedures PPQ 01.06.02, Development and Maintenance of the Safety/Security Certifiable Items List and PPQ 01.06.03, Design Conformance Certification that MWAA accepted on December 6, 2010. The FTA and PMOC met with MWAA, WMATA, and DTP on April 29, 2011 to discuss development of a revised SSMP to integrate WMATA and MWAA systems testing, interface management and pre-revenue operations. WMATA has created a “Start-up Steering Committee” and has hired the Delcan Corporation to assist with that effort. MWAA published its draft SSMP Revision 9 on September 30, 2011. The draft provides a placeholder as Appendix E for WMATA’s input yet to be completed. A follow-up joint meeting will be scheduled in the fourth quarter of 2011 to review progress made thus far.

c. Compliance

It is the PMOC’s observation that MWAA continues to follow the required statutes, regulations and agreements.

MWAA submitted updates to the Amended Record of Decision Summary Mitigation Report to the FTA for the *third quarter of 2011 on November 7, 2011*.

2. Project Scope

a. Design Status

Except for the associated pedestrian bridges and pavilions, DTP has completed design work with the receipt of permit approvals on the station designs with the exception of the associated pedestrian bridges and pavilions. Issued for Construction” (IFC) drawings for all five stations have also been completed. WMATA review and approval of ATC submittals continues to meet the needs of the project.

The associated station pavilion and pedestrian bridge designs are delayed to as late as December 2011. The late issuance of IFP and IFC design packages has had no apparent adverse impact on the project’s critical path, due in part to DGS permitting of partial

packages. However, the remaining design packages continue to accumulate negative float on the Project schedule.

b. Bidding and Construction Status

Through *September* 2011, *DTP* has awarded \$313,148,732 of the \$437,278,511 Federal Allowance Items Budget to subcontractors and suppliers. A \$47,455,172 overrun exists for the 24 of 35 sub-contract packages awarded thus far for federally-funded allowance items. In addition, MWAAs has Allowance Items recommended for Award, but not yet awarded, of \$232.0 million of which \$75.9 million is over budget.

Utility relocation is 99% complete, and DB construction is approximately 57% complete. Remaining utility relocation involves installation of traction power ductbank and manholes for bridge crossings along the DIAAH from Route 7 to Route 267 and along the DCR between Route 123 and the WMATA K-Line.

The following are the major accomplishments of the DB contractor during *October 2011*:

- **Operations Areas OP-1, OP-2 and OP-3 (I-66/DCR/Laydown Area 1)** – *Installation of acoustical barriers continues on the O-1 guideway segments. Continued installation of traction power and switch cables during non-revenue hours at the K-line. Completed installation of cable troughs adjacent to the IB N-line (Dulles Extension) track west of the new No. 15 turnout. Installed train control and communications cables from the K-Line tie-in area to the Fisher Avenue TCR over the Columbus Day weekend track outage. Continued constructing retaining walls in the median of the DCR between the O-1 guideway abutments and Idylwood Road. Continued cable trough, ballast and track installations between Magarity Road and the Tysons East Guideway abutment. Completed cable trough installations on the O-1 aerial guideway. Continued track and plinth construction on the O-1 guideway. Completed excavation and SOE at stage 2A of the WFCY Cut and Cover tunnel in the middle lanes of the east-bound DCR and continued with invert and wall pours. Completed grading work and installation of soil stabilization materials for the stream restoration at the WFCY and started hydro seeding and tree planting. Continued the jack and bore work for storm drains, sanitary sewer, and traction power conduits into the WFCY. Continued initial functional testing of TPSS #2. Began construction of the post and panel walls at TPSS #2. Continued internal assembly of TBS #2 and Communications Room modular facilities. Continued installation of breakers and cables inside the existing Fisher Avenue TPSS. Completed installation of precast panel walls at the foundation level and poured the building slab for TCR #1.*

Operations Area OP-4/5A (Tysons East Guideway/Station/I-495 Crossing) – *Continued segmental box girder guideway erection with Truss LG1 completing spans 39-OB, 39-IB, 40-OB and 40-IB for a total of sixty-eight spans completed to date. Resumed erection of the I-495 segmental girders at span 54-OB with a ground based crane. Continued installation of the No. 10 double crossover between piers 20 and 22. Continued miscellaneous direct fixation trackwork installation on the OB and IB trackway. Continued installation of acoustical precast panels on segmental girders*

between piers 23 and 29. Completed placing concrete slabs at the ground level entrance and service rooms at the Tysons East Station. Continued steel framing for elevators and service rooms and continued installation of platform bulb tees at the Tysons East Station.

- **Operations Area OP-5 (Tysons Central 123 Station)** – *Completed pouring the outer mezzanine columns. Completed installing the track deck AASHTO girders on spans 74 and 75. Continued installation of ductbank for traction power, ATC, and communications between Tysons 123 Station and the East Ventilation Structure. Began forming and rebar installation for the track invert slab. Continued setting precast platform beams.*
- **Operations Area OP-6 (Laydown Area #6/NATM Tunnel/East Cut & Cover and Ventilation Structure)** – *Continued forming, rebar installation and pouring walls for the East Ventilation Structure and east cut and cover tunnel. Completed pouring safety walkway at the IB Tunnel. Completed pouring arches in the IB Tunnel completing 57 arch sections to date. Completed contact grouting at the IB Tunnel.*
- **Operations Area OP-6 (West Cut and Cover Tunnel)** – *Continued with the invert slab, wall and roof construction on the IB and OB tunnel sections. Continued with the wall construction and installation of conduits at the West Ventilation Structure.*
- **Operations Area OP-7 (Tysons Central 7 Station)** – *Continued pouring walls for TPSS #5. Continued forming and pouring platform slab. Continued forming, rebar installation, and pouring of mezzanine support columns. Began CMU in the station mechanical room.*
- **Operations Area OP-8 (Tysons West Station/Guideway)** – *Completed water main lateral installation along WB Route 7 between Spring Hill Road and Westpark Drive. Continued segmental girder erection with Truss LG2, completing spans 9-IB, 9-OB, 10-IB, 10-OB, 11-IB, 11-OB, 12-IB, 12-OB, 13-IB, 13-OB, 14-IB, 14-OB and 15-IB for a total of twenty completed to date. Completed pier caps at IB/OB piers 20, 34, 35 and 36 for a total of fifty-one completed to date. Completed erecting mezzanine steel framing at the Tysons West Station and began installation of metal decking. Continued construction of straddle bent 42 over east-bound Route 7. Continued erection of Station segmental girders with a ground-based crane, completing spans 30-IB, 30-OB, 31-IB, and 31-OB for a total of ten completed to date.*
- **Operations Area OP-9 (DIAAH)** – *Continued pouring approach walls at the Difficult Run Bridge. Continued construction of retaining walls on both OB and IB between Hunter Mill Road and east of Trap Road. Continued storm drain installation and retaining wall construction west of Route 7. Continued jack and bore, ductbanks and vault installations for TPSSs #7 and #8. Mobilized drilling rig for the post and panel walls at TPSS #11. Delivered and set TPSS #9 modular units and continued internal assembly. Continued installation of grounding grid, precast vaults and manholes at TPSS #10. Continued installation of cable troughs, ballast and track between Hunter Mill Road and Difficult Run. Continued excavation at Storm Water Pond No. 11.*

Operations Area OP-10 (Wiehle Avenue Station/Laydown Area 13) – *Continue MEP rough-ins at the west platform service rooms. Completed construction of the precast service rooms at the west end of the station. Continued installation of precast beam*

covers. Began construction of precast service rooms at the east end of the station. Continued installation of station escalators. Completed test pits for the land bridge construction at the Williams Transco pipelines west of the station.

- **Laydown Area 10 (Pre-cast Yard)** - Completed casting of all 2,771 segmental box girders for the Project.

All Intergovernmental Agreements and Agreements with utility companies were executed prior to the FFGA.

c. Real Estate

Real Estate Acquisition continues to keep ahead of construction requirements, often resorting to ROE to gain access to required parcels. Through *October* 2011, 83 of the 102 parcels required for the Project have been acquired. The table below summarizes acquisition activities for the Project through *October* 2011.

PARCELS ACQUIRED¹
(Number of parcel packages)

LOCATIONS	TOTAL	Period			To Date		
		Planned ²	Actual	Var	Planned ²	Actual	Var
Route 66 / DCR	1	0	0	0	1	1	0
Route 123	23	0	0	0	23	19	(4)
Route 7	51	0	0	0	51	49	(2)
DIAAH	27	0	1	1	27	14	(13)
TOTAL	102	0	1	1	102	83	(19)

- Notes: 1. Parcels acquired through recordation of deed/easement and filing of Certificates of Take. These values include rights obtained for another 35 parcels for which Certificates of Take have been filed.
2. Planned values are based on the March 31, 2011 Property Acquisition Status Update.

Condemnation Status

Thirty-five parcel packages have been obtained with the filing of *thirty* Certificates of Take. In *October* 2011, one case was finalized with the entry of the Final Order (Parcel 36, Container Store/CG Tysons Central, LLC), one new case was assigned to a Fee Attorney (Parcel 109, Plaza America), *one case moved toward an Agreement After Certificate* (Parcel 80, American College of Radiology), *one case that was scheduled for trial moved into finalization as VDOT has approved a settlement agreement at the Certificate amount with the property owner* (Parcel 56, HBL Mercedes/George C. Andreas, Tr, et al) and three other cases continued to move toward having the Final Order entered for Agreements After Certificate (Parcel 35, Embassy Suites and Parcel 28, Stohlman; and Parcel 29, Westgate Corporation Center, LLC).

d. Utility Coordination

The remaining various utility companies continue to relocate their facilities for the project. Utility coordination meetings are held with the various utilities to schedule and coordinate work. Specific utility relocation work completed and continuing through *October 2011* includes the following:

- **Dulles Connector Road (DCR) East – (K-Line to Route 123)** – *Continued installation of ductbanks and manholes for bridge crossings at Pimmit Run and Magarity Road. Completed installation of traction power ductbank adjacent to the WFCY cut and cover tunnel. Continued preparations for installation of Traction Power conduits on Pimmit Run and Magarity Road Bridges.*
- **Route 123 (DCR to Route 7) -** *No work in this area this month.*
- **DIAAH West -- (Route 7 to Wiehle Avenue)** – *Continued installation of the traction power ductbank and manholes for bridge crossings. Washington Gas continues relocation work at the TPSS #10 site. Completed relocation of electrical ductbank at TPSS #7. Installation of the relocated water line on the south side of the Wiehle Avenue EB off ramp was completed. Completed the lift and lay relocation of Comcast cable at TPSS #11 to avoid conflict with the post and panel wall foundation.*

e. Vehicle Procurement

WMATA is procuring the 64 rail cars required for the project. WMATA is also procuring 300 replacement rail cars under the same contract. The WMATA Board approved the award of a contract and a sharing of development costs with MWAA at its May 27, 2010 meeting. The MWAA Board agreed at its June 2, 2010 meeting to share the development costs associated with the railcar procurement equally with WMATA.

WMATA awarded a contract to Kawasaki on July 27, 2010. The manufacturer’s proposed schedule showed the 64th car would be delivered by September 12, 2014 based on a July 12, 2010 notice to proceed (NTP), but WMATA did not issue the Notice-To-Proceed (NTP) until August 16, 2010. Thus, the contract indicated that the 64th rail car would be conditionally accepted on January 15, 2015 as an early completion date, which does not comply with the FFGA date of December 1, 2014. The contractual milestones for this procurement are:

Activity	Planned Date	Actual Date
Notice to Proceed	July 12, 2010	August 16, 2010
Preliminary Design Review Submission	March 31, 2011	continuing
Preliminary Design Review Complete	May 1, 2011	continuing
Approval of Master Test Plan	August 23, 2011	Development continues
Approval of A-Car Mock-up	October 24, 2011	continuing
Final Design Review Submission	October 31, 2011	continuing
Final Design Review Complete	December 1, 2012	
Carbody/Truck First Article Inspection Approval	March 30, 2012	
Delivery of 4 pilot cars	September 16, 2013	

Conditional acceptance of 4 pilot cars	March 16, 2014	
Conditional acceptance of 64 th car	January 15, 2015	

WMATA, MWAA, and the PMOC held a kick-off progress status meeting on October 28, 2010 to begin monitoring this procurement. *WMATA, MWAA, Kawasaki and the PMOC continue to hold monthly Progress Review Meetings.*

On December 3, 2010, WMATA confirmed in a letter to MWAA “sufficient resources including railcars will be available to support dynamic testing and initial revenue service in accordance with the Project’s current schedule.” WMATA went on to say that cars from the existing fleet will be made available for dynamic testing on the Dulles Extension. If there is a gap in the delivery of the 7000 Series Rail Car delivery and revenue service date, WMATA outlined its strategies for being able to support initial revenue service using the existing WMATA fleet.

The Conceptual Design Review phase was completed on January 31, 2011 *and the program moved into the Preliminary Design Review (PDR) phase. Kawasaki fell behind with its PDR submittals which was further exacerbated by the March 11, 2011 earthquake/tsunami. Toshiba (Kawasaki subcontractor) relocated two project managers to Kawasaki’s Yonkers, NY facility on May 16, 2011 to help reduce the backlog of submittals. Since travel to Japan was prohibited for some months following the disaster, WMATA began doing the PDRs at WMATA’s headquarters. All PDRs except for Trucks have been completed. WMATA’s current expectation is that the PDRs will be completed at the end of November 2011, seven months past the baseline schedule date.*

On March 16, 2011, Kawasaki formally notified WMATA of potential delays that they believe would be considered excusable under the terms of the contract due to the earthquake/tsunami of March 11, 2011. *Kawasaki and WMATA struggled through the following spring and summer months to fully determine and quantify the full impacts of the disaster. Kawasaki submitted a schedule on July 1, 2011 reflecting a five-month delay. WMATA rejected the schedule because it failed to address all subcontractor/supplier delays. WMATA subsequently received a schedule update that included all subcontractor delays and indicated a linear six-month overall delay. WMATA rejected that schedule and directed Kawasaki to develop a schedule with the intent of mitigating the delays.*

The WMATA 7K management team visited Kawasaki and some of its key sub-contractors (Toshiba, Fuji, and TOA) in Japan on September 10-17 and held the September Monthly Progress Review Meeting. At Kawasaki, they reviewed the hard (full scale) mock-up car shell and truck mock-up assembly. At Toshiba, they reviewed the equipment mock-ups for network, propulsion and the Train/Wayside Data Transfer; at Fuji, the Auxiliary Power System/Low Voltage Power System and Doors; and at the TOA Corporation, the Communication and Monitoring Systems. Among the topics discussed at each of these facilities were how to mitigate the schedule delay and what additional efforts are being considered to close the potential 4-6 months delay that is being projected. Kawasaki and the subcontractors maintained their pledge to continue to expedite as much as possible (adding resources, pre-order of some components etc.) but still *were* not willing to commit to an earlier (delayed) delivery date. WMATA continued to insist to Kawasaki that this was not

acceptable. In addition, WMATA reviewed transfer of technology plans (Buy America) and obtained confirmation that these efforts were on target.

On October 20, 2011, WMATA approved Kawasaki's Master Program Schedule (Baseline). As reported at the November 10, 2011 Progress Meeting No. 14, WMATA and Kawasaki are now working off a preliminary mitigation contract schedule that forecasts delivery of the 64th rail car on April 6, 2015. The mitigation is occurring with the car assembly activities since Kawasaki suppliers have been unable to mitigate the earthquake delays in the production phase. WMATA will meet with Kawasaki on November 20, 2011 in Japan to work out the remaining technical schedule issues with a goal of issuing approval of a mitigation schedule by the end of December 2011.

The PMOC will continue to monitor both the progress of the procurement and WMATA's management.

f. Safety and Quality Status

MWAA participated in *three* safety walk downs with DTP during the month of *October*. All were related to Design-Build work. As of *October 30, 2011*, DTP had logged 7.490 million project man-hours with 308 first aid cases and three lost time cases. (Two previously reported lost-time injuries were re-classified as recordable.) There have been a total of 519 incident investigation reports, 82 utility hits and 15 vehicular accidents. MWAA reported that first aid case rates appear to have stabilized. *On November 21, 2011, MWAA accepted DTP's proposal that Mr. Bruce Colvin act full-time as the DTP ES&H Manager and the Permitting/Environmental Manager and that Mr. John Green serve as DTP's Safety Program Coordinator. This was a personnel shift to backfill the loss of their previous Safety Program Coordinator.*

DTP submitted Revision 5 of the SCIL to MWAA on March 31, 2011 and MWAA responded with comments to DTP on May 18, 2011. All comments were resolved on August 2, 2011 and MWAA awaits DTP's resubmission.

DTP and MWAA continue to meet every two weeks to review the status of issued for construction designs (including subcontractor designs) and to determine the status of sign-offs of the Design Conformance Checklist (DCC) and Construction/Procurement/Installation Conformance Checklist (CCC) items related to all issued for construction designs. The FTA and PMOC have expressed concern with the lack of progress on both the DCC and CCC submissions. *In the past three months, all partners have exchanged correspondence on these concerns and have been working together to address those concerns.*

MWAA convened a "SCIL Issues Meeting" with DTP on September 21, 2011 to address the slow SCIL sign-off progress. DTP reported that it was struggling to get the systems IFC drawings completed *and that some drawings could not procedurally proceed to the IFC level until the products have been fabricated, i.e. special trackwork and ATC equipment. Therefore, some of the design sign-offs are held back for procedural reasons. The meeting yielded some positive results and DTP submitted DCC No. 7 on October 12, 2011 which brought the total DCC sign-offs to 50%. DTP expects to complete all DCC sign-offs by the 1st quarter of 2012.*

It appears to the PMOC that the two DTP staff (one full time and one part time) who have been tasked with managing the SCIL and sign-offs are *in need of additional resources and authority to make meaningful and timely progress.*

Construction/Procurement/Installation Conformance Checklist (CCC) submittal No. 3 was received on July 11, 2011 with only three sign-off items. MWAA rejected CCC No. 3 and returned it to DTP due to insufficient information. *MWAA and DTP report that not many items have been signed off since many of the sign-off activities include large segments of work that need to be completely finished prior to sign-off; the majority of the CCC items are systems-related and most of the work thus far has been civil-related. The next CCC will be submitted in early 2012.* WMATA conducts a sample review of the submitted DCC and CCC items and coordinates its comments with MWAA.

Regular weekly visits to work sites by safety representatives from DTP, MWAA and WMATA continue. The Tri-State Oversight (TOC) and the FTA's on-site PMOC representative continue to meet monthly with the Safety/Security Certification Working Group (SCWG) and continue ongoing involvement in the certification process. The SCWG held its regular monthly meeting on *October 18, 2011. The group continues to monitor two "Hazard/Vulnerability Resolution" forms related to right of way access ladders/gates and post tension tendon damage protection. Both matters appear to be nearing resolution.*

MWAA transmitted Revision 5 of the DTP System Safety/Security Certification Management Plan to the FTA on December 8, 2010. MWAA submitted its Safety and Security Management Plan, Revision 8, to the FTA on February 17, 2011. An FTA/PMOC Safety/Security Program Review Meeting was conducted with all stakeholders on April 29, 2011. FTA explained the requirement for a complete SSMP for the Dulles Corridor project -- not just for the MWAA portion. MWAA and WMATA agreed to develop a revised SSMP that will cover the roles and responsibilities of both MWAA and WMATA for this project -- including the vehicles, the approach for integrated testing and interface management, joint safety and security certification activities and hand-offs, and pre-revenue operations. WMATA will also determine how it will manage its role in the safety and security certification process and identify and develop the required plans or procedures. MWAA and WMATA plan to hold bi-weekly meetings to address these issues. Another meeting will be held with FTA within the fourth quarter of 2011 to present the approach they developed and to clarify what documentation FTA will need. The April 29th meeting was productive, and in the PMOC's opinion, both MWAA and WMATA appreciated the importance of resolving these issues and are on the right track to having a meaningful proposed approach ready for presentation by the end of September 2011. MWAA reported that WMATA has hired Delcan Transportation, Inc. to review all of the quality work done on the project and to develop a WMATA Project Acceptance Plan and Procedure. MWAA/QA met with Delcan on June 21, 2011 to discuss the effort. MWAA submitted Draft SSMP Rev. 9 to the FTA, PMOC, WMATA and TOC on September 30, 2011. This draft still requires WMATA's input. WMATA expects to have its portion ready for incorporation into the Draft SSMP in late *November 2011.*

During *October 2011*, MWAA performed the following QA audits/surveillances:

- *MWAA QA Program: MWAA conducted an audit on October 5, 2011. There were no issues. A report is being prepared.*
- *Turner Construction (Shell Enclosure Trades): DTP conducted an audit on October 19, 2011. There were three observations with one requiring a response. A report will be issued in late November.*
- *DTP Engineering (Difficult Run Bridge Abutment Calculations): MWAA conducted an audit on October 26, 2011. There were no observations and the audit is closed.*
- *CTI Special Inspection QA Program: MWAA conducted an audit on October 26, 2011. There were three minor issues and a response is expected in late November.*

The MWAA QA Audit and Surveillance Schedule through December 2011

<i>TENTATIVE DATE</i>	<i>AUDIT (A)/ SURVEY (S)</i>	<i>ORGANIZATION/ACTIVITY</i>	<i>JOINT AUDIT/ SURVEY</i>	<i>LEAD</i>
11/9-10/11	A	Kone (Elevators and Escalators)	Y	DTP
11/16-17/11	A	DTP Startup and Test Program	Y	MWAA
11/30-12/1/11	A	DTP System Safety Program	N	MWAA
12/7-8/11	A	DTP QA, Document Control, Training	N	MWAA
12/5-6/11	A	Delta Railroad (Trackwork)	Y	DTP
12/12/11	S	DTP Subcontractor/Supplier Submittal Process: DTP/Subcontractor Nonconformance Control Systems	N	MWAA

3. Project Management Plan and Sub-plans

MWAA submitted its draft PMP update of Version 7.0 on September 3, 2010. This PMOC reviewed the plan and made six recommendations for inclusion in the PMP. FTA forwarded the PMOC's comments to MWAA for them to address in Version 7.0 Final. Dialogue continued between MWAA and the PMOC with regard to MWAA's proposed revisions relative to the six recommendations and the revised PMP was submitted to the FTA on January 25, 2011. On February 11, 2011, the PMOC recommended that the FTA approve PMP Version 7.0 Final dated January 2011. The FTA accepted the PMP Version 7.0 Final on February 14, 2011.

- The FTA accepted MWAA's Quality Program Plan (QPP), Revision 6, dated June 25, 2008 on September 19, 2008. MWAA submitted a revised QPP, Revision 7 to FTA on January 7, 2010. MWAA awaits FTA's comments on the revised plan or an indication that no comments will be forthcoming. MWAA reported that three Project Management Procedures

were updated in the period from April through June 2011. No new procedure updates were made during the period from July through *October* 2011.

- MWAA's Real Estate Acquisition Management Plan (RAMP), Revision 2, dated September 15, 2009, has been reviewed by the PMOC with a recommendation that the FTA concur, with comments, with the revised RAMP. On January 21, 2010, the FTA provided comments to MWAA, and MWAA staff has revised Procedure PM-3.01 (Monitoring the Design-Build Contractor Property Acquisition Services). DTP *revised* their Procedure PIQ-5.1 *on November 1, 2010*.
- MWAA's Risk Management Plan (RMP) dated October 2008 was reviewed and accepted by the FTA. The PMOC requested MWAA to begin the process to update the RMP by the end of the summer 2010 with a meeting to discuss the update to be scheduled after MWAA completes their risk plan update. A consultant submitted a draft of the Risk Analysis, a primary component of the RMP, to MWAA in December 2010. MWAA and the PMOC discussed the draft on January 26, 2011 and determined that some refinements were needed. MWAA submitted a hard copy draft Risk Assessment (Analysis) Report on January 31, 2011 and an electronic copy for review on February 24, 2011. The FTA and PMOC requested that the Report be revised. The PMOC provided guidance to arrive at an acceptable reformatting. The PMOC reviewed MWAA's updated risk assessment dated April 15, 2011. The FTA and PMOC met with MWAA on May 3, 2011 to discuss the PMOC's review comments. It was decided that the assessment needed adjustment to accurately reflect the changing realities of the Project, to include an analysis of what the potential Kawasaki 7000 series cars delay will have on the Project schedule and FFGA completion date. MWAA decided that it would do an internal revision to the Draft Risk Assessment and would communicate adjustments and progress on a bi-weekly basis with the PMOC. MWAA submitted a draft "Risk and Contingency Management Plan" on June 3, 2011. The PMOC provided comments to MWAA on July 5, 2011. A meeting to discuss the comments was held on July 6, 2011. MWAA edited the Plan and resubmitted it on August 5, 2011. MWAA and the PMOC met again on September 7, 2011 and discussed the relevancy of the "Proposed Top Ten Risks" and relevancy of the milestones listed on Table 3-1. Some changes were discussed that *were* included in an informal e-mail submittal during the second week in September for further review and comment. The PMOC met with MWAA on the RCMP after the October 4th monthly update meeting. *MWAA reported during the November QPRM that the final revised RCMP would be submitted within the week.* MWAA continues to monitor the risk status and reports this information to the PMOC on a monthly basis.
- Since WMATA, rather than MWAA, will be the operator of the completed project, the WMATA Rail Fleet Management Plan (RFMP) is the applicable document. The FTA accepted the WMATA RFMP on September 25, 2007. However, WMATA updated the RFMP to reflect the 7000 Series Rail Car procurement and submitted a draft copy dated February 26, 2010 to the FTA for review and comment. The PMOC issued its Spot Report on its review of the draft RFMP on March 11, 2010, finding the plan to be deficient in many areas. The FTA provided comments to WMATA on March 15, 2010 based on the PMOC's Spot Report. The PMOC met with WMATA on April 6, 2010 to review the comments on the draft RFMP. The PMOC again met with WMATA on June 2, 2010, at WMATA's request, to further discuss the comments. WMATA submitted the revised draft RFMP on September 17, 2010 and a draft Spot Report summarizing the PMOC's review findings was

issued to the FTA on November 8, 2010. The PMOC held a meeting with WMATA on November 15, 2010 to review the findings. The PMOC reviewed the RFMP dated January 31, 2011 and recommended that the FTA not accept the document. On March 1, 2011, the FTA Regional Administrator requested that WMATA revise and resubmit the RFMP. WMATA hired a consultant to prepare the revised RFMP. WMATA submitted the revised RFMP (Rev. 3D) dated July 27, 2011 to the FTA on July 29, 2011; the FTA and PMOC reviewed this version and FTA forwarded comments to WMATA on August 24, 2011. The PMOC met with WMATA to discuss the development of the RFMP and the PMOC's comments on September 29, 2011. *WMATA Submitted RFMP Rev4B to the FTA on October 21, 2011. The PMOC reviewed the document and submitted comments to WMATA on November 7, 2011.*

- MWAA's Safety and Security Management Plan, Revision No. 6 dated January 2009 was accepted by the FTA on January 27, 2009. MWAA submitted the SSMP, Revision 7, to the FTA on September 23, 2009. The changes in Revision 7 were minor in nature and reflected changes in personnel assignments, integration of the Fire/Life Safety Working Group with the Safety/Security Certification Working Group, and updates to schedules. Due to the minor nature of the changes, no response is expected from the FTA. MWAA submitted SSMP Revision 8 to the PMOC for review on February 28, 2011. On April 29, 2011, the PMOC, MWAA, WMATA, DTP and TOC met to review the SSMP, Safety Certification Program and other issues. MWAA and WMATA agreed to develop a revised SSMP that will cover the roles and responsibilities of both MWAA and WMATA for this project -- including the vehicles, the approach for integrated testing and interface management, joint safety and security certification activities and hand-offs, and pre-revenue operations. WMATA will also determine how it will manage its role in the safety and security certification and identify and develop whatever plans or procedures are required. MWAA and WMATA plan on bi-weekly meetings to address these issues. Another meeting will be held with FTA within the fourth quarter of 2011 to present the approach they developed and also to clarify the documentation FTA will need. MWAA published Draft SSMP Revision 9 on September 30, 2011 for review by all partners. WMATA is currently developing its input to the draft. *The PMOC will review the revised SSMP upon the incorporation of WMATA's input.*

4. Project Schedule

The most recent MWAA analyzed project schedule update has a data date of *September 25, 2011*. The primary critical path identified by DTP showed a *-164* day loss as compared to the *-194* calendar loss reflected in the *August 25, 2011*. *DTP stated that the "overall impact is the cumulative result of past and current issues that have resulted in the Critical Path originating with the TPSS 11 facility. Specifically, the ROW delay (October 6, 2010 to March 25, 2011) to TPSS 11 site access, the extended MWAA review period for the post and panel walls design, the MWAA Directive Letters for Remote Monitoring and Control of Emergency Trip Station (ETS)/Remote Monitoring, and a current Utility Relocation (UR) conflict have resulted in the total delay to the SSCD. The 30-day improvement to the Substantial Completion forecast, since the prior month, is the result of updating Truland/Walker Seal (TWS) durations for installation of communications equipment in the Communications Room (CR) bungalows. These issues move DTP's forecast SSCD to January 21, 2014, with a projected RSD of May 26, 2014. The FFGA RSD is December 1, 2014. MWAA has been requesting corrections and re-submittals of DTP's schedule updates when it disagrees with the critical path. However, DTP does not honor*

those requests. The contract regarding schedule control is ambiguous and lacks a clear ability to enforce changes. That leaves MWAA with only one option, which is to contest and correct the monthly schedule update. MWAA rejects each schedule in writing identifying the correct critical paths and rejecting the claimed delays. It has been a frustrating and ineffective approach.

On February 12, 2011, Launching Gantry No. 2 (LG2) suffered structural damage during the launching operation to the next pier. To help mitigate delays, the Contractor sent the LG2 crew to the LG1 operations to operate a second shift. In addition, the contractor mobilized a ground-based crane, assembled girder segments on the ground and lifted them into place. The gantry crane was repaired and back in service on April 4, 2011 after seven weeks down time. MWAA and DTP have yet to agree on the overall schedule impacts. Launching Gantry No. 3 (LG3) also suffered structural damage on July 25, 2011 and is no longer usable. DTP completed dismantling the gantry in early September. The remaining segment *erections were completed in early November and the final closure pour is expected to be complete in mid-November.*

On November 03, 2011, DTP submitted yet another Mitigation Schedule with a data date of October 25, 2011 that is currently being reviewed and associated costs negotiated. DTP proposes a new SSCD of August 27, 2013. MWAA issued several Directive Letters in early November 2011 to partially cover some of the related delay costs and to authorize implementation of the Recovery Schedule. Some of the reasons for the delay are due to WMATA requested changes to comply with NTSB recommendations. At the November 9, 2011 QPRM, MWAA reported that they are making good progress in lump sum settlement negotiations and anticipate settlement by the end of the year. Such a settlement would resolve most of the current schedule delay of -161 calendar days reported in their Schedule Update with a data date of October 25, 2011. DTP's forecast August 27, 2013 date includes eight days of excusable weather delay and six more claimed weather delays that are still under review as noted in the table below.

Excusable Days of Delay to Recovery Schedule (12/25/2010) through October 25, 2011

ACTION	WORK DAYS
Total Excusable Days of Delay on Project Critical Path requested by DTP	39
Contractually Identified	12
Retracted by DTP	3
Denied by MWAA	10
Under evaluation by MWAA	6
Granted by MWAA	8

The schedule-related issues regarding the delivery of rail cars are discussed in section 2. f. Vehicle Procurement above.

In addition, MWAA *continues to* take exception to DTP's schedule for the WFCY. As submitted, it now reflects a completion date of *March 24, 2014*. DTP *continues to refine the* logic and durations within the testing and commissioning activities of the WFCY. MWAA, in coordination with DTP, discussed and accepted portions of the schedule whereby the S&I Building is substantially complete by May 2013 followed by the Stinger System and Traction

Power Systems installation and testing by September 2013. MWAA also accepted DTP's proposed schedule for trackwork subject to DTP's trackwork subcontractor's (Delta) acceptance. The critical path is through the S&I Annex Building structural steel erection, which must be completed prior to commencing any trackwork in the Storage Track Area. As to the balance of the schedule, MWAA has met with DTP, and the parties are working together to define a detailed schedule for the final systems interconnection, testing and commissioning of the yard improvements in order to finalize the agreement *regarding integration of the WFCY and Annex*. MWAA is awaiting DTP's finalization and incorporation of these revisions into the Project schedule. *An earlier schedule developed by MWAA indicates that completion of the WFCY is feasible by the end of October 2013. The allowance items C-3 for the WFCY sound box and C-12 for the WFCY S&I Building were advertised on May 10, 2011 and bids were received on July 7, 2011. DTP recommended award in August. However, MWAA did not authorize award until early October 31, 2011. That added to the existing delays and the impacts to start-up operations are not yet known.*

The WFCY Civil/Site work final design was completed and issued for permit in October 2010. The S&I Building Issued for Permit (IFP) drawings were submitted for permitting to DGS on May 3, 2011 and a permit was issued on September 15, 2011. The Sound Cover Box IFP drawing submission to DGS for permitting occurred on May 18, 2011 and DGS issued a permit on September 7, 2011. A Request for Proposal (RFP) for both the Annex and Sound Box was issued to prospective bidders on May 10, 2011 and addendums were issued for DGS-generated changes on June 20, 2011. A bid opening took place on July 7, 2011 with four bidders (Patchen, Whiting Turner, Lane, and Facchina). DTP made a recommendation to award to MWAA *in late July 2011*. MWAA and WMATA continued discussing mitigation options to the budget and schedule overruns that included the elimination of the S&I facility. *The proposed elimination of the S&I Shop construction was rejected by WMATA, and MWAA subsequently provided authorization on October 31, 2011.* It remains the PMOC's opinion that MWAA is vigorously pursuing control over the Project master schedule, but with limited cooperation from DTP. MWAA previously reported progress with the WFCY schedule disagreements in that they were nearing a cost settlement with DTP *which would yield a WFCY completion date that supports the Project RSD. However, the setback noted above with regard to awarding the S&I Building and Soundbox Contract may have put the Project start-up activities and subsequent RSD in jeopardy, with the projected completion date for work in the Yard to April 2014.*

The DCMP mainline schedule continues to be problematic. MWAA analyzed DTP's *September 25, 2011* schedule reflecting a *-164* calendar day variance to the plan and has again detailed its disagreement in a letter dated *October 31, 2011*. The PMOC believes that *DTP continues to manipulate the schedule updates as a tactic to argue costs associated with a mitigation schedule associated with RFC's 160 and 161 and is a blatant misuse of the schedule intended to track real time progress and accurate completion projection.* DTP submitted these RFC's, proposed at a cost of \$36.9 million, to MWAA on September 6, 2011. They represent the primary driver to the delays and claimed increased costs associated with the TPSS and ETS Remote Monitoring System Changes requested by WMATA. *MWAA provided a Directive Letter to DTP to implement their Mitigation Schedule with a data date of October 25, 2011 that brings the SSCD back within the month of August 2013. Review of that schedule and negotiations continue. MWAA's goal is to reach a settlement in December 2011.* It appears to the PMOC that these losses portrayed in the schedule updates are recoverable. DTP and MWAA *finally* agreed to a \$7.2 million settlement in September 2011 for the acceleration to buy back the -113 days that

accrued as of December 2010. However, if a mitigation agreement for the -164 days subsequently accrued as claimed by DTP stalls, the contract completion date could be in serious jeopardy. However, the PMOC feels that the project can be completed before the FFGA RSD.

Other problem areas with potential delays identified by MWAA include the following:

- Re-casting of damaged or otherwise unacceptable segments.
- WFCY *construction and commissioning (currently separate from the Project SSCD)*.
- Obtaining required weekend outages from WMATA for the K-Line Tie-in work.
- Other potential systemwide upgrade programs requested by WMATA could have numerous technical scope changes affecting Traction Power, Automatic Train Control, and Communications.
- DTP's non-performance in meeting recovery schedule dates in Stations and Aerial Guideways causing delays to Delta's access for track installation.
- DTP's non-performance in heavy civil construction, such as the installation of retaining walls, ductbanks and manholes, jack-and-bore operations project-wide are causing delays to Delta's access.
- Downtimes associated with the two Launching Girder accidents/damage and DTP's lack of resources to address these efficiently.
- Potential delay to delivery of the 64 Rail Cars for Phase I.

a. Critical Path Evaluation

As of October 25, 2011, the Project continued to be managed utilizing the work plan set forth in the Recovery Schedule with a data date of December 25, 2010. (This changed with MWAA's November 1, 2011 Directive Letter to implement a Mitigation Schedule with a data date of October 25, 2011). In DTP's September 2011 Schedule Update, the Critical Path, Comcast Lines Utility Relocation Conflict at the TPSS #11 location, has a -164 calendar day float achieving SSCD on *January 21, 2014*. It originates with the discovery on August 25, 2011, by DTP's subcontractor, Flippo, of Comcast communication cables conflicting with the drilled shaft locations for the Post and Panel walls for TPSS #11. The shafts have to be installed before installation of the Post and Panel walls can begin. Installation of the posts needs to be completed before the installation of ductbanks and base slab for TPSS #11. This delays the field installation of the TPSS #11 system followed by TPSS #10 installation. This is followed by sequential installation of Communications Room and Equipment starting at the TPSS #10 and continuing through the TPSS #7 location. Fiber Optic cables are installed after the Communication Room fit-out is complete which leads to Supervisory Control and Data Acquisition (SCADA) tests and Communications tests. Completion of these tests, directed by DTP in coordination with WMATA, leads to full systems performance demonstration and Project completion. MWAA disagreed with DTP's Critical Path for the following reasons:

- *The apparent gain of 30 calendar days resulted from DTP correcting durations for activities of its subcontractor, Truland/Walker Seal, on their Critical Path No.1, which had been inflated through the July and August 2011 Schedule Updates. The Project team's analysis shows that this path actually deteriorated by approximately 21 calendar days in the month of September 2011.*

- *DTP also corrected durations for relocation of the Comcast lines by reducing them by 21 calendar days in the September 2011 Schedule Update to gain float on this path.*
- *DTP has not corrected durations for several other activities performed by its subcontractors, which is artificially extending this path by an additional 52 calendar days.*
- *Per DTP’s schedule narrative, the delay in procurement of Post and Panel walls for the TPSS #11 facility was due to the Project team’s extended review periods. DTP’s schedule shows that the permit activities were completed in June 2011. The procurement of the precast walls has been progressively delayed over the past three months and has a float of 3 work days relative to relocation of the Comcast cables. DTP has not identified this as a concurrent delay in their schedule narrative.*

DTP, in coordination with the Project team, is in the process of recovering all delays associated with the Remote Monitoring and Control change and other issues impacting Project completion to achieve Substantial Completion by August 27, 2013. A mitigated schedule submitted by DTP on November 3, 2011 is currently under review. DTP’s above noted forecast completion date includes agreed excusable delays and yet un-agreed delays.

The PMOC agrees with MWAA’s assessment regarding the critical path. The Project will need to continue its efforts to finalize agreements relative to the WFCY, the mainline critical path, logic and delay issues in order to minimize the risk of irretrievable schedule creep leading to additional schedule compression and a costlier constructive acceleration. Although MWAA and DTP have agreed to *implement a new Mitigation Schedule as of November 1, 2011* with a data date of *October 25, 2011*, the PMOC anticipates that new disagreements *will* continue to mount for claimed weather delays and change order impacts to the schedule. The project has now passed its half-way point in the schedule and, therefore, these ongoing and new issues have increased in criticality.

The following table compares the milestone dates relative to the approved baseline schedule. The PMOC concurs with MWAA’s assessment of the updated schedule.

MILESTONE	June 2008 Baseline Schedule	December 2010 RECOVERY SCHEDULE	August 2011	September 2011
Receipt of FFGA	03/03/09 ¹	03/10/09 ^A	03/10/09 ^A	03/10/09 ^A
Station Design Complete	10/21/09 ¹	02/18/11 ¹	09/01/11	10/11/11
Utility Relocation Complete	03/05/10 ¹	09/13/11 ¹	01/13/12	02/13/12
Aerial/Station Foundations Complete	3/4/11	09/01/11	07/23/11 ^A	07/23/11 ^A
NATM Tunnels Mined	01/29/11	12/03/10 ^A	12/03/10 ^A	12/03/10 ^A
K-Line Tie-In	12/23/11	03/28/12	08/22/12	09/14/12
Guideway Complete	2/12/12	09/13/12	09/06/12	09/14/12
Train Control Complete	10/26/12	10/29/12	12/27/12	01/11/13
Substantial Completion	07/31/13	07/31/13	02/19/14	01/21/14
Revenue Service - Target	11/27/13	01/20/14	06/25/14	05/26/14
FFGA Revenue Service	12/01/14	12/01/14	12/01/14	12/01/14

^A Actual Date

¹ Date was not met.

b. Important Activities – 90-Day Look Ahead

The important milestones scheduled for the next 90 days include:

- Completion of station’s pedestrian bridges and pavilions designs.
- Completion of utility relocation.
- Settlement of RFC 160 and 161 and the Recovery Schedule.
- Property acquisitions for the Tysons West Aerial Guideway (OP-8).
- TPSS work.
- Property acquisition for Operations Area 9 and 10.

5. Project Cost

The SCC Budget and Expenditures summary for the period ending *September 25, 2011* is as follows. Overall, approximately 48% of the budget has been expended.

FTA SCC CODE	DESCRIPTION	BASELINE BUDGET	CURRENT BUDGET ¹	EXPENDED TO DATE	ESTIMATE AT COMPLETION
10	Guideway and Track Elements	\$ 666,500,284	\$ 655,086,012	\$ 425,538,607	\$ 655,086,012
20	Stations	\$ 317,023,979	\$ 297,640,730	\$ 94,895,545	\$ 297,640,730
30	West Falls Church Yard	\$ 51,789,539	\$ 49,928,014	\$ 4,825,919	\$ 49,856,383
40	Site Work & Utility Relocation	\$ 232,936,987	\$ 234,,737,505	\$ 185,957,371	\$ 260,489,458
50	Systems	\$ 278,157,645	\$ 301,189,324	\$ 79,828,212	\$ 298,450,793
60	Right of Way Acquisition	\$ 45,953,303	\$ 67,631,026	\$ 54,610,550	\$ 66,295,154
70	Vehicles	\$ 211,629,775	\$ 211,629,775	\$ 20,825,600	\$ 210,926,012
80	Professional Service	\$ 698,471,472	\$ 716,627,929	\$ 584,265,838	\$ 771,323,517
90	Contingency Mgmt. Reserve	\$ 130,000,075	\$ 98,016,747	\$ -	\$ 22,419,003
100	Finance Charge	\$ 509,984,571	\$ 509,984,571	\$ 47,799,694	\$ 509,984,571
TOTAL (Federal portion)		\$ 3,142,471,635	\$ 3,142,471,635	\$ 1,498,547,335	\$ 3,142,471,635

1) Current budget equals FFGA amount plus approved Change Orders CO-001-081, 083-093, Directive Letters 001-032, UR-CO-001-033 & 040.

2) Estimate at Completion (EAC) for Contingency reflects the amount approved for utilization per PM-5.07.

3) The Estimate at Completion of Finance Costs includes \$71.8 million in allocated contingency.

a. Explanation of Variances

The major variances in the project budget are associated in seven categories as noted below:

1. SCC10 – Guideway and Track Elements has been reduced approximately \$17 million due to the decision by the DB contractor to self perform the NATM tunnel work. In so doing, \$29.2 million was transferred out of the direct account to other accounts including predominantly SCC80 for the professional services portion of the subcontract budget. This was offset by scope additions and other budget transfers, the most notable being the adjustment for the revised federal/non-federal split, the addition of the directive letter for crossing the Beltway during construction of the HOT Lanes Project by VDOT and the addition of sales tax to permanent materials.

2. SCC20 – Stations has been reduced by approximately \$19.2 million due to the decision by the Airports Authority to remove the Wiehle Avenue Parking Garage – Allowance Item C-2. In doing so, \$29.1 million was transferred out of the direct account into the unallocated contingency account. This was offset by a combination of add and subtract change orders, the most notable additions being the transfer from the tunnel subcontract.
3. SCC40 – Site work and Utility Relocation has been increased by approximately \$24.6 million as a result of a combination of change events (change orders, directive letters and scope transfers) and forecasted overruns. The forecast adjustments are predominantly due to cost overruns in utility relocations.
4. SCC50- Systems has increased by \$16.6 million due to additional WMATA requirements for Traction Power Remote Monitoring, Emergency Trip Station/Amber Light Warning System and requirements for Communications.
5. SCC60 – Right of Way Acquisition experienced nearly \$20.3 million increase in the right-of-way (ROW) acquisition that was primarily due to the adjustment of project cost for the revised federal/non-federal split.
6. SCC80 – Professional Services increased approximately \$71.0 million due to a combination of change events (\$17.8 million) and forecast adjustments (\$53.2 million). The change events are numerous with the most significant being the transfer from the tunnel subcontract and the addition of design for the HOT Lanes and WFCY. The forecast adjustment is predominantly a forecasted cost overrun of soft costs including MWAA, PMSS and VDOT. In addition, WMATA budget transfers are treated as forecast adjustments.
7. SCC90 – Contingency Management Reserve estimate at completion of \$22,419,003 is available for future use. The PMOC is of the opinion that the contingency reserve needs to be increased based on the current status of the contract and potential overruns for Allowance Items. *The PMOC is in the process of reviewing contingency use on the Project.*

b. Monthly Cost Report, September 2011

DESCRIPTION	FFGA AMOUNT (Original)	EXPENDITURE TO DATE ¹	ESTIMATE TO COMPLETE	ESTIMATE AT COMPLETION
FEDERAL (FFGA SCOPE)				
Design-Build				
Firm Fixed Price	\$ 1,112,052,173	\$ 955,494,488	\$ 572,529,371	\$ 1,528,023,859
Firm Fixed Price Insurance and Bonds	\$ 65,109,408	\$ 66,709,556	\$ 2,630,156	\$ 69,339,712
Firm Fixed Price Subtotal	\$ 1,177,161,581	\$ 1,022,204,044	\$ 575,159,527	\$ 1,597,363,571
Subcontract Allowance	\$ 430,199,817		\$ 153,840,942	\$ 153,840,942
Design-Build Contract Prices	\$ 1,607,361,398	\$ 1,022,204,044	\$ 729,000,469	\$ 1,751,204,513
Indexed Commodity Escalation	\$ 77,469,926	\$ -	\$ 47,740,587	\$ 47,740,587
Design-Build Contract Total	\$ 1,684,831,325	\$ 1,022,204,044	\$ 776,741,056	\$ 1,798,945,100
Utility Relocation				
Utility Work	\$ 84,312,807	\$ 97,053,987	\$ 9,600,649	\$ 106,654,635
Terf Tax		\$ -		\$ 0
Project Management and Final Design	\$ 8,423,426	\$ 18,841,492	\$ 500,779	\$ 19,342,271
Utility Relocation Total	\$ 92,736,233	\$ 115,895,478	\$ 10,101,428	\$ 125,996,906
Right of Way				
Right Of Way Total	\$ 42,443,132	\$ 54,890,348	\$ 12,029,806	\$ 66,920,154
WMATA Agreement				
Vehicles	\$ 195,138,329	\$ 20,825,600	\$ 173,608,966	\$ 194,434,567
Construction and Procurement	\$ 31,484,799	\$ 1,794,832	\$ 26,833,038	\$ 28,627,870
WMATA Force Account Startup	\$ 13,777,100	\$ 1,265,653	\$ 12,139,368	\$ 13,405,021
Project Management and Final Design	\$ 31,235,400	\$ 12,779,930	\$ 22,388,241	\$ 35,168,171
WMATA Agreement Total	\$ 271,635,628	\$ 36,666,016	\$ 234,969,613	\$ 271,635,628
Preliminary Engineering^{2,3}				
Preliminary Engineering Total	\$ 100,968,646	\$ 100,730,999	\$ -	\$ 100,730,999
Airports Authority Services				
General Conditions ⁴	\$ 28,879,153	\$ 6,757,391	\$ 20,943,032	\$ 27,700,423
Airports Authority Project Management and Wiehle Ave Garage	\$ 23,225,717	\$ 23,475,836	\$ 22,555,357	\$ 46,031,193
Project Management Support	\$ 90,004,649	\$ 90,127,529	\$ 33,566,689	\$ 123,694,218
Airports Authority Services Total	\$ 142,109,519	\$ 120,360,756	\$ 77,065,078	\$ 197,425,834
Contingency⁵				
Contingency Total	\$ 297,762,579		\$ 70,832,441	\$ 70,832,441
Finance Costs⁶				
Finance Costs Total	\$ 509,984,571	\$ 47,799,694	\$ 462,184,877	\$ 509,984,571
Total Federal (FFGA Scope)	\$ 3,142,471,635	\$ 1,498,547,335	\$ 1,643,924,299	\$ 3,142,471,634
INTERRELATED HIGHWAY IMPROVEMENTS				
Design-Build				
Firm Fixed Price - Engineering	\$ 5,929,082	\$ 10,041,159	\$ 18,184,734	\$ 28,225,893
Firm Fixed Price Insurance and Bonds	\$ 2,889,450	\$ 1,060,041	\$ 30,883	\$ 1,090,924
Firm Fixed Price Subtotal	\$ 8,818,532	\$ 11,101,199	\$ 18,215,617	\$ 29,316,817
Subcontract Allowance	\$ 18,854,682	\$ -	\$ 18,854,682	\$ 18,854,682
Design-Build Contract Total	\$ 27,673,214	\$ 11,101,199	\$ 37,070,299	\$ 48,171,498
Utility Relocation				
Utility Work	\$ 31,552,369	\$ 37,620,687	\$ 5,101,268	\$ 42,721,955
Terf Tax		\$ -		\$ -
Project Management and Final Design	\$ 4,727,549	\$ 8,437,368	\$ 302,744	\$ 8,740,111
Utility Relocation Total	\$ 36,279,918	\$ 46,058,055	\$ 5,404,011	\$ 51,462,066
Right of Way				
Right Of Way Total	\$ 44,772,663	\$ 18,126,505	\$ 3,273,481	\$ 21,399,986
Airports Authority Services				
General Conditions ⁴		\$ 1,306,585	\$ 356,444	\$ 1,663,029
Airports Authority Services Total	\$ -	\$ 1,306,585	\$ 356,444	\$ 1,663,029
Contingency⁵				
Contingency Total	\$ 14,482,435	\$ -	\$ 511,649	\$ 511,649
Total Interrelated Highway Improvements	\$ 123,208,229	\$ 76,592,344	\$ 46,615,885	\$ 123,208,228
TOTAL PROJECT COST	\$ 3,265,679,864	\$ 1,575,139,679	\$ 1,690,540,185	\$ 3,265,679,864

1 Reflects Paid costs through September 30, 2011

2 Preliminary Engineering Period (PE) - Prior to August 1, 2007

3 Preliminary Engineering actuals have been agreed to be \$100,730,999 This is \$237,646 under the original budget of \$100,968,646 The under run is transferred to unallocated contingency

4 The line item marked General Conditions includes Temporary Facilities Development, Hazardous Material Remediation, Miscellaneous Access Roads and Wiehle Ave Garage

5 Estimate at Completion for Contingency reflects the amount approved for utilization per PM-5 07

6 The Estimate at Completion for Finance Costs includes \$71.8 million in allocated contingency.

c. Project Funding Sources: September 2011

SOURCES OF CAPITAL FUNDING	GRANT ID	PERCENT AT COMPLETE	TOTAL	EXPENDED TO DATE ¹	PERCENT FUND SOURCE EXPENDED TO DATE	REMAINING
Sec 5309 New Starts Federal Funds						
Preliminary Engineering Grants			\$ 54,412,526	\$ 54,412,526	100%	\$ -
Final Design Grant	VA-03-0113-00		\$ 159,001,838	\$ 159,001,838	100%	\$ -
ARRA Construction Grant	VA-36-0001-00		\$ 77,260,000	\$ 77,260,000	100%	\$ -
FFGA Construction Grant	VA-03-0113-02		\$ 28,809,000	\$ 28,809,000	100%	\$ -
FFGA Construction Grant	VA-03-0113-03		\$ 85,000,000	\$ 85,000,000	100%	\$ -
FFGA Construction Grant (amendment for FTA review)	VA-03-0113-04		\$ 19,799,000		0%	\$ 19,799,000
FFGA Construction Grant	Pending		\$ 96,000,000		0%	\$ 96,000,000
FFGA Balance	Planned		\$ 379,717,636	\$ -	0%	\$ 379,717,636
Subtotal - New Starts		28.64%	\$ 900,000,000	\$ 404,483,364	44.94%	\$ 495,516,636
Other Federal Funds						
Sec 5307 Surface Transportation Program						
Construction Grant	VA-95-X056-01		\$ 47,218,109	\$ 47,218,109	100%	\$ -
Construction Grant	VA-95-X056-02		\$ 21,281,890	\$ 8,562,331	40%	\$ 12,719,559
STP Balance	Pending		\$ 6,500,001	\$ -	0%	\$ 6,500,001
STP/Sec. 5307		2.39%	\$ 75,000,000	\$ 55,780,440	74%	\$ 19,219,560
Local Funds						
VTA 2000						
			\$ 51,700,000	\$ 51,700,000	100%	\$ -
Commonwealth Transportation Bonds ²						
			\$ 125,000,000	\$ 113,433,213	91%	\$ 11,566,787
Fairfax County Funds ³						
			\$ 523,750,000	\$ 216,968,643	41%	\$ 306,781,357
Dulles Toll Road Revenues ^{2,4}						
			\$ 1,467,021,634	\$ 656,181,675	45%	\$ 810,839,959
Subtotal - Local Funds		68.97%	\$ 2,167,471,634	\$ 1,038,283,531	47.90%	\$ 1,129,188,103
Total Project Budget		100.00%	\$ 3,142,471,634	\$ 1,498,547,335	47.69%	\$ 1,643,924,299
Interrelated Highway Activities						
			\$ 123,208,229	\$ 76,592,344	62.16%	\$ 46,615,885
DTR Revenues/Commonwealth Funds³			\$ 123,208,229	\$ 76,592,344	62.16%	\$ 46,615,885
TOTAL			\$ 3,265,679,863	\$ 1,575,139,679	48.23%	\$ 1,690,540,184

¹ Reflects costs through *September 30, 2011*.

² In January 2010, \$23.6 million previously identified as pay-go Dulles Toll Road (DTR) Revenues were reclassified as Commonwealth Transportation Board (CTB) funds, reducing the contribution from DTR revenues and increasing the contribution from CTB funds.

³ Includes Tax District Revenues (\$400 million) plus debt service costs allocated to Project Budget.

⁴ Includes pay-as-you-go revenues and bond proceeds.

6. Project Risks

In August 2008, FTA directed the PMOC to resume the risk process and to prepare a report that combines the requirements of PG-40: Subtasks PG-40E, PG-40F, and PG-40G. These subtasks are to identify the framework for primary and secondary mitigation of project cost and schedule. A draft PG-40EFG report was prepared and the Risk Register was updated. The documents were shared with MWAA and a workshop was held on August 26-27, 2008 to review the Risk Register, reach a consensus on the top ten costs and schedule risks and to identify MWAA's cost, schedule and secondary mitigation procedures. The PMOC issued the Final PG-40EFG spot report on October 6, 2008.

Through *September 25, 2011*, MWAA reports that it has utilized \$189,617,194 (95%) of the \$200,000,000 available contingency for the first five contingency milestones leaving a contingency balance of \$10,382,806 (5%) available through the current phase of construction. The contingency utilization reflects expended costs. Phases 1 and 2 carry the Project through the completion of station design, which was supposed to be completed by the end of the third quarter of 2009. The completion of station designs is now anticipated during the fourth quarter of 2011. DGS has issued permits for all stations. MWAA estimates that Phase 3, Utility Relocation Program, will be fully completed in the *first quarter of 2012*. MWAA reports that it has already

obligated \$37,312,946 for Phase 6 through 10. As of *September 25, 2011*, of the \$297,762,579 total project contingency, the project has a total of \$70,832,439 available. However, MWAA estimates that the cost of the Allowance Items recommended for award, but not yet charged to the project is estimated to be \$76.0 million over budget. **Thus, the project may be officially over budget in a matter of months.**

MWAA included proposed new Top Ten Risks as identified from the draft Risk Assessment in the handouts for August 10 QPRM. Once FTA and the PMOC agree, the new Top Ten Risks would replace those previously reported. MWAA continues to monitor the risk status and reports this information on a monthly basis. The PMOC provided comments relative to the RCMP Rev 2b and MWAA’s subsequent submittal of September 16th on October 2, 2011 and a comment resolution meeting was conducted with MWAA on October 4, 2011. The revised Top Ten Risks and revised Contingency Management Procedure (PM-5.07) were to be submitted by MWAA on October 24. *The PMOC then expected MWAA to submit the final draft RCMP by November 11, 2011. This date was not met, but the updated top ten risks and the risk register were submitted on November 15, 2011.*

With regard to Schedule Contingency, MWAA and DTP agreed to a zero loss recovery schedule with a data date of December 25, 2010. This recovery schedule had a mitigation period of fourteen months, extending from January 2011 through February 2012 to recover 113 calendar days of the total of 510 calendar days. *MWAA and DTP are now working off a new Mitigation Schedule with a data date of October 25, 2011 that is still under review. Through September 2011, MWAA has granted DTP time extensions of 12 calendar days reducing the available contingency from 510 to 498 calendar days.*

The following are the Project’s current top 10 cost and schedule risks from the RMP dated October 2008, along with their status.

Top 10 Project Risks

Risk No.	Risk Description	SCC Reference	Risk Category		Status (Change from Previous Month)
			Cost	Sched	
M-21	Allowance items- a substantial part of the contract price is tied to “Allowance Subcontracts.” There is potential risk for increased project cost and schedule if the actual subcontracts exceed the allocated cost and schedule components in the contract.	10, 20, 30, 40, 50	X	X	Unchanged. Twenty-three of thirty-five sub-contract packages have been awarded to date. The variance of the awarded cost versus allowance budget is \$47.45 million. A sharp increase is expected in the coming quarter of approximately another \$75.98 million.

Risk No.	Risk Description	SCC Reference	Risk Category		Status (Change from Previous Month)
			Cost	Sched	
C-8	NATM tunnel—there are a limited number of qualified tunneling contractors, unforeseen conditions, tunnel collapse, production rate slower than anticipated, and possible critical path delay.	10.07	X	X	Closed.
C-29	Soils Management – risk that costs for disposal of soil (clean and contaminated) may exceed budget.	40.1	X	X	Unchanged. Agreements with MWAA allow “clean” soils, which represent about 90% of all project soils to be transferred to Laydown Area #11, and management of contaminated soils is being mitigated as schedule progresses.
D-29	WFCY maintenance annex – Design constraints and WMATA requirements may erode the cost reductions anticipated.	30	X		<i>Increased.</i> Bids were received on July 7, 2011. <i>Following discussions with WMATA in an attempt to delete the S&I Shop, MWAA authorized DTP to award the subcontract in early November 2011.</i>
C-34	Utility companies performing utility relocation are not performing in accordance with the durations incorporated in the project schedule.	40.02	X	X	Schedule risk closed. Cost risk remains. (Replaced risk C-14.) Utility contractors have completed all critical relocation work in October 2010. As of <i>October 25, 2011</i> , <i>nine</i> UR change orders remain under review.

Risk No.	Risk Description	SCC Reference	Risk Category Cost Sched		Status (Change from Previous Month)
M-16	Cost risk for vehicle procurement – size and timing of base order and options could change the car manufacturer’s interest in project and proposal pricing; vehicles may not be available in time for revenue operations.	20.01 20.02	X	X	Cost risk closed. Schedule risk remains. Bids were received on June 19, 2009. The WMATA Board awarded the contract to Kawasaki on July 27, 2010. NTP was issued on August 16, 2010. However, the conditional acceptance of the 64 th car for the Project, as contained in the bid, is not scheduled until <i>April 6, 2015</i> , which does not support Project needs. In addition, the earthquake/tsunami may delay the procurement further. PMOC requested MWAA to include a schedule risk since the schedule does not currently meet the FFGA date.
M-12	Unpredictability of ROW settlement costs.	10.04	X		Unchanged. Use of condemnation has increased the ROW costs.
C-20	WMATA scope of work, including site access support, technical support and WMATA construction elements may exceed the budget and schedule. In addition, there is the risk that WMATA will have difficulty supporting the DB contractor’s requirements.	10.00 20.00 50.00	X	X	Unchanged. Technical support for design has been generally provided in a timely manner. SSWPs required to access WMATA property are lengthy. There is potential risk with WMATA directing systems design upgrades for ATC, Traction Power and Communications systems.
D-19	Cost of Dominion Virginia Power (DVP) 34.5 kV distribution – Level of design is not typical of 100% PE design.	50.04	X		Unchanged. Design of ductbank that will contain 34.5 kV power the length of project has been completed and the ductbank construction continues. Design by DVP to bring power to project has not been completed.

Risk No.	Risk Description	SCC Reference	Risk Category Cost Sched		Status (Change from Previous Month)
D-27	Permit Approvals – Potential delays due to the Virginia Department of Transportation (VDOT) requiring their review/approval of final design plans prior to Issued for Proposal (IFP) submittals. Potential delays due to the Department of General Services (DGS) making design-related comments rather than strictly permit/code comments.	10.00 20.00 40.00	X	X	Unchanged. The issuance of construction permits has taken longer than anticipated. <i>However, all stations civil permits have been received and pedestrian bridges and pavilions are nearing completion.</i>

7. Action Items

MWAA – DULLES CORRIDOR METRORAIL PROJECT - Items for Grantee Action

PR	ITEM	IDENTIFICATION	NATURE of PROBLEM	D	A	I	COMMENTS	STATUS
4	2A.03	Update Risk and Contingency Management Plan (RCMP) (October 2010)	The original Risk Management Plan was prepared in October 2008 and needs to be updated to reflect the current Project Status.	N	N	N	MWAA has engaged their Risk Management Consultant who has prepared a draft revised Risk Assessment (Analysis). The analysis was submitted to the FTA and PMOC on January 31, 2011. It is anticipated that once agreed upon, the Top Ten Risks as identified from the Risk Analysis will replace those previously reported MWAA submitted a draft "Risk Management Plan" on June 3, 2011. The PMOC provided comments to MWAA on July 5, 2011. MWAA edited the Plan and resubmitted it to the FTA on August 5, 2011. MWAA and the PMOC met again on September 7, 2011 and discussed the relevancy of the "Proposed Top Ten Risks" and relevancy of the milestones listed on Table 3-1. Some changes were discussed and subsequently e-mail the following week for further review and comment. A joint meeting was again conducted to address the adjustments on October 4, 2011. Upon incorporation of PMOC review comments, the RCMP will be completed by MWAA and was to be submitted on November 11, 2011. This date has not been met.	R

KEY ITEM

Subtask 2A

CLIN 0002A – PMP Review

Subtask 2B

CLIN 0002 – On-Site Monitoring

LEGEND

PRIORITY (PR)

1- Most Critical

2- Critical

3- Least Critical

GRANTEE ACTION

D – Remedial Action Developed

A – Remedial Action Approved

I – Action Implemented

PMO CONTRACTOR STATUS

R – Review On-going

C – Completed – No further review required

Note – Items marked with a 'C' in the 'PMO Contractor Status' column will be dropped from future reports.

APPENDICES

APPENDIX A – LIST OF ACRONYMS

AAC	Agreement After Certificate
AMEP	Architectural/Mechanical/Electrical/Plumbing
ARRA	American Reinvestment and Recovery Act
ASSHTO	American Association of State Highway and Transportation Officials
BFMP	Bus Fleet Management Plan
CAR	Corrective Action Request
CCC	Construction/Procurement/Installation Conformance Checklist
CD	Calendar Days
CPM	Critical Path Method
CR	<i>Communications Room</i>
CTI	CTI Consultants, Inc.
CY	Calendar Year
DB	Design-Build
DCC	Design Conformance Checklist
DCN	Design Change Notice
DF	<i>Direct Fixation</i>
DGS	(Virginia) Department of General Services
DIAAH	Dulles International Airport Access Highway
DR	Deficiency Report
DTP	Dulles Transit Partners, LLC
DTR	Dulles Toll Road
DVP	Dominion Virginia Power
FFGA	Full Funding Grant Agreement
FTA	Federal Transit Administration
FTE	Full Time Equivalent
FY	Fiscal Year
HOT	High Occupancy Toll
IFC	Issued For Construction
IFP	Issued for Proposal
IRR	Issue Requiring Resolution
KSA	KSA, INC – Producer of Concrete Crossties
MH	Manhole
MCI	A communication company now owned by Verizon
MEP	Mechanical, Electrical and Plumbing
MOT	Maintenance of Traffic
MWAA	Metropolitan Washington Airports Authority
NATM	New Austrian Tunneling Method
ORD	Operational Readiness Date
PDA	Pile Driving Analysis
PDR	Preliminary Design Review (7K Railcars)
PE	Preliminary Engineering
PMOC	Project Management Oversight Contractor
PMSS	Project Management Support Services
PMP	Project Management Plan

QA	Quality Assurance
QC	Quality Control
QPP	Quality Program Plan
RAMP	Real Estate Acquisition Management Plan
RCMP	Risk and Contingency Management Plan
RFC	Request for Change
RFMP	Rail Fleet Management Plan
RMP	Risk Management Plan
ROD	Revenue Operations Date
ROE	Right-of-Entry
ROW	Right-of-Way
<i>RSD</i>	<i>Revenue Service Date (synonymous with Revenue Operations Date)</i>
SAIC	Scientific Applications International Corporation
SCC	Standard Cost Category
SCIL	Safety and Security Certifiable Items List
SOE	Support of Excavation
SSCD	Scheduled Substantial Completion Date
SSMP	Safety and Security Management Plan
SSWP	Site Specific Work Plan
STP	Surface Transportation Program
TBD	To Be Determined
TOC	Tri-state Oversight Committee
TPSS	Traction Power Substation
UR	Utility Relocation
VDOT	Virginia Department of Transportation
W&OD	Washington and Old Dominion
WFC	West Falls Church
WFCY	West Falls Church Yard
WMATA	Washington Metropolitan Area Transit Authority
XO	Executive Officer

APPENDIX B -- PROJECT OVERVIEW AND MAP

Project Overview

Date: November 18, 2011 (reporting current through *October 2011*- Financials through *September 2011*)

Project Name: Dulles Corridor Metrorail Project – Extension to Wiehle Avenue

Grantee: Metropolitan Washington Airports Authority (MWAA)

FTA Regional Contact: Brian Glenn, P.E.

FTA Headquarters Contact: Dale Wegner, P.E.

Scope

- **Description:** MWAA The Project is the initial 11.7-miles of the LPA, which will run from the current Metrorail Orange Line near the West Falls Church (WFC) station to Wiehle Avenue in Reston, providing direct service to the commercial and office center of Tysons Corner. The Project will be constructed in or parallel to the Dulles Connector Road, Routes 123 and 7 through Tysons Corner, and the Dulles International Airport Access Highway (DIAAH). It will include five new passenger stations, one 2,300-car parking facility (provided through a joint development agreement at Wiehle Avenue Station), improvements to the existing WFC Service and Inspection Yard, tail tracks outbound of the interim terminus station at Wiehle Avenue, and the procurement of 64 rail cars.
- **Guideway:** Phase 1 is approximately 11.7 miles in length consisting of two tracks.
- **Stations:** There are five stations in Phase 1. Each station will include a kiss-n-ride area; bus drop-off facilities; station platforms with benches, canopies, ticket vending machines; and other amenities.
- **Support Facilities:** There will be a modification to the West Falls Church Yard and service building. A tail track will be constructed beyond the Wiehle Avenue Station.
- **Vehicles:** The Project will include the purchase of sixty-four vehicles for Phase 1 that will be procured by WMATA.

Ridership

The Project is estimated to carry 69,700 average weekday riders during opening year.

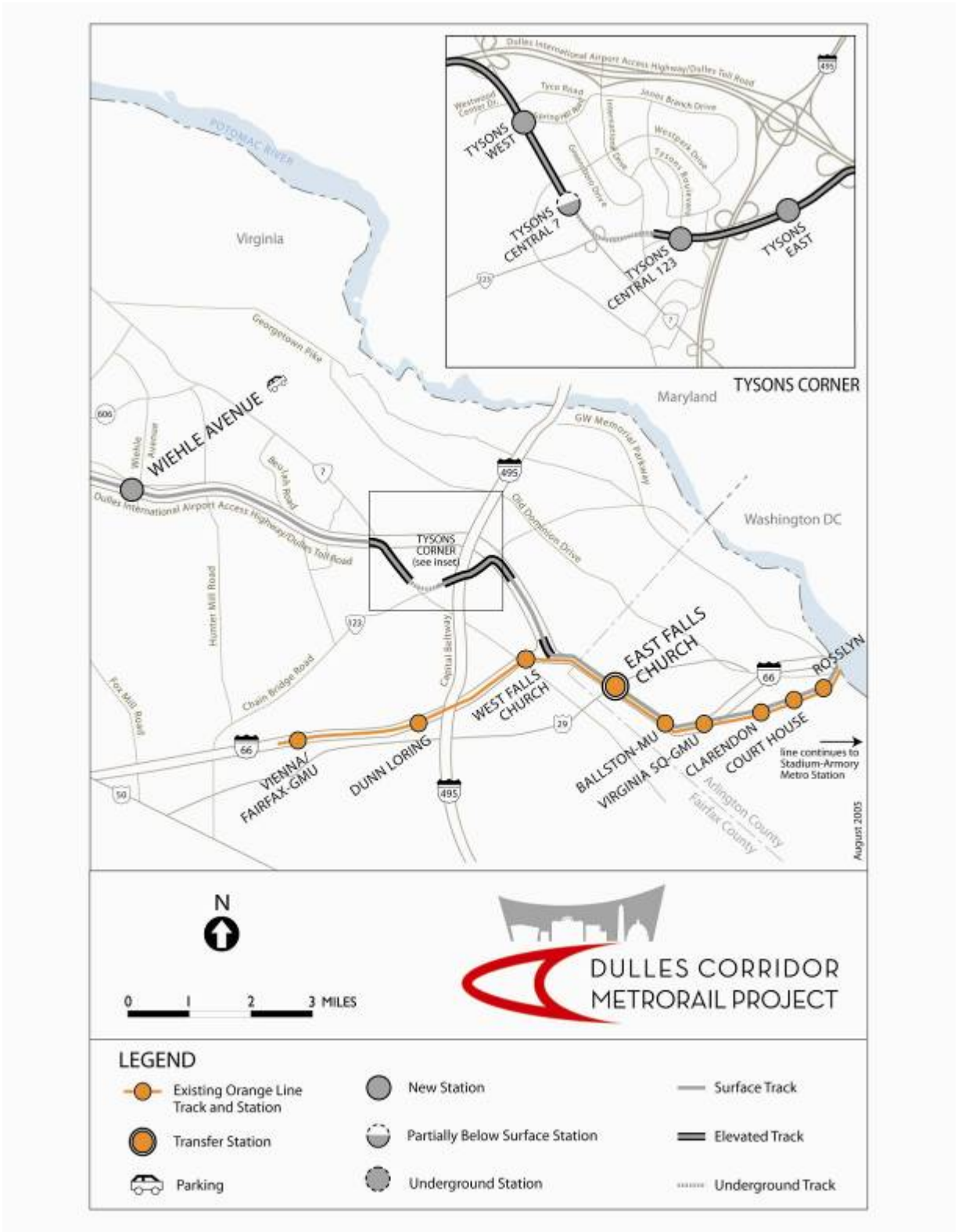
Schedule

06/10/04	Approval to Enter PE	2011	Estimated Rev Ops at Entry to PE
05/12/08	Approval to Enter FD	12/04/13	Estimated Rev Ops at Entry to FD
03/10/09	FFGA signed	12/01/14	Estimated Rev Ops at FFGA
05/26/14	Revenue Operations Date (ROD) <i>as of September 25, 2011</i>		
57.0%	Percent Complete Construction <i>as of October 31, 2011.</i>		
46.2%	Percent Complete Time based on ROD of December 1, 2014 (based on FFGA)		
62.0%	MWAA's Estimate of Project Earned Value through <i>September 2010</i>		

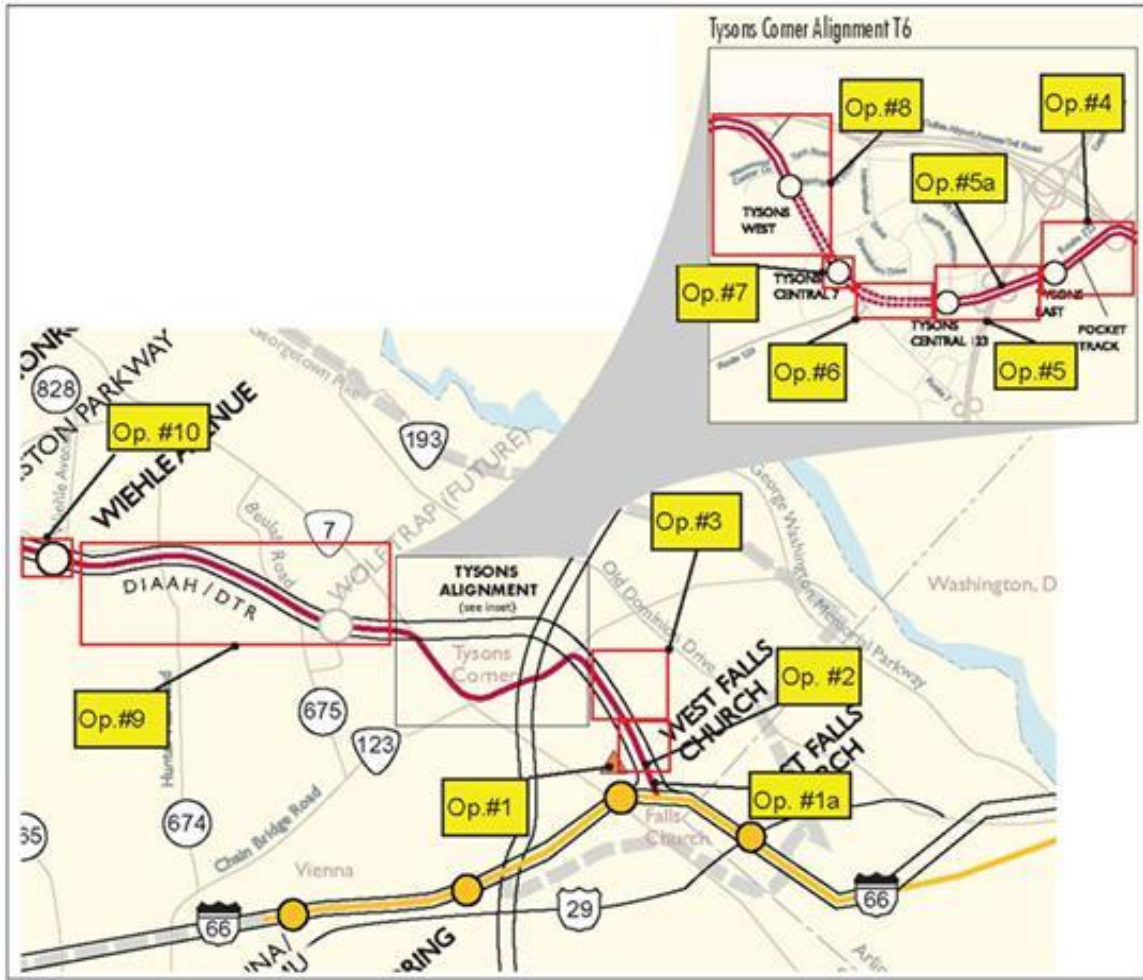
Cost

\$1.490 billion	Total Project Cost (\$YOE) at Approval to Enter PE
\$2.961 billion	Total Project Cost (\$YOE) at Approval to Enter Final Design
\$3.142 billion	Total Project Cost at date of report including \$510 million in Finance Costs
\$1.498 billion	Expenditures through <i>September 2011</i> from total project budget of \$3.142 billion
47.6%	Percent complete based on federal expenditures through <i>September 2011</i> .
\$70.832 million	Total project contingency remaining (allocated and unallocated) through <i>September 2011</i> .

Project Map



Construction Operational Areas



APPENDIX C – MWAA SAFETY AND SECURITY CHECKLIST

Project Overview	Dulles Corridor Metrorail Project		
Project Mode (Rail, Bus, BRT, multimode)	Rail		
Project Phase (Preliminary Engineering, Design, Construction, or Start-up)	Design and Construction		
Project Delivery Method (Design/Build, Design/Build/Operate/Maintain, CMGG, etc)	Design/Build		
Project Plans	<i>Version</i>	<i>Review By FTA</i>	Status
Safety and Security Management Plan	9/2009		Accepted
Safety and Security Certification Plan			Under development; 98% complete
System Safety Program Plan	1/20/2011		In response to FTA’s Safety and Security Oversight Audit of TOC/WMATA and TOC Triennial Review findings, WMATA submitted an updated SSPP dated January 20, 2011, which was approved by TOC on February 22, 2011 with minor comments to be addressed in the next revision.
System Security Plan or Security and Emergency Preparedness Plan (SEPP)			WMATA submitted a revised SEPP to TOC in March 2010. TOC approved the SEPP on August 2, 2010.
Construction Safety and Security Plan			Addressed in PMP, which is under revision.

Safety and Security Authority	Y/N	Notes/Status
Is the grantee subject to 49 CFR Part 659 State Safety Oversight requirements?	Y	Tri-State Oversight Committee (TOC)
Has the State designated an oversight agency as per Part 659.9?	Y	Tri-State Oversight Committee (TOC)
Has the oversight agency reviewed and approved the grantee’s SSPP as per 659.17?	N	An updated WMATA SSPP dated January 20, 2011 was approved by TOC on February 22, 2011.

Has the oversight agency reviewed and approved the grantee's Security Plan or SEPP as per Part 659.21?	Y	Approved on August 2, 2010
Did the oversight agency participate in the last Quarterly Program Review Meeting?	Y	TOC had a representative at the November 9, 2011 QPRM.
Has the grantee submitted its safety certification plan to the oversight agency?	N	Plan in progress. TOC participates in monthly meetings.
Has the grantee implemented security directives issues by the Department Homeland Security, Transportation Security Administration?	N	WMATA will be operator.

SSMP Monitoring	Y/N	Notes/Status
Is the SSMP project-specific, clearly demonstrating the scope of safety and security activities for this project?	Y	
Grantee reviews the SSMP and related project plans to determine if updates are necessary?	Y	
Does the grantee implement a process through which the Designated Function (DF) for Safety and DF for Security are integrated into the overall project management team? Please specify.	N	WMATA will be operator.
Does the grantee maintain a regularly scheduled report on the status of safety and security activities?	N	WMATA will be operator.
Has the grantee established staffing requirements, procedures and authority for safety and security activities throughout all project phases?	N	WMATA will be operator.
Does the grantee update the safety and security responsibility matrix/organizational chart as necessary?	N	WMATA will be operator.
Has the grantee allocated sufficient resources to oversee or carry out safety and security activities?	N	WMATA will be operator.
Has the grantee developed hazard and vulnerability analysis techniques, including specific types of analysis to be performed during different project phases?	Y	
Does the grantee implement regularly scheduled meetings to track to resolution any identified hazards and/or vulnerabilities?	Y	
Does the grantee monitor the progress of safety and security activities throughout all project phases? Please describe briefly.	Y	Design and Construction only. WMATA participates

Does the grantee ensure the conduct of preliminary hazard and vulnerability analyses? Please specify analyses conducted.	N	MWAA's letter of September 7, 2011 to WMATA indicated that they believed that such an evaluation is not required but that they would support WMATA if it chooses to conduct such an analysis.
Has the grantee ensured the development of safety design criteria?	Y	
Has the grantee ensured the development of security design criteria?	Y	
Has the grantee ensured conformance with safety and security requirements in design?	Y	
Has the grantee verified conformance with safety and security requirements in equipment and materials procurement?	Y	
Has the grantee verified construction specification conformance?	Y	
Has the grantee identified safety and security critical tests to be performed prior to passenger operations?	Y	In progress.
Has the grantee verified conformance with safety and security requirements during testing, inspection and start-up phases?	N	After SSCD
Does the grantee evaluated change orders, design waivers, or test variances for potential hazards and /or vulnerabilities?	Y	
Has the grantee ensured the performance of safety and security analyses for proposed work-arounds?	Y	
Has the grantee demonstrated through meetings or other methods, the integration of safety and security in the following: • Activation Plan and Procedures • Integrated Test Plan and Procedures • Operations and Maintenance Plan • Emergency Operations Plan	N	In progress with WMATA.
Has the grantee issued final safety and security certification?	N	
Has the grantee issued the final safety and security verification report?	N	

Construction Safety	Y/N	Notes/Status
Does the grantee have a documented/implemented Contractor Safety Program with which it expects contractors to comply?	Y	

Does the grantee's contractor(s) have a documented company-wide safety and security program plan?	Y	DTP's Construction Safety, Health and Security Plan accepted on January 6, 2009.
Does the grantee's contractor(s) have a site-specific safety and security program plan?	Y	
Provide the grantee's OSHA statistics compared to the national average for the same type of work. If the comparison is not favorable, what actions are being taken by the grantee to improve its safety record?	Y	<i>DTP has recorded 308 first aid cases and three lost time cases in 7.490 million project man hours which is below the national average.</i>
Does the grantee conduct site audits of the contractor's performance versus required safety/security procedures?	Y	

Federal Railroad Administration	Y/N	Notes/Status
If shared track: has grantee submitted its waiver request application to FRA? (Please identify specific regulations for which waivers are being requested)	N/A	Heavy Rail Transit Project. No FRA involvement.
If shared corridor: has grantee specified specific measures to address shared corridor safety concerns?	N/A	
Is the Collision Hazard Analysis underway?	N/A	
Other FRA required Hazard Analysis – Fencing, etc.?	N/A	
Does the project have Quiet Zones?	N/A	
Does FRA attend the Quarterly Review Meetings?	N/A	

APPENDIX D – PMOC TEAM PERFORMING THIS REVIEW

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