

Independent Advisory Panel Presentation to the MWAA Board of Directors

March 16, 2011

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Construction Cost Estimate Status

- \$100 M reduction in airport segment realized thru recent VE and cost review
- Only 20% or less of project cost partially reviewed
- Discrepancies w/quantities/unit prices & Basis of costs
- Recommend validation of remaining 80% + soft costs with DRC

Recent Project Cost Comparisons

- Similar project cost comparisons
 - Local and similar projects— \$150-M to \$170 M/mile
 - Aerial Station and line—\$65-100 Million per mile
- Present Phase 2 estimate is \$166-252 M/mile (airport aerial; Modified LPA, respectively)

Program Cost Check

Phase 2 Overall program costs are higher than expected for a project of this scope

Phase 2 costs should be less than Phase 1:

- Ph 2 is competitively bid
- R/O/W is mostly MWAA owned
- Less utility reconstruction
- 80% of alignment is at-grade—simple, std metro design
- Fewer roadway relocations
- Less Maintenance of Traffic cost
- Significant less risk of third party impacts

Phase 1

- L = 11.5 Miles
 - 8.5 miles at grade
 - 2.6 Miles Elevated
- 5 stations
 - 2 at grade
 - 3 elevated
- Major roadway relocation
- Heavy corridor MOT
- Major Utilities work
- Significant ROW purchase required
- Significant third party impacts

Phase 2

- L =11.5 Miles
 - 8-9.0 at grade
 - 2-2.6 miles u/g or aerial
- 6 stations
 - 5 at grade
 - 1 u/g or elevated
- Minor temporary roadway relocation
- Easy MOT
- Less Utilities
- Mostly MWAA owed ROW
- Minor third party impacts

Strong costs differentiators

Multiple Packages= Less Risk, Potential Savings

- Eliminate biggest financial risk exposure to MWAA with full bonding
- Package low risk elements= lower contingencies=lower bids
- Attracts more bidders:
 - Proposal Investment is less for contractor w/ better chances to secure a contract
 - Attracts local experienced contractors

Airport Alternative Stations Analysis

- Goal : Best transportation solution
- Down to two basic alternatives
 - North Garage Aerial
 - C&C Station and Mined Tunnels (LPA)

Design improvements could be made on both

Recommended Airport Station & Alignment Alternative

Recommendation:

Locally Preferred Alternative = Modified Baseline

- Allows innovation in contractor approach/schedule
- Provides protected *and* direct passenger access
- Longer service life/replacement schedule
- Shorter schedule to environmental approval
- No aesthetics and visual impacts w/ VDHR
- Fewer and shorter term construction impacts for Dulles