To: Chairman Skinner and the VRE Operations Board

From: Doug Allen

Date: March 18, 2016

Re: Authorization to Execute a Force Account Agreement with CSX Transportation to Convert an Existing Temporary Track into a VRE Storage Track

Recommendation:

The VRE Operations Board is asked to authorize the Chief Executive Officer to execute a Force Account Agreement with CSX Transportation to design and construct the conversion of an existing temporary track immediately south of L’Enfant Station into a VRE storage track for an amount of $2,937,323, plus a 10% contingency of $293,733, for a total amount not to exceed $3,231,056.

Background:

Space for midday train storage in the District of Columbia is at a premium. As such, VRE and CSX Transportation (CSXT) have been jointly working to construct one train storage track for VRE north of the L’Enfant Station. This storage track will provide storage for the new Fredericksburg train that started in December 2015 that is currently stored by Amtrak on a temporary basis.

VRE has also been working with CSXT on an additional midday storage opportunity that would eliminate the need to operate a deadhead train to and from Broad Run each day. CSXT has identified an existing temporary track south of the L’Enfant Station that was laid in support of their Virginia Avenue tunnel project that will satisfy these needs. CSXT has
determined that the design and construction of the conversion should be carried out by its own forces and provided VRE with cost estimates for design ($150,000) and construction ($2,787,323).

Once completed, VRE will have the ability to eliminate the current deadhead train moves, resulting in a savings in track access fees, fuel, and other operating costs of approximately $450,000 annually.

Beyond CSXT force account work covered in this resolution, VRE will need to install wayside power connections for trainsets during layover. The additional cost of wayside power should not exceed $630,000, based on the cost of a similar installation taking place on the new storage track north of L’Enfant Station. We will return to the Operations Board for approvals for design and construction of wayside power.

**Fiscal Impact:**

Funding for this project is provided in the VRE Capital Improvement Program under Midday Train Storage with funds drawn from federal 5307 and 5337 formula funds and associated state and local match.
Virginia Railway Express
Operations Board

Resolution
9G-03-2016

Authorization to Execute a Force Account Agreement
with CSX Transportation to Convert an Existing
Temporary Track into a VRE Storage Track

WHEREAS, VRE has a critical need for additional midday train storage in the District of Columbia; and,

WHEREAS, CSX Transportation has a temporary track immediately south of L’Enfant Station that can be readily converted into an additional storage track for VRE trainsets; and,

WHEREAS, CSX Transportation has provided VRE with a reasonable force account cost estimate for design and construction of the conversion; and,

WHEREAS, the VRE Capital Improvement Program provides sufficient funding for the conversion along with associated wayside power improvements;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a Force Account Agreement with CSX Transportation to design and construct the conversion of an existing temporary track immediately south of L’Enfant Station into a VRE storage track for an amount of $2,937,323, plus a 10% contingency of $293,733, for a total amount not to exceed $3,231,056.

Approved this 18th day of March 2016

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Gary Skinner
Chairman

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Maureen Caddigan
Secretary