To: Chair Cristol and the VRE Operations Board

From: Doug Allen

Date: October 18, 2019

Re: Authorization to Execute a Contract for Benchmark Road Slope Stabilization

**Recommendation:**

The VRE Operations Board is asked to authorize the Chief Executive Officer to execute a contract with Terra Site Constructors, LLC of Chantilly, Virginia, for Benchmark Road Slope Stabilization in the amount of $364,625, plus a 20% contingency of $72,925, for a total amount not to exceed $437,550.

**Summary:**

Sections of the railroad slope adjacent to the Hamilton-to-Crossroads Third Track and Benchmark Road need stabilization to close out project commitments along with corresponding project funding agreements. Authorization will allow VRE to execute a contract with Terra Site Constructors, LLC for Benchmark Road Slope Stabilization.

The slope stabilization is anticipated to be completed and the Hamilton-to-Crossroads Third Track Project closeout accomplished by the end of calendar year 2019.

**Background:**

VRE recently completed the Hamilton-to-Crossroads Third Track Project, which extended the width of an existing CSX Transportation (CSXT) embankment parallel to Benchmark Road in Spotsylvania County. Portions of the embankment washed out during a major rain event that also washed out the culvert for Massaponax Creek under Benchmark Road adjacent to the Mine Road grade crossing and intersection. VDOT temporarily closed
Benchmark Road from US Route 17 to Mine Road as they completed design and installation of a culvert replacement in 2018.

The slope repairs are needed to secure final sign-off from VDOT and CSXT on the Hamilton-to-Crossroads Third Track Project and to close out commitments and funding agreements associated with the project.

On April 20, 2018, the VRE Operations Board approved a request to issue an Invitation for Bids (IFB) for Construction of Benchmark Road Slope Stabilization. A mailing list of 68 prospective Bidders was established for the solicitation to ensure access to adequate sources of service. Additionally, the solicitation was advertised on eVA, Virginia’s e-procurement system. On September 6, 2019, an IFB was issued and bids were due on September 27, 2019. Only one response was received. The staff conducted a survey to determine why only a single bid was received and is satisfied with the result.

The following reasons were given for why Bidders did not respond to the solicitation:

Other contract opportunities were being pursued and thus the prospective bidder was unable to assemble a bid prior to the due date.

Two of the prospective bidders in attendance at the pre-bid meeting and site visit elected to team as a prime contractor and subcontractor.

Staff has certified the price is fair and reasonable as compared to the independent cost estimate.

The bid tabulation is as follows:

<table>
<thead>
<tr>
<th>Bidder</th>
<th>Bid Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Terra Site Constructors, LLC</td>
<td>$364,625.00</td>
</tr>
</tbody>
</table>

After review of the bid, it was determined Terra Site Constructors, LLC is both responsible and responsive to the IFB requirements.

**Fiscal Impact:**

Funding is provided for in the current budget for the Hamilton-to-Crossroads Third Track Project.
Virginia Railway Express
Operations Board

Resolution
8A-10-2019

Authorization to Execute a Contract for
Benchmark Road Slope Stabilization

WHEREAS, a major rain event that washed out the culvert carrying Massaponax Creek under Benchmark Road also washed out significant portions of the railroad embankment adjacent to the Hamilton-to-Crossroads Third Track and Benchmark Road; and,

WHEREAS, the embankment slope must be repaired and stabilized to complete VRE commitments and close out funding agreements for the Hamilton-to-Crossroads Third Track project; and,

WHEREAS, on September 6, 2019, an IFB was issued and one response was received on September 27, 2019; and,

WHEREAS it was determined Terra Site Constructors, LLC is both responsible and responsive to the IFB requirements;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a contract with Terra Site Constructors, LLC of Chantilly, Virginia, for Benchmark Road Slope Stabilization in the amount of $364,625, plus a 20% contingency of $72,925, for a total amount not to exceed $437,550.

Approved this 18th day of October 2019

______________________________
Katie Cristol
Chair

______________________________
John Cook
Secretary
To: Chair Cristol and the VRE Operations Board

From: Doug Allen

Date: October 18, 2019

Re: Authorization to Extend the Lease Agreement for Parking at the Broad Run Station

Recommendation:

The VRE Operations Board is asked to authorize the Chief Executive Officer to extend a Lease Agreement with the City of Manassas, through its Airport Director, for a 34,022 square foot parcel of land adjacent to the VRE Broad Run Station platform in the amount of $21,119 for a period of twelve months. This action will increase the total authorization associated with the Lease Agreement to an amount not to exceed $116,128.

Summary:

In December 2014, the City of Manassas, as owner of the Manassas Regional Airport, entered into a Lease Agreement with VRE for airport property to serve as a parking lot for the VRE Broad Run Station. This 59-month agreement runs through November 14, 2019, and incorporates a three percent annual increase in rent, which is included in this extension.

Background:

In 2003, VRE was awarded funding through the Governor’s Congestion Relief Program to complete parking expansion and access improvements at the Manassas and Broad Run stations. As part of this project, property for parking expansion was identified adjacent to the north end of the Broad Run station platform. This property is owned by the Manassas Regional Airport.
In February 2005, VRE entered into an initial Lease Agreement with the City of Manassas, through its Airport Director, and a total of 81 parking spaces were constructed by VRE on the leased parcel. This initial lease was subsequently extended through December 2014.

With the authorization of the Operations Board in November 2014, VRE executed the existing Lease Agreement with the City of Manassas which runs through November 14, 2019.

This property is likely to be impacted by the Broad Run Expansion project. VRE staff is recommending a twelve-month extension to the existing Lease Agreement to allow additional time for discussions with the City of Manassas regarding property needs to accomplish all elements of the Broad Run Expansion project. These elements include parking expansion, yard expansion, the addition of a third mainline track, and shifting of the station platform. A longer-term agreement will be brought to the Operations Board once those elements are defined.

**Fiscal Impact:**

The FY 2020 and FY 2021 operating budget for ‘Facilities Maintenance – Station Parking Fees’ includes the necessary funding for this lease extension.
Virginia Railway Express
Operations Board

Resolution
8B-10-2019

Authorization to Extend the Lease
Agreement for Parking at the Broad Run Station

WHEREAS, in February 2005, VRE entered into an initial Lease Agreement with the City of Manassas, through its Airport Director, and a total of 81 parking spaces were constructed by VRE on the leased parcel; and,

WHEREAS, the initial Lease Agreement was extended through December 14, 2014; and,

WHEREAS, the existing 59-month Lease Agreement was executed with the City of Manassas on December 15, 2014 and runs through November 14, 2019; and,

WHEREAS, VRE staff recommends extending the existing Lease Agreement for a period of twelve months to allow additional time for discussions with the City of Manassas regarding property needs to accomplish all elements of the Broad Run Expansion project;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to extend a Lease Agreement with the City of Manassas, through its Airport Director, for a 34,022 square foot parcel of land adjacent to the VRE Broad Run Station platform in the amount of $21,119, for a period of twelve months, which will increase the total authorization associated with the Lease Agreement to an amount not to exceed $116,128.

Approved this 18th day of October 2019

______________________________
Katie Cristol
Chair

______________________________
John Cook
Secretary
To: Chair Cristol and the VRE Operations Board
From: Doug Allen
Date: October 18, 2019
Re: Resolution of Support for Prince William County’s North Woodbridge Mobility Improvements: Annapolis Way Connector and Horner Road/Marina Way Extension Application for FY 2024-2025 NVTA Six Year Program Update

Recommendation:

The VRE Operations Board is asked to support and endorse the application by Prince William County to the Northern Virginia Transportation Authority (NVTA) Fiscal Year (FY) 2024-2025 Six Year Program (SYP) Update for the North Woodbridge Mobility Improvements: Annapolis Way Connector and Horner Road/Marina Way Extension project (TransAction ID 281, Annapolis Connector).

Summary:

Prince William County has submitted an application for the North Woodbridge Mobility Improvements: Annapolis Way Connector and Horner Road/Marina Way Extension project for funding consideration in the NVTA FY2024-2025 SYP Update. The project will improve and expand vehicular, pedestrian and bicycle circulation and access within the planned North Woodbridge Small Area Plan, which includes the VRE Woodbridge Station, and adjacent road corridors.

Background:

The proposed project includes connecting the approximately 0.28-mile missing section of Annapolis Way and extending Marina Way for approximately 0.26 miles to connect to...
existing Horner Road. Annapolis Way will be constructed as a two-lane roadway and Marina Way will be constructed as a four-lane roadway. Both roadways will include bicycle and pedestrian facilities. The NVTA funding request is for $50 million.

The project is in the North Woodbridge Activity Center, one of the most multi-modal areas of Prince William County. Implementation of the recently updated North Woodbridge Small Area Plan will establish a multimodal transit hub adjacent to the VRE Woodbridge Station. The project constructs mobility improvements identified in the Small Area Plan that will expand access both to transit, including the VRE station, and the roadway network and reduce congestion within the planned North Woodbridge Town Center and adjacent I-95 Corridor, Route 1 Corridor, Route 123 Corridor, and Route 123/I-95 Commuter Lot.

**Fiscal Impact:**

There is no fiscal impact to VRE from supporting Prince William County’s application.
Virginia Railway Express  
Operations Board  

Resolution  
8C-10-2019

Resolution of Support for Prince William County’s North Woodbridge Mobility Improvements: Annapolis Way Connector and Horner Road/Marina Way Extension Application for FY 2024-2025 NVTA Six Year Program Update

WHEREAS, NVTA has issued a call for regional transportation projects to agencies and jurisdictions for consideration for funding for its FY2024-2025 Six Year Program update; and,

WHEREAS, Prince William County has submitted an application for the North Woodbridge Mobility Improvements: Annapolis Way Connector and Horner Road/Marina Way Extension project (TransAction ID 281, Annapolis Connector); and,

WHEREAS, the Prince William County project will provide mobility improvements that expand access to transit, including the VRE station, and reduce congestion within the planned North Woodbridge Town Center and adjacent roadways; and,

WHEREAS, the project complements the VRE Woodbridge Station Improvements project, also submitted to NVTA for FY2024-2025 Six Year Program funding consideration;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby support and endorse Prince William County’s NVTA FY2024-2025 Six Year Plan Update application for the North Woodbridge Mobility Improvements: Annapolis Way Connector and Horner Road/Marina Way Extension project.

Approved this 18th day of October 2019

_________________________________________
Katie Cristol  
Chair

_____________________________  
John Cook  
Secretary
Agenda Item 9-A
Information Item

To: Chair Cristol and the VRE Operations Board
From: Doug Allen
Date: October 18, 2019
Re: Draft 2020 Legislative Agenda

Members of the Legislative Committee and staff will update the VRE Operations Board on the status of the attached Draft 2020 Legislative Agenda.

Prior to the start of the Virginia General Assembly session in Richmond, the VRE Operations Board formulates and recommends to the Commissions its priorities to better communicate and influence the actions of the Governor’s Administration and the General Assembly. This agenda will serve as guidance for staff and the contracted legislation liaisons during the legislative session.

In addition, the Legislative Agenda includes Federal Legislative and Regulatory issues that are relevant to transit and commuter rail in the U.S., and VRE specifically. Throughout the year, staff and our contracted Federal Relations consultants will work with the U.S. Department of Transportation and its Agencies, our U.S. Congressional delegation, relevant U.S. Congressional Committees, and others to educate them on these issues and their potential impacts to VRE.

The VRE Operations Board will be asked to recommend the Legislative Agenda to the Commissions at its November 2019 meeting. Both NVTC and PRTC are scheduled to act on their respective Legislative Agendas, as well as VRE’s, at their December meetings.
State Legislative Issues:

Protect Commuter Rail Operating and Capital (C-ROC) funding levels.

Continue to keep legislators and administration apprised of how we are allocating/spending the C-ROC funds.

Support Secretary of Transportation/Department of Rail and Public Transportation on a coordinated funding plan using state and federal funds for Long Bridge expansion project and the DC to RVA rail expansion project.

Support actions by Northern Virginia Transportation Authority (NVTA) and others to restore funding for NVTA.

Defend against legislative proposals that would decrease funding for VRE.

Watchlist Issues

Advocate for increasing overall state transit operating and capital funds to “increase the pie” to allow for greater support to commuter rail and transit.

Monitor the Virginia Transit Association and others’ proposals to increase funding for public transportation and create programs that will increase ridership.

Monitor proposals to create transportation authorities that would include VRE jurisdictions.
Federal Legislative and Regulatory Issues:

Federal Grant Programs

Work with USDOT, U.S. Congressional delegation, relevant U.S. Congressional Committees, and regional stakeholders to educate and secure Administration and Congressional support for discretionary grant applications submitted by VRE.

FAST Act Reauthorization

VRE will partner with other stakeholders to advocate for appropriate funding levels and policies to support commuter rail and mass transit.

Surface Transportation Board (STB) Authority

Educate Congress and the Administration on the imperative of preserving STB’s jurisdiction over VRE, and other common carrier commuter railroads.

Monitor industry, Congressional and Administration efforts affecting the ability of VRE, and similar commuter railroads, to seek relief from the STB when negotiating with Amtrak.

Amtrak On-Time-Performance

Amtrak is working with the Federal Railroad Administration on developing OTP metrics and measurements which will then be enforced by the STB.

Watchlist Issues

USDOT Rulemaking

On August 15, 2017, the President signed an Executive Order on “Establishing Discipline and Accountability in the Environmental Review and Permitting Process for Infrastructure.” VRE will track and comment on proposed guidance, rulemakings, or requests for comment from USDOT helping to advance regulatory reforms applicable to VRE’s operations and Capital Improvement Program.
To: Chair Cristol and the VRE Operations Board

From: Doug Allen

Date: October 18, 2019

Re: Spending Authority Report

On May 15, 2015, the VRE Operations Board approved increasing the Chief Executive Officer’s spending authority from $50,000 to $100,000. It was resolved any purchase of greater than $50,000 would be communicated to the Board as an information item.

- On September 25, 2019, VRE issued a Purchase Order in the amount of $71,439 to B&H Foto and Electronics Corporation for 14 new display screens for the Variable Messaging System (VMS) proof-of-concept project at the Alexandria and Fredericksburg stations.