



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

VRE OPERATIONS BOARD MEETING

May 17, 2024

Operations Board Meeting - 9:00 am

***Executive Committee Meeting is canceled.
CEO/CLO Evaluation Committee Meeting is canceled.***

PRTC Headquarters
14700 Potomac Mills Road
Woodbridge, VA 22192

1. Pledge of Allegiance
2. Roll Call
3. Safety Moment
4. Approval of Agenda
5. Approval of Minutes from the April 19, 2024 VRE Operations Board meeting
6. Chair's Comments
7. Chief Executive Officer's Report
8. Virginia Railway Express Riders' and Public Comment
9. Closed Session
10. Action Items
 - A. Recommend Authorization to Execute an Amendment for the Fifth Year of the Second Option Period of the Contract for Operating Services for Commuter Rail



Northern Virginia
Transportation Commission
2300 Wilson Blvd., Suite 230
Arlington, VA 22201
703-524-3322



Virginia Railway Express
1500 King Street, Suite 202
Alexandria, VA 22314
703-684-1001
VRE.org



Potomac and Rappahannock
Transportation Commission
14700 Potomac Mills Road
Woodbridge, VA 22192
703-580-6121

- B. Recommend Authorization to Execute an Amendment for the Fourth Year of the First Option Period of the Contract for Maintenance Services for Commuter Rail
 - C. Authorization to Amend the Contract for Maintenance and Service of Positive Train Control Software and Hardware
 - D. Authorization to Execute a Sole Source Contract for Window Gaskets for VRE Railcars***
 - E. Authorization to Execute Contracts for the Delivery of Diesel Fuel for VRE Locomotives***
 - F. Authorization to Issue a Program Management Consulting Services Task Order for Support for the L'Enfant Track and Station Improvements Project
 - G. Authorization to Provide a Letter of Support for Prince William County's USDOT FY2023 ATIIP Grant Application
 - H. Authorization to Provide a Letter of Support for VPRA's CRISI Grant Application for Lorton to Route 1 Third Track and Railroad Bridges Over Route 1
 - I. Authorization to Provide a Letter of Support for Amtrak's Application for Consolidated Rail Infrastructure and Safety Improvements Program Funding for the Crystal City High Level Platform Project
- 11. Information Items
 - A. Spending Authority Report
 - B. Update on Midday Storage
 - 12. Operations Board Member's Time

**The Next VRE Operations Board Meeting
June 21, 2024 - 9:00 am at PRTC**



MINUTES

VIRGINIA RAILWAY EXPRESS OPERATIONS BOARD MEETING

April 19, 2024

14700 Potomac Mills Road, Woodbridge, VA 22192

Members Present

*Sarah Bagley (NVTC)
*Andrea O. Bailey (PRTC)
*Margaret Franklin (PRTC)
*Monica Gary (PRTC)
*Lori Hayes (PRTC)
*Jannan W. Holmes (PRTC)
*Takis Karantonis (NVTC)
*Michael McLaughlin (VPRA) ‡
*Alanna Mensing (PRTC)
*Ralph Smith (PRTC)
*Daniel G. Storck (NVTC)
*James Walkinshaw (NVTC) ‡

Members Absent

Meg Bohmke (PRTC)
Tom Gordy (PRTC)

Alternates Present

*Pamela Yeung (PRTC)

Alternates Absent

Canek Aguirre (NVTC)
Tinesha Allen (PRTC)
Victor Angry (PRTC)
Kenny Boddye (PRTC)
Deborah Frazier (PRTC)
Libby Garvey (NVTC)
Will Mackintosh (PRTC)
Darryl Moore (PRTC)
Pam Sebesky (PRTC)
Emily Stock (DRPT)

Jurisdiction

City of Alexandria
Prince William County
Prince William County
Stafford County
Spotsylvania County
City of Fredericksburg
Arlington County
Commonwealth of Virginia
City of Manassas Park
City of Manassas
Fairfax County
Fairfax County

Stafford County
Prince William County

Stafford County

City of Alexandria
Stafford County
Prince William County
Prince William County
Spotsylvania County
Arlington County
City of Fredericksburg
City of Manassas Park
City of Manassas
Commonwealth of Virginia

*Voting Member

**Arrived/departed following the commencement of the Operations Board Meeting. Notation of exact arrival/departure time is included in the body of the minutes.

‡ Participated remotely via Webex in accordance with the Electronic Participation Policy

Staff and General Public

Trinette Broussard – VRE
Rich Dalton – VRE
John Duque – VRE
Anaya Farah – VRE
Karen Finucan Clarkson - VRE
Chris Henry – VRE
John Kerins - Keolis
Lezlie Lamb – VRE

Steve MacIsaac – VRE Chief Counsel
Dagmawie Shikurye- VRE
Dallas Richards – VRE
Bob Schneider - PRTC
Mark Schofield – VRE
Alex Sugatan - VRE
Joe Swartz – VRE

Vice Chair Bagley called the meeting to order at 9:06 a.m.; the roll call followed.

Vice Chair Bagley informed the Board that Members McLaughlin and Walkinshaw requested to participate remotely. Mr. McLaughlin is participating from North Carolina on personal travel and Mr. Walkinshaw is participating from Fairfax County due to attending another event. Ms. Bailey moved, with a second by Ms. Gary, to approve Mr. McLaughlin's and Mr. Walkinshaw's remote participation. The vote in favor was cast by Members Bagley, Bailey, Franklin, Gary, Hayes, Holmes, Karantonis, Mensing, Smith, Storck, and Yeung.

Safety Moment – 3

CEO, Rich Dalton briefed attendees on safety procedures and assigned specific tasks to qualified staff members in case of an emergency.

Approval of the Agenda - 4

Ms. Bailey moved, with a second by Ms. Gary, to approve the agenda as presented. There was no discussion on the motion. The vote in favor was cast by Members Bagley, Bailey, Franklin, Gary, Hayes, Holmes, Karantonis, McLaughlin, Mensing, Smith, Storck, and Yeung.

Approval of the Minutes of the March 15, 2024 VRE Operations Board Meeting – 5

Mr. Storck moved, with a second by Ms. Bailey, to approve the Minutes from March 15, 2024. The vote in favor was cast by Members Bagley, Bailey, Franklin, Gary, Hayes, Holmes, Karantonis, McLaughlin, Mensing, Smith, and Storck. Dr. Yeung abstained.

Vice Chair's Comments – 6

Vice Chair Bagley welcomed members, staff and the public to the April VRE Operations Board meeting and conveyed Chair Bohmke's apologies for being unable to attend the meeting. The Vice Chair announced plans for a ribbon-cutting for the VRE Fredericksburg Station improvements on May 21, 2024 at 10:00 a.m. Vice Chair Bagley also reminded Board members of VRE annual Meet the Management events being held over the course of the next five weeks.

Chief Executive Officer's Report – 7

Mr. Dalton briefed the Operations Board on the following items of interest:

- Safety
- Performance
- Ridership
- Events

Public Comment Time – 8

The Chair opened the floor for public comments. There were no speakers. Two written comments were submitted, forwarded to Board members, and are attached.

Consent Items – 9

Authorization to Issue a Request for Proposals for Locomotive Exterior Painting Services –9A

Authorization to Issue a Request for Proposals for Construction Management Services for the Crystal City Station Improvements Project – 9B

Authorization to Issue a Request for Proposals for Construction Management Services for the Franconia-Springfield Station Improvements Project – 9C

Ms. Bailey moved, with a second by Ms. Gary, to approve the Consent Agenda. The vote in favor was cast by Members Bagley, Bailey, Franklin, Gary, Hayes, Holmes, Karantonis, McLaughlin, Mensing, Smith, Storck, and Yeung.

Closed Session – 10

Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711.A(7) and (8) of the Code of Virginia), Vice Chair Bagley moved, with a second by Ms. Bailey that the VRE Operations Board convene a closed meeting for the purpose of consultation with legal counsel and briefings by staff concerning probable litigation where discussion in public could adversely affect the negotiating and litigating posture of the Commissions, and for consultation with legal counsel concerning a specific legal matter requiring the provision of legal advice.

The vote in favor was cast by Members Bagley, Bailey, Franklin, Gary, Hayes, Holmes, Karantonis, McLaughlin, Mensing, Smith, Storck, and Yeung.

The Board entered closed session at 9:28 a.m.

[Mr. Walkinshaw joined remotely during the closed session.]

At 10:38 the Board ended its closed session.

Vice Chair Bagley moved with a second by Mr. Karantonis, that The VRE Operations Board certifies to the best of each member's knowledge and with no individual member dissenting, at the just concluded Closed Session:

1. Only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed; and,
2. Only such public business matters as were identified in the motion by which the Closed Session was convened were heard, discussed, or considered.

The vote in favor was cast by Members Bagley, Bailey, Franklin, Gary, Hayes, Holmes, Karantonis, McLaughlin, Mensing, Smith, Storck, Walkinshaw, and Yeung.

Ms. Bailey moved Resolution 10-04-2024, with a second by Mr. Smith, to Authorize the CEO to amend the current Task Order for Construction Administration Services for the Quantico Station

Improvements Project executed with STV Incorporated under the General Engineering Consulting Services Contract. The vote in favor was cast by Members Bagley, Bailey, Franklin, Gary, Hayes, Holmes, Karantonis, McLaughlin, Mensing, Smith, Storck, and Walkinshaw.

Action Items – 11

Authorization to Issue a GEC VIII Task Order for Engineering Design Services for Fredericksburg Parking Lot Improvements – 11A

Ms. Holmes moved, with a second by Ms. Bailey, to authorize the CEO to issue a General Engineering Services task order to HDR Engineering, Inc for engineering design services for Fredericksburg Station Parking Lot Improvements. The vote in favor was cast by Members Bagley, Bailey, Franklin, Gary, Hayes, Holmes, Karantonis, McLaughlin, Mensing, Smith, Storck, Walkinshaw, and Yeung.

Authorization to Issue a GEC VIII Task Order for Design Services for Repairs to the Franconia-Springfield Station – 11B

Ms. Bailey moved, with a second by Ms. Mensing, to authorize the CEO to issue a General Engineering Services task order to HDR Engineering, Inc. for design services for repairs to the Franconia-Springfield station. The vote in favor was cast by Members Bagley, Bailey, Franklin, Gary, Hayes, Holmes, Karantonis, McLaughlin, Mensing, Smith, Storck, Walkinshaw, and Yeung.

Authorization to Issue a Task Order under the Maintenance Services for VRE Facilities Contract for Quantico Station Parking Lot Milling and Resurfacing – 11C

Ms. Bailey moved, with a second by Mr. Karantonis, to authorize the CEO to issue a task order to U.S. Facilities, Inc. for Quantico Station parking lot milling and resurfacing. The vote in favor was cast by Members Bagley, Bailey, Franklin, Gary, Hayes, Holmes, Karantonis, McLaughlin, Mensing, Smith, Storck, Walkinshaw, and Yeung.

Information Items – 12

Spending Authority Report – 12A

The April Spending Authority Report outlined purchases greater than \$50,000 but less than \$200,000 made in March 2024.

Update on VRE Mobile and VRE.org – 12B

Staff briefed the Board on the progress of VRE's integration of up-to-date service information with the VRE Mobile application and readying a new VRE.org website.

Members Time – 13

Ms. Holmes shared her impressions of her VRE system tour.

Ms. Gary shared she's had discussions with homeschool groups who are excited about free fare for those 18 years old and younger,

The meeting adjourned without objection at 11:01 a.m.

Approved this 17th day of May 2024

Meg Bohmke
Chair

Ralph Smith
Secretary

CERTIFICATION

This certification hereby acknowledges the minutes for the April 19, 2024 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.



Leslie M. Lamb

Draft

CEO REPORT

MAY 2024



OUR MISSION

The Virginia Railway Express, a joint project of the Northern Virginia Transportation Commission and the Potomac Rappahannock Transportation Commission, will provide safe, cost-effective, accessible, reliable, convenient, and customer responsive commuter-oriented rail passenger service. VRE contributes to the economic vitality of its member jurisdictions as an integral part of a balanced, intermodal regional transportation system.



CEO REPORT | MAY 2024

TABLE OF CONTENTS

SUCCESS AT A GLANCE 3

ON-TIME PERFORMANCE 4

AVERAGE DAILY RIDERSHIP 6

SUMMONSES ISSUED 7

TRAIN UTILIZATION 8

PARKING UTILIZATION 9

FINANCIAL REPORT FOR MARCH 2024 10

FY 2024 YEAR-END FORECAST 12

FACILITIES UPDATE 15

UPCOMING PROCUREMENTS 16

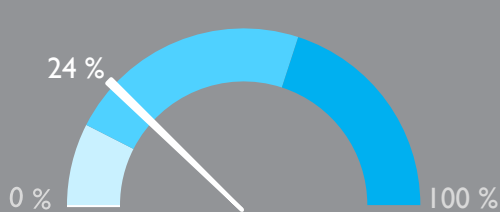
CAPITAL PROJECTS UPDATES 17



VIRGINIA RAILWAY EXPRESS
A better way. A better life.

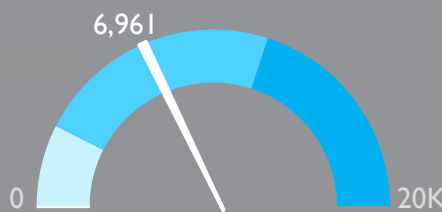


PERFORMANCE AT A GLANCE



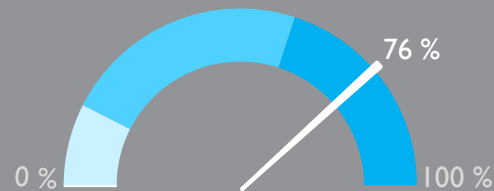
PARKING UTILIZATION

The total number of parking spaces used in the VRE system during the month, divided by the total number of parking spaces available.



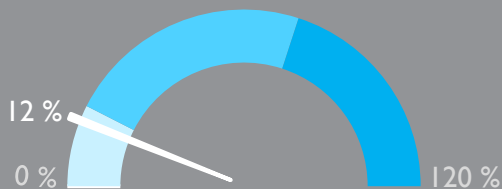
AVERAGE DAILY RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings and reduced, "S" schedule, service.
Same month, previous year: 6,233



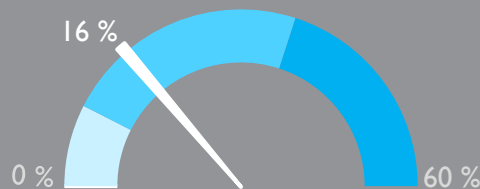
ON-TIME PERFORMANCE

Percent of trains arriving at their destination within 5 minutes of the schedule.
Same month, previous year: 85%



SYSTEM CAPACITY

The percentage of peak hour train seats occupied. The calculation excludes reverse flow and non-peak hour trains.



OPERATING RATIO

Through March 2024

Year-to-date operating revenues divided by year-to-date operating expenses, which represents the share of operating costs paid by the riders.

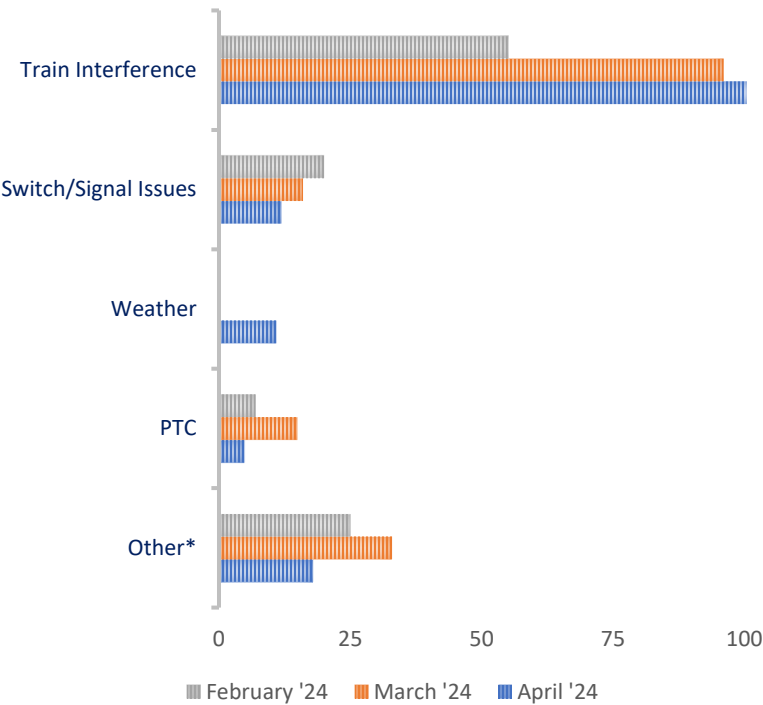
April 2024

ON-TIME PERFORMANCE

OUR RECORD

	April 2024	March 2024	April 2023
Manassas Line	73%	75%	88%
Fredericksburg Line	78%	77%	81%
Systemwide	76%	76%	85%

PRIMARY REASON FOR DELAY



VRE operated 704 trains in April. The on-time rate for the month was 76 percent.

One hundred seventy-one trains arrived more than 5 minutes late to their final destinations. Of those late trains, 94 were on the Manassas Line (55 percent), and 77 were on the Fredericksburg Line (45 percent). The average delay was 14 minutes. Fourteen trains were more than 30 minutes late to their destination station.

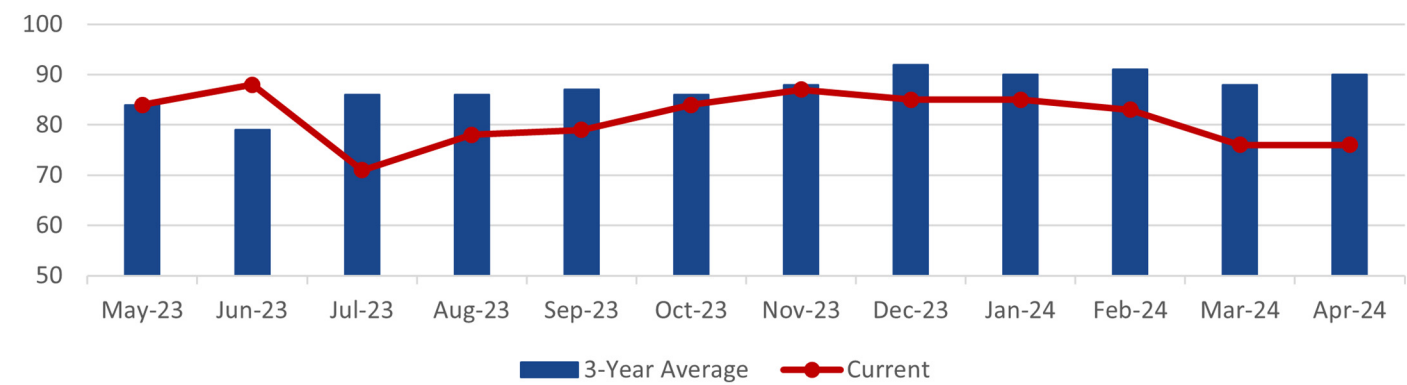
*Includes trains that were delayed due to operational testing and passenger handling.

LATE TRAINS

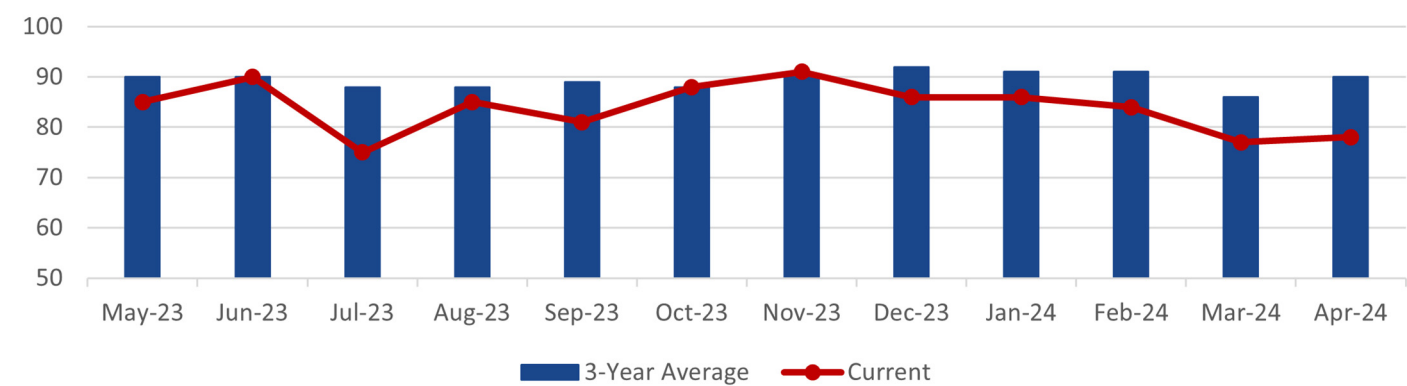
	System Wide			Fredericksburg Line			Manassas Line		
	Feb.	Mar.	Apr.	Feb.	Mar.	Apr.	Feb.	Mar.	Apr.
Total late trains	107	160	171	52	78	77	55	82	94
Average minutes late	20	16	14	26	18	15	16	16	14
Number over 30 minutes	19	10	14	14	6	9	5	10	6
Heat restrictions	0	0	2	0	0	2	0	0	2

ON-TIME PERFORMANCE

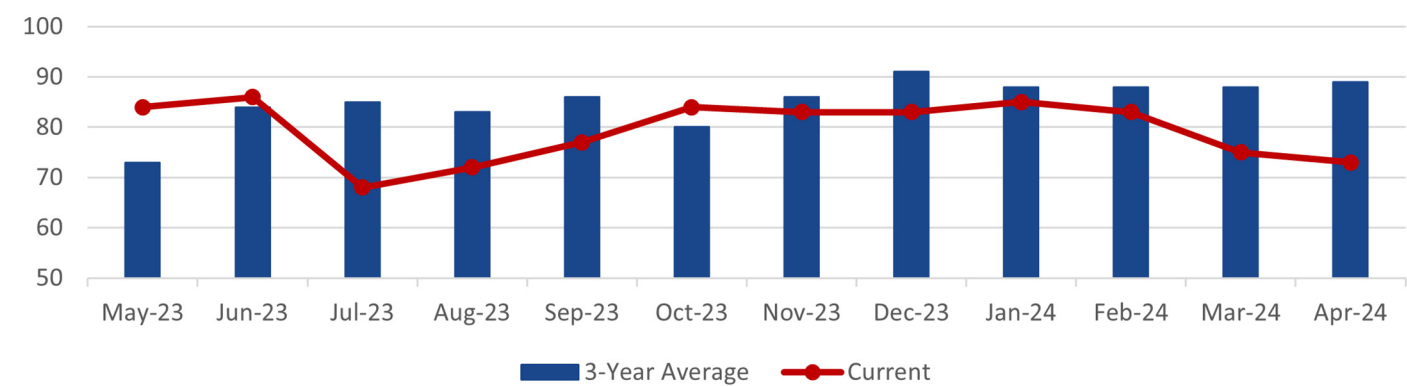
VRE SYSTEM



FREDERICKSBURG LINE

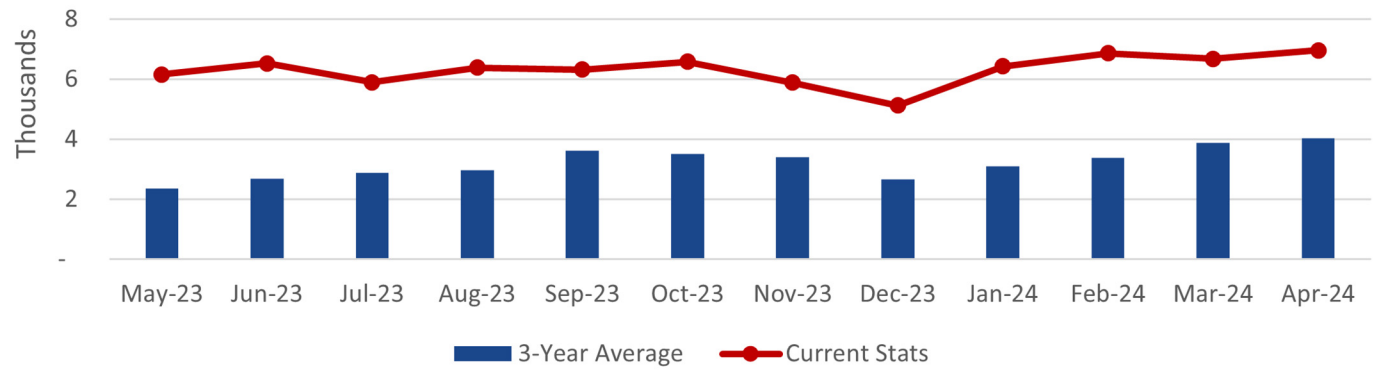


MANASSAS LINE

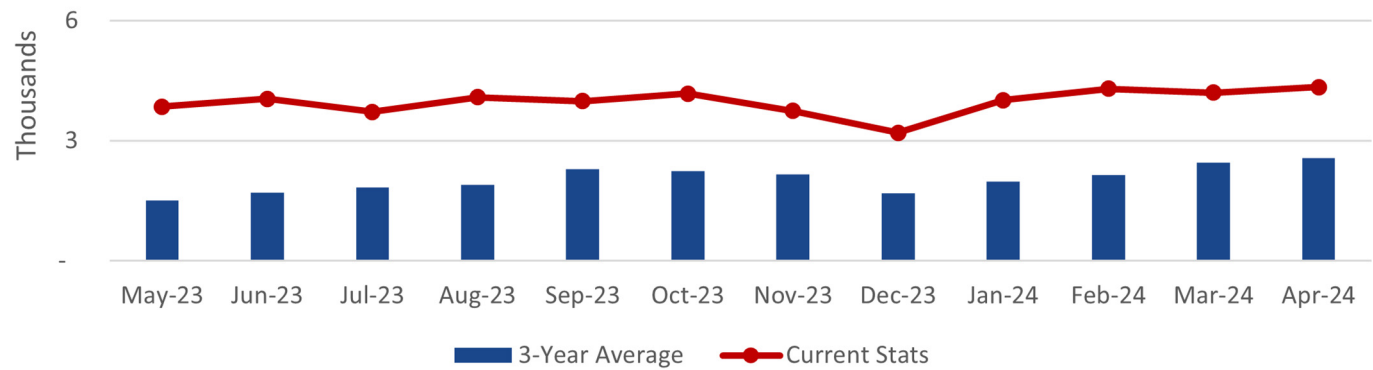


AVERAGE DAILY RIDERSHIP

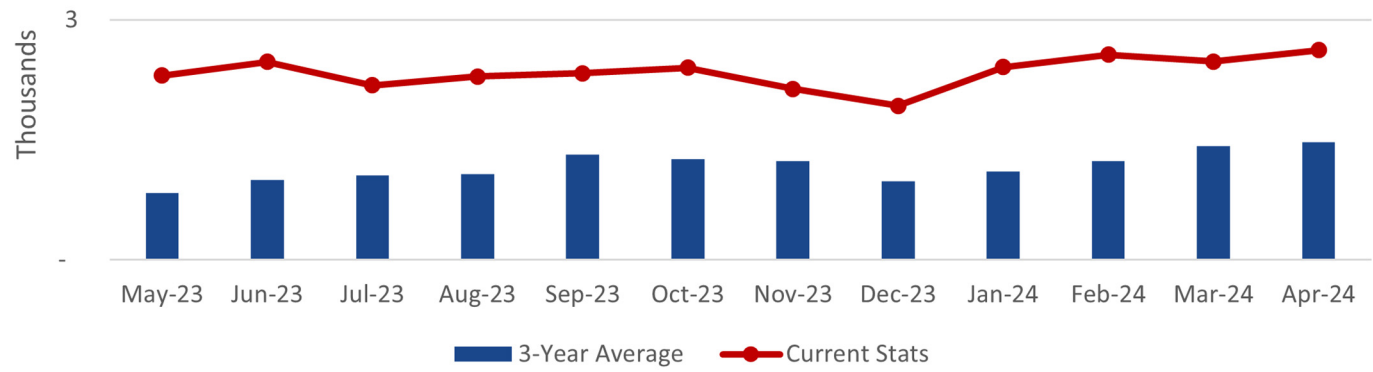
VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



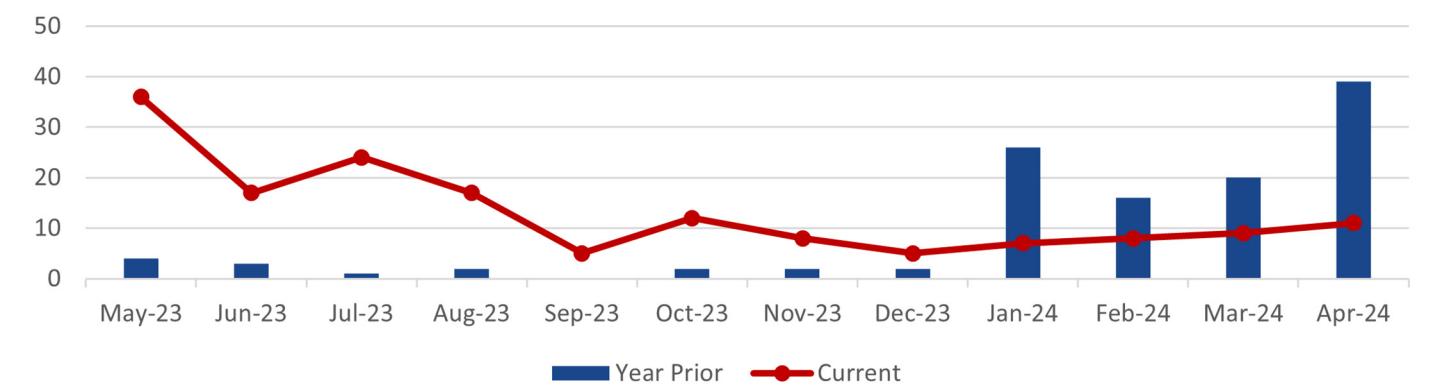
RIDERSHIP UPDATES

Average daily ridership for April was 6,961. There were 22 service days.

	April 2024	March 2024	April 2023
Monthly Ridership	153,139	140,182	124,664
Average Daily Ridership	6,961	6,675	6,233
Bicycles on Trains	1,290	1,096	1,370
Full Service Days	22	21	20
“S” Service Days	0	0	0

SUMMONSES ISSUED

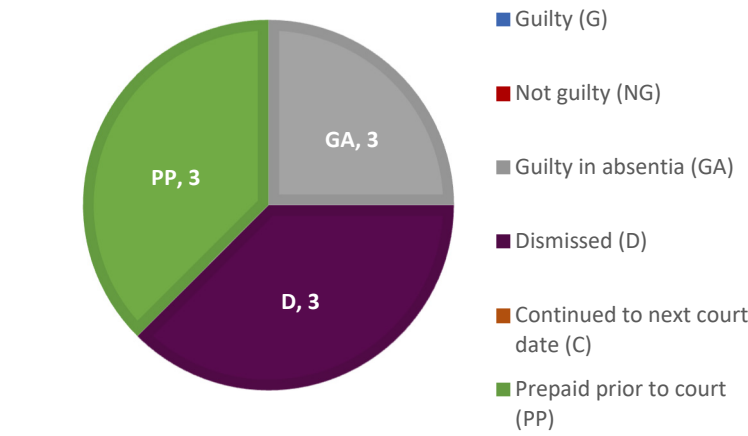
VRE SYSTEM



SUMMONSES WAIVED
OUTSIDE OF COURT

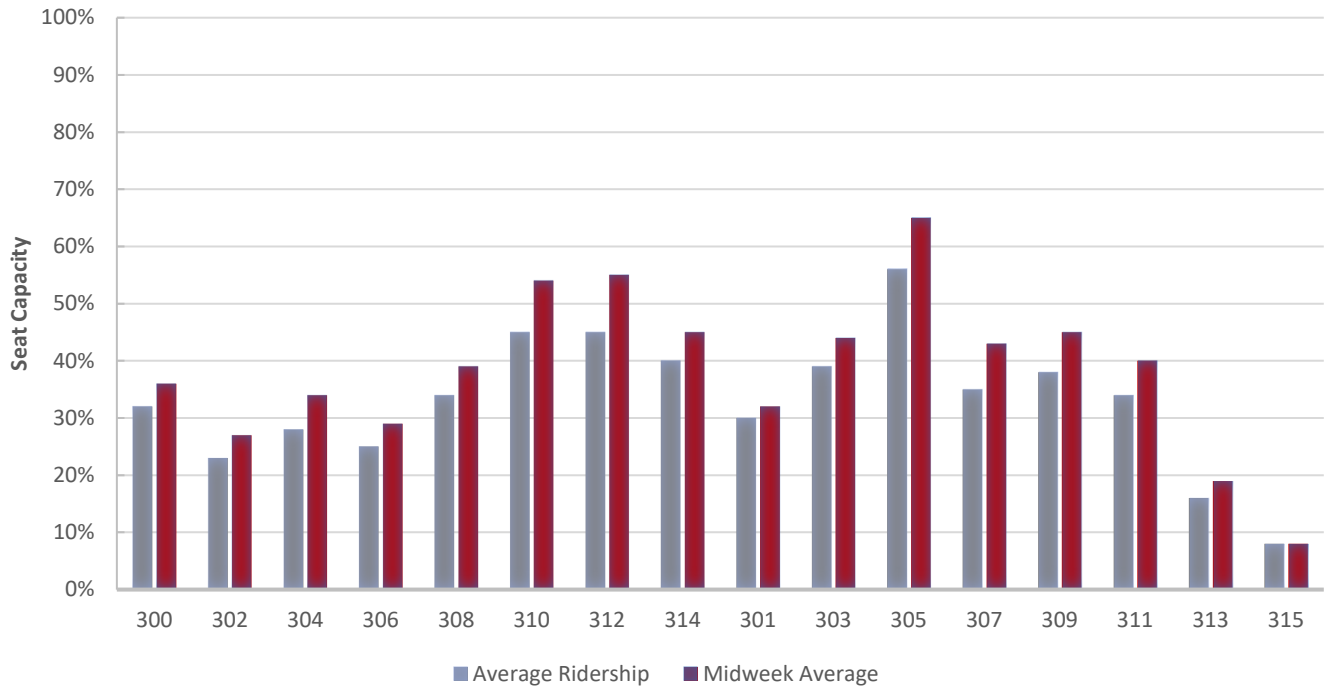
Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	3
One-time courtesy	2
Per the request of the conductor	0
Defective ticket	0
Per ops manager	0
Unique circumstances	0
Insufficient information	0
Lost and found ticket	0
Other	0
Total Waived	5

MONTHLY SUMMONSES
COURT ACTION

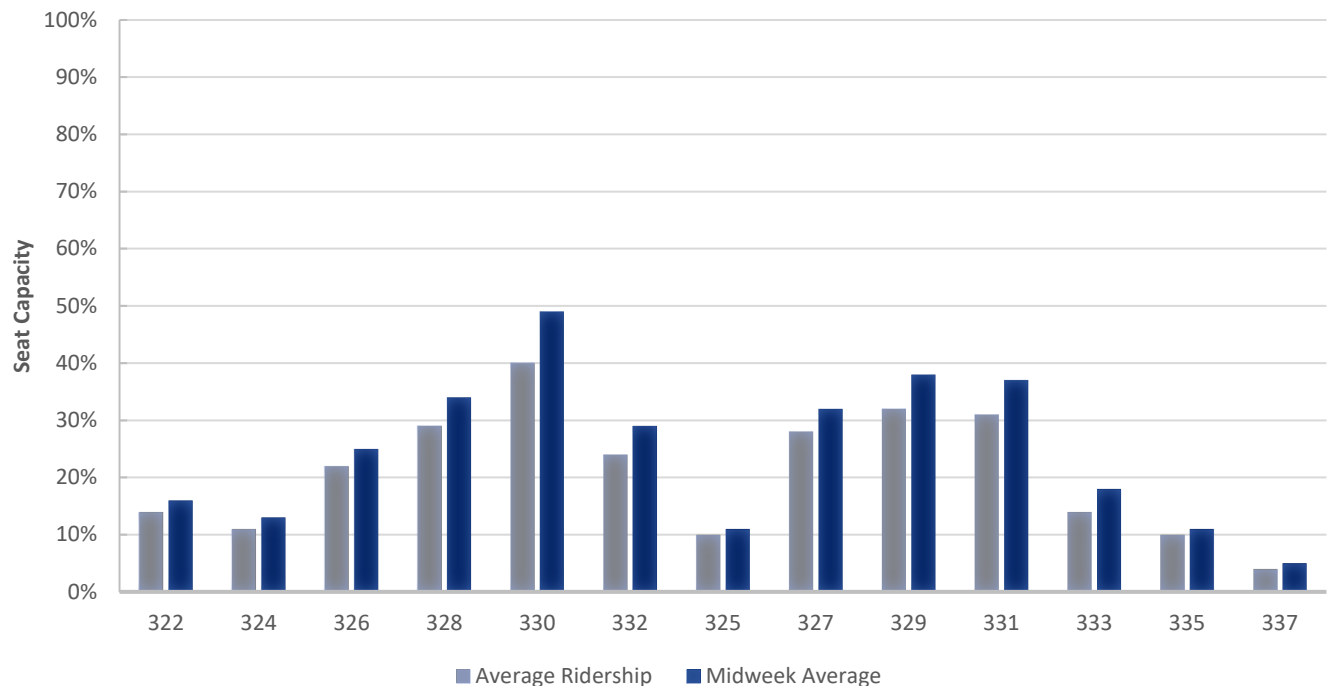


TRAIN UTILIZATION

FREDERICKSBURG LINE

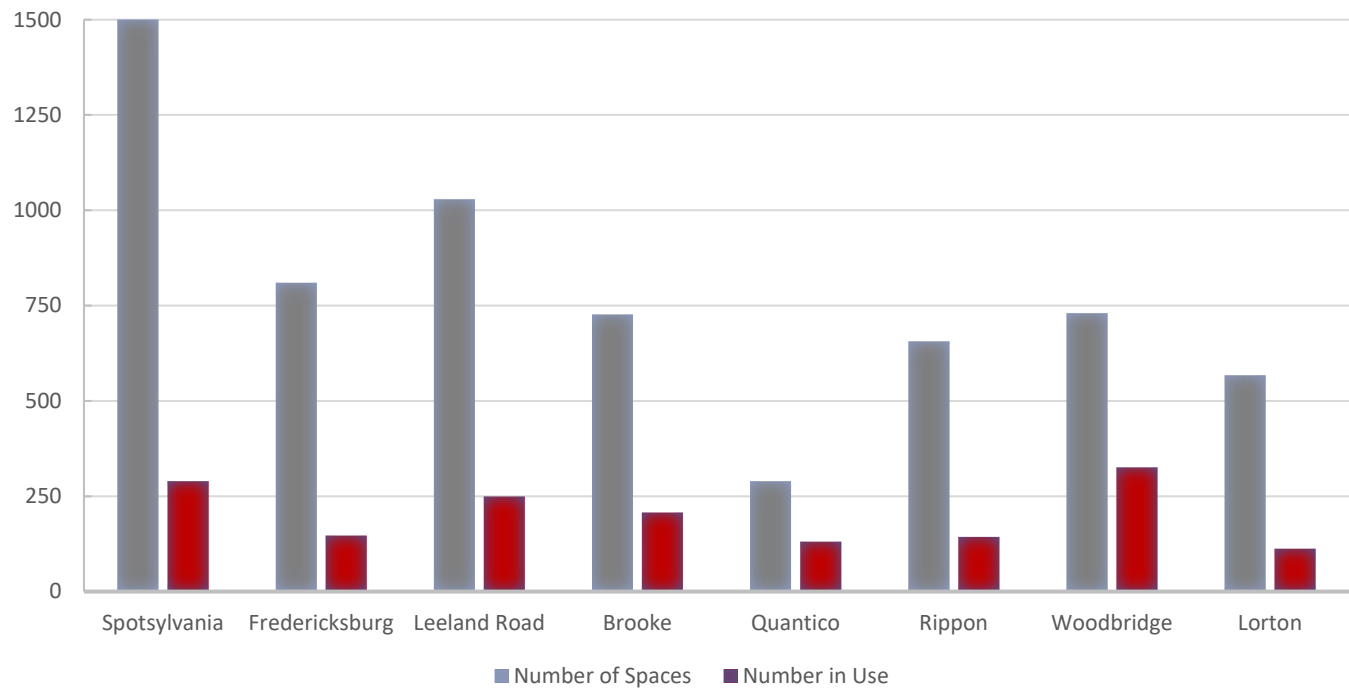


MANASSAS LINE

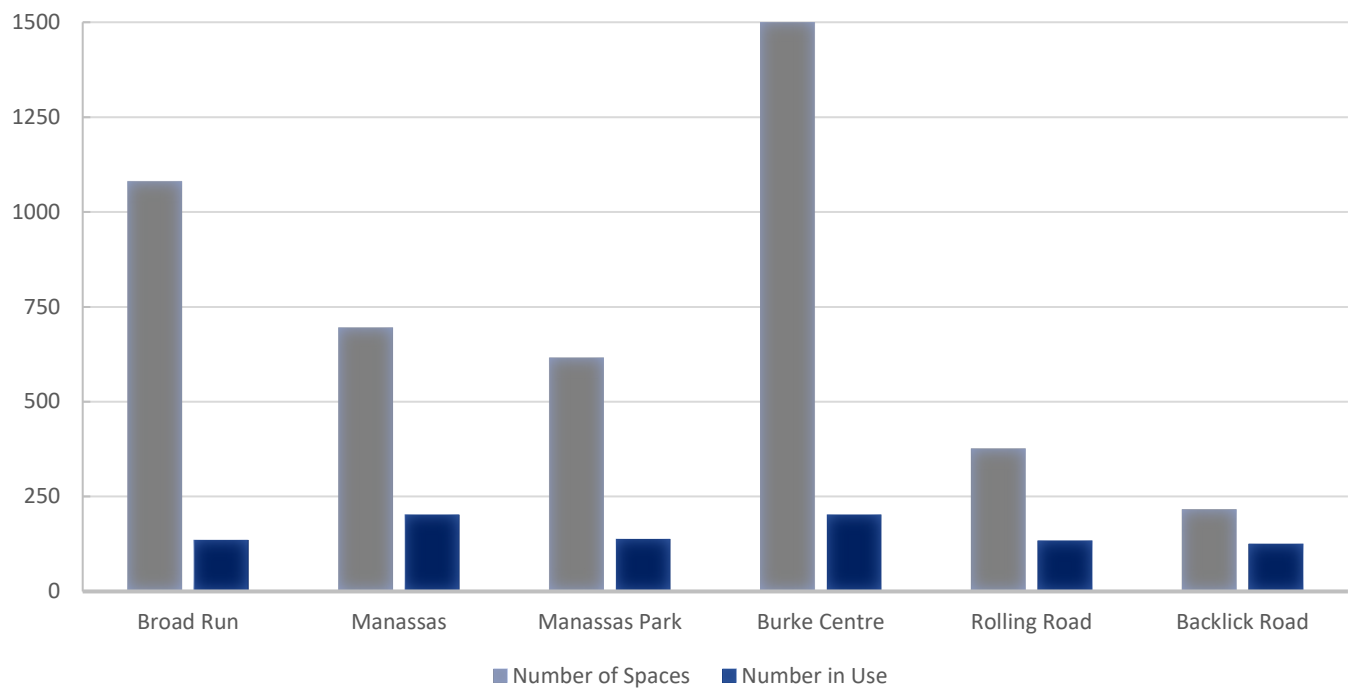


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



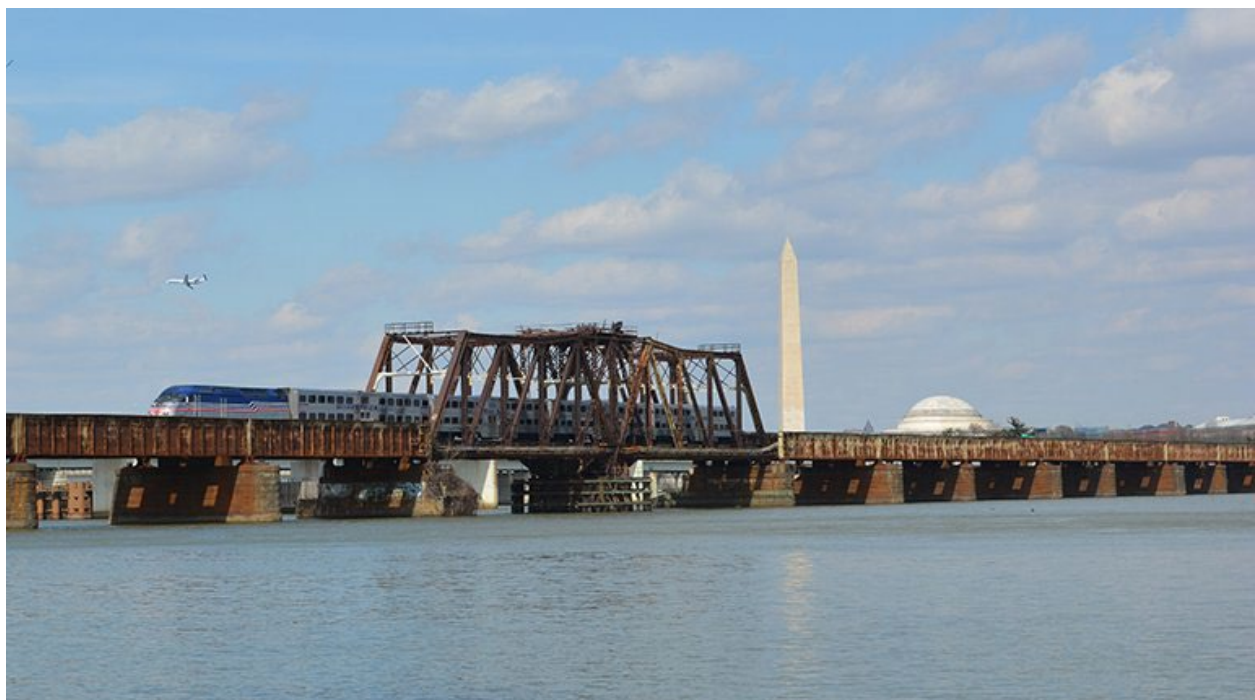
FINANCIAL REPORT FOR MARCH 2024

Fare revenue through the end of the third quarter of FY 2024 (March 2024) is approximately \$0.5 million below the amended budget (an unfavorable variance of -4.5%) and is 16.8% above the same period in FY 2023. This increase over FY 2023 is primarily due to the effect of “Fare Free September” in September 2022, as well as an 8.6% ridership growth over FY 2023 through the end of March 2024.

Although many sectors of the economy have rebounded following the coronavirus (COVID-19) pandemic, changes in employment and commuting patterns caused by the pandemic continue to have a significant impact on VRE. Ridership has remained well below pre-pandemic levels during the first three quarters of FY 2024, with a cumulative average daily ridership of 6,210 in FY 2024 through the end of March 2024, compared to average daily ridership of well over 18,000 in February 2020 (the last full month not affected by the pandemic).

The operating ratio for the first seven months of FY 2024 is 16%, which is below VRE's amended FY 2024 budget operating ratio of 17% for the full twelve months of the fiscal year. VRE is normally required to budget a minimum operating ratio of 50%, but this requirement has been waived for FY 2024 because of the effects of the pandemic.

A summary of the FY 2024 financial results through the end of March 2024 follows, including information on major revenue and expense categories. Please note that these figures are preliminary and unaudited.



FY 2024 Operating Budget Report							
Month Ended March 31, 2024							
	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY24 BUDGET
Operating Revenue							
Passenger Ticket Revenue	1,370,509	1,380,602	11,681,428	12,228,193	(546,764)	-4.5%	16,370,000
Other Operating Revenue	-	9,867	109,115	87,398	21,718	24.8%	150,000
Subtotal Operating Revenue	1,370,509	1,390,470	11,790,544	12,315,590	(525,047)	-4.3%	16,520,000
Jurisdictional Subsidy (1)	-	-	10,555,851	10,555,851	-	0.0%	10,555,851
Federal/State/Other Jurisdictional Subsidy	1,683,094	2,622,518	23,278,196	23,535,921	(257,726)	-1.1%	38,559,133
Appropriation from Reserve/Other Income	1,540,991	2,707,356	28,670,926	31,689,437	(3,018,511)	-9.5%	39,811,504
Interest Income	908,639	295,181	3,379,265	2,614,458	764,807	29.3%	3,500,000
Total Operating Revenue	5,503,234	7,015,524	77,674,781	80,711,257	(3,036,477)	-3.8%	108,946,488
Operating Expenses							
Departmental Operating Expenses	5,913,905	7,367,599	71,473,962	73,133,136	1,659,175	2.3%	95,167,559
Debt Service	1,143,411	1,143,411	10,290,697	10,290,697	-	0.0%	13,720,929
Other Non-Departmental Expenses	-	-	-	-	-	0.0%	58,000
Total Operating Expenses	7,057,316	8,511,010	81,764,658	83,423,833	1,659,175	2.0%	108,946,488
Net income (loss) from Operations	(1,554,082)	(1,495,486)	(4,089,877)	(2,712,576)	(1,377,302)		-
Operating Ratio							
			16%	17%	Budgeted	17%	
					Goal	50%	

(1) Total jurisdictional subsidy is \$16,000,000. Portion shown as budgeted and actual are attributed to Operating Fund only.



FY 2024 YEAR-END FORECAST

Each quarter, the VRE Operations Board receives a summary of year-to-date operating revenues and expenses relative to budget. Additionally, at the midpoint of the fiscal year, an amended budget is prepared for Operations Board approval. This FY 2024 year-end forecast of revenues and expenses is based on the amended budget approved by the Operations Board in December 2023 as well as nine months of actual activity (June 2023 through March 2024).

Based on revenues and expenses to date, as well as projected activity over the final three months of the fiscal year, the net operating position for FY 2024 is forecasted to be approximately zero (i.e., no material surplus or deficit). This includes projections based upon trends in ridership in FY 2024 through March and the projected use of Federal pandemic relief funds to replace lost passenger revenues. The primary drivers of the forecasted year-end variance are described below.

Total Revenues – \$1.8 million negative variance

- Fare Revenue for FY 2024 is forecast at \$15.6 million, approximately \$0.7 million (or 4.7%) below the amended budget level. Ridership continues to be negatively affected by the reduced daily commuting travel of many employees (particularly at federal agencies) following the COVID-19 pandemic. However, ridership has seen continued growth in FY 2024, from an average daily ridership (ADR) of 5,898 in July of 2023 to 6,675 in March 2024, a positive indicator for the remaining three months. In March 2024, mid-week (Tuesday through Thursday) ADR was over 8,000 for the first time since the start of the pandemic.
- Federal and State Revenue is forecast to be below budget by \$0.4 million or 1.2%, due to lower than projected host railroad access fee reimbursements, primarily related to Amtrak (see expenses below) and CSX.
- Federal Relief Fund Revenue (from funds received through the American Rescue Plan Act or ARPA) and are projected to be below budget by \$1.3 million or 3.4%. The variance is primarily due to lower than budgeted operating expenses, which in turn required a reduced level of relief fund support.
- Other Revenues (which includes CROC funds used for debt service, as well as leases, advertising, interest on investments, and other internal and external non-fare sources) is projected to be above budget by \$0.7 million or 5.6%, due to higher-than-expected interest earnings on investments, including funds held for debt servicing and associated reserves.

Total Expenses – \$1.8 million positive variance

- Total expenses for FY 2024 – including liability and property insurance (categorized as a non-operating expense) and existing debt service – are forecast to be \$1.8 million below budget at year end. With the continued slow recovery of ridership, VRE departments continue to monitor expenses closely, focusing on expenditures related to the return of

ridership and deferring non-critical activities to slow the required drawdown of federal pandemic relief funds.

- Keolis Maintenance of Equipment is projected to be \$0.3 million under budget, primarily related to being under budget in contract incentives, as well as cost savings in maintenance costs.
- Administration & Human Resources is projected to be \$0.3 million under budget, primarily due to staff vacancies, reduction in printing costs, and limited use of special events funding in FY 2024.
- Facilities Maintenance costs are projected to be below budget by \$0.2 million, primarily due to a cancelled order for several replacement motor vehicles.
- Rail Operations is projected to be \$0.2 million below budget, due primarily to savings related to fare collections system maintenance and ticket stock costs.
- CSX access fees are projected to be below budget by \$0.2 million, due to lower-than-expected contract escalation rates and changes in cost calculation methodology.
- Information Technology is projected to be below budget by \$0.2 million, due to reductions in overall communications costs, as well as lower than anticipated costs related to maintenance of IT hardware systems.
- Amtrak access fees are projected to end below budget by approximately \$0.1 million due to delayed and modified implementation of a portion of the Northeast Corridor (NEC) cost sharing model. This relates to VRE's use of Washington Union Terminal and the NEC but was partially deferred by the Northeast Corridor Commission for VRE FY 2024, and the partial implementation modified to reduce inflationary increases.
- Finance & Accounting is projected to be \$0.1 million under budget, primarily due to savings related to ticket vending costs, commissions, and fees and lower than anticipated use of consultants.
- Keolis Train Operations is projected to be \$0.1 million under budget, primarily related to being under budget in contract incentives.
- Mechanical Operations is projected to be \$0.2 million above budget, primarily to higher-than-expected costs related to maintenance of VRE's locomotives and yard electricity costs, offset by lower-than-expected costs related to maintenance of railcars and diesel fuel.
- Most other operating areas within VRE are also forecast to finish the year below budget.

As noted during the adoption of the FY 2025 budget, VRE has sufficient federal pandemic relief funds to backfill continued reductions in passenger fare revenues during FY 2025 and ensure that there is no operating deficit at year end. The remaining relief funds are available from ARPA and the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), with the original Coronavirus Aid, Relief, and Economic Security (CARES) Act funds now fully utilized.

The chart below summarizes actual to budget data by major category:

FY 2024 Year End Operating Budget Projection (in millions)				
Description	Revised Budget	Current Estimate	Variance	%
Fare Revenue	\$16.4	\$15.6	(\$0.7)	-4.7%
Local Subsidy (1)	10.6	10.6	0.0	0.0%
Fed/State Revenue	31.1	30.7	(0.4)	-1.2%
Fed Relief Funds	39.8	38.5	(1.3)	-3.4%
C-ROC (2)/Interest/Other Rev.	11.1	11.8	0.7	5.6%
Total Revenue	\$108.9	\$107.2	(\$1.8)	-1.6%
Operating Expenses	\$87.5	\$85.7	\$1.8	2.1%
Non-Operating Expenses	7.7	7.7	0.0	-0.2%
Debt Service	13.7	13.7	0.0	0.0%
Contribution to Op. Reserve	0.1	0.1	0.0	0.0%
Total Expenses	\$108.9	\$107.2	\$1.8	1.6%
Net Income (Loss)	\$0.0	\$0.0	\$0.0	

(1) Total jurisdictional subsidy is \$16,000,000. Portion shown as budgeted and actual are attributed to Operating Fund only.

(2) C-ROC funds total is \$15,000,000. Portion shown above is dedicated to Operating Fund (Debt Service) only.



FACILITIES UPDATE

The following is a status update of VRE facilities projects.

Completed projects:

1. Minor repairs to concrete platform at Lorton station
2. Repair of vehicle-damaged lot entrance sign at Rippon station
3. Repaving of portion of lot perimeter driveway at Rippon station (by others)
4. Replacement of parking lot light poles and fixtures at Quantico station
5. Replacement of waste and recycling receptacles at Fredericksburg station
6. Replacement of benches at Fredericksburg station
7. Replacement of concrete drainage flume at Manassas Park station



New waste and recycling receptacles



Repaired station sign

Projects scheduled to be completed this quarter:

1. Replacement of stair tower and pedestrian bridge logo signs at Woodbridge station
2. Replacement of drainage outfall riprap at Woodbridge station
3. Repairs to electrical conduits at Brooke station
4. Replacement of parking lot LED light fixtures at Spotsylvania station, contingent upon fixture delivery
5. Replacement/installation of pathfinder signage for multiple stations

Projects scheduled to be initiated this quarter:

1. Minor repairs to concrete platform at Alexandria station
2. Replacement of LED lighting at Woodbridge station parking garage
3. Painting of Woodbridge station and parking garage
4. Replacement of windscreen panels at Lorton, Woodbridge and Leeland Road stations
5. Painting of warehouse and crew building exteriors at Crossroads MASF
6. Replacement of existing lighting with LED lighting at Manassas station parking garage
7. Repairs to steel railings at Burke Centre and Manassas Park stations

Ongoing projects:

1. Modernization of east elevator at Woodbridge station
2. Improvements to various elements of Quantico station
3. Improvements to various elements of Fredericksburg station
4. Improvements to various elements of Manassas Park station
5. Replacement of parking lot entrance signs at various stations

UPCOMING PROCUREMENTS

1. Locomotive AR-10 parts
2. State government relations services
3. Window gaskets for VRE railcars
4. Modernization of Woodbridge Station east elevator
5. Construction of Alexandria Station improvements
6. Broad Run and Crossroads security camera system power and network infrastructure upgrade
7. Locomotive master controllers
8. Passenger information and messaging system
9. Locomotive exterior painting services
10. Construction management services for the Crystal City Station improvements project
11. Construction management services for the Franconia-Springfield Station improvements project

CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
Alexandria Station Improvements	Passenger safety will be improved by replacing an at-grade pedestrian track crossing with elevators to connect the two platforms. The elevators and the current and proposed stairs, will connect to the existing tunnel between the two platforms. Adjustments to platform elevation will eliminate the need for step-boxes to access VRE and Amtrak trains. The center platform will be widened and lengthened to accommodate trains on both tracks.	Final Design	\$ 37,288,433.00	VRE is progressing with resolution of comments on 90% station design and unification with King and Commonwealth bridge designs. (May/Apr)
Broad Run Expansion	To accommodate forecasted ridership growth and increase service reliability, improvements are needed at both the Maintenance and Storage Facility (MSF) and station. An enlarged MSF can store longer trains and additional equipment. That requires shifting the existing platform and adding a pedestrian tunnel between the platform and existing and proposed parking lots. A second, 600-space lot and third main track will be constructed.	Final Design	\$ 139,381,862.00	Hosted a follow-up meeting with Lumen on April 26 to discuss VRE property needs.. Continuing to coordinate with airport staff. (May) Updating exhibits and design elements based on prior discussions related to property acquisition. (Apr)
Brooke Station Improvements	Design and construction of a platform extension up to 700 feet to accommodate full-length VRE trains.	Development	\$ 9,461,455.00	VRE has reengaged this project and returned it to the CIP budget for future years. Project schedule updates pending input from various stakeholders. (May/Apr)
Crossroads MSF Employee Parking	Design and construction of a permanent employee parking lot at VRE Crossroads Yard.	Final Design	\$ 7,365,765.00	Design team is waiting on County review comments from the recent specail use permit applicaton resubmission. (May) Resubmission of special use permit package is imminent as review comments have been addressed. (Apr)
Crystal City Station Improvements	Improved station access and service reliability will result from a new station. The platform at the relocated station will allow for the simultaneous boarding of two full-length trains. The station's design will accommodate a future pedestrian/bicycle connection between the station and the airport.	Development	\$ 68,900,900.00	VRE has received and is reviewing comments on the 60% design package from VPRA, CSX and Amtrak. (May) Revised 60% design shared with CSXT, VPRA and Amtrak for review on 3/25/24. Design advancing to 90% while review is performed. (Apr)

- continued next page -

CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
Franconia-Springfield Station Improvements	Extended platforms will be able to accommodate eight-car trains, eliminating the need for passengers near the rear to move to a different railcar when disembarking. Enhanced passenger safety and reduced station dwell times will result. The longer platforms will increase operational flexibility and capacity. The design will allow for a future third mainline track.	Final Design	\$ 25,351,100.00	VRE is consolidating the separately developed station and tunnel plans, and coordinating phasing with the adjacent third track project. (May) VRE reviewing stakeholder comments on the 90% tunnel design. (Apr)
Fredericksburg Station Rehabilitation	The rehabilitation of platforms, stairs and bridges will improve passenger safety and better accommodate the boarding and disembarking of riders from VRE and Amtrak trains. New stairs will allow passengers to move between the platform and a parking lot without crossing the street at grade level. New signage, sidewalks, lighting and paint are included, as is installation of a low-clearance warning sign to a bridge that has experienced numerous vehicle strikes.	Construction	\$ 11,480,622.00	Substantial completion achieved April 2024. (May) Final concrete repair/coatings ongoing. Substantial completion anticipated this month. Punchlist items being addressed. East/west platform rehabs/extension complete. (Apr)
HQ Office Renovations	The project will improve employee safety and security and maximize workspace efficiency at VRE Headquarters, and will include modifications to kitchen, supply room, mail room, bathroom/shower, office and cubicle areas in the north and south wings. The east wing will be modified to include additional offices.	Construction	\$ 250,000.00	Planning glass wall-enclosed work/meeting spaces adjacent to communications room. Researching available systems for review with upper management. (May/Apr)
Leeland Road Parking Improvements	This project will expand the surface parking lot at the Leeland Road station by approximately 225 spaces to accommodate future demand.	Development	\$ 12,044,433.00	The project is funded through Virginia SMART SCALE. Funding is allocated for FY20 and 22. A funding agreement is pending. (May/Apr)
Leeland Road Station Improvements	Design and construction of a platform extension to accommodate full-length VRE trains.	Development	\$ 10,361,037.00	VRE has reengaged this project and returned it to the CIP budget for future years. Project schedule updates pending input from various stakeholders. (May/Apr)
L'Enfant Track and Station Improvements	Expansion of the VRE L'Enfant Station to provide two platform edges and serve full-length trains. Add a new mainline track between LE and VA interlockings.	Development	\$ 110,857,683.00	A signal design review agreement executed with CSX. (May) Coordination meetings held with FTA and FRA teams. FTA will be the lead NEPA agency. (Apr)

- continued next page -

CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
Lifecycle Overhaul and Upgrade (LOU) Facility	Featuring 33,000 square feet of maintenance space, the LOU will allow VRE to cost-effectively maintain rolling stock, as well as systems and components, in a state of good repair. It will optimize maintenance and reduce costs by allowing the in-house replacement of items before they fail. The LOU will house two tracks that can hold up to four cars at one time and be equipped with a drop table and wheel truing machine.	Construction	\$ 52,783,632.00	Finalizing project closeout documentation and coordinating with county on E&SC bond release and final inspection. (May) Contractor has addressed soil stabilization and silt fence removal comments from county inspector. Documentation was sent to county in early April. (Apr)
Manassas Park Parking Expansion	A new garage will nearly double the 600 spaces currently available in the existing surface lot. A pedestrian bridge will provide grade-separated access to the existing platform and lot. The VRE station and garage are an integral part of the City Center Redevelopment District, the proposed transit-accessible high-density mixed-use town center of Manassas Park.	Construction	\$ 34,662,764.00	Perimeter foundation wall and interior foundations complete; preparing to pour concrete slab. Erection to begin by end of month. Platform-side grading to begin shortly. (Apr)
Manassas Station Improvements	The project expands the VRE Manassas Station platform to serve full length trains and enhances pedestrian access to the station. Alternatives to increase the platform length to enable boarding and alighting from all passenger cars will be evaluated.	Development	\$ 9,125,000.00	Garage floor slab being poured in sections. Erection of precast garage elements to begin soon. Foundation work behind station platform for new stair/elevator tower underway. (May) This project is funded with I-66 OTB funding. Initiation of project planning pending completion of a Force Account Addendum with Norfolk Southern Railway. (Apr)
New York Avenue Midday Storage Facility	This new facility will store trains currently located in Amtrak's Ivy City coach yard, as Amtrak now has need for the storage tracks. The New York Avenue site, which is proximate to Washington Union Station, will be able to accommodate additional VRE trains.	Development	\$ 137,362,557.00	Met with Amtrak on 4/23/24 to discuss agreements. Have executed project MOU, with design phase agreement soon to follow. (May) MOU and updated design phase agreement have been reviewed by VRE and will be transmitted back to Amtrak later this month. (Apr)
Potomac Shores Station	This new station, in a master-planned community in Prince William County, is being funded, designed, and constructed by the developer of Potomac Shores in consultation with VRE and other stakeholders. The station will be just a short walk from the town center. A new side platform will be constructed which is designed to be converted into an island platform in the future when the 3rd track is added to corridor operations.	Final Design	\$ -	Construction of the shared use garage is ongoing. Construction includes casting the three pedestrian bridge support concrete foundation piers that are adjacent to the garage building. (May/Apr)

- continued next page -

CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
Quantico Station Improvements	Service and safety will be enhanced through the construction of a new center platform, ADA-compliant pedestrian bridges, existing platform extension, and third track. These improvements will allow the station to accommodate additional passengers and more frequent and longer trains and operations flexibility with three boardable platform edges.	Construction	\$ 25,573,060.00	Site/civil/drainage coordinating with CSX track schedule. Substantial Completion anticipated April '24. Tower/ped bridge/utilities completion on going. (May/Apr)
Woodbridge Station Improvements	Expanded platforms will allow passengers to access trains from all station tracks.	Development	\$ 2,740,618.00	The scope and schedule for this project is being coordinated with the commonwealth's Transforming Rail in Virginia initiative, post-Phase 2 project. (May/Apr)

For more information about VRE capital projects, visit <https://projects.vre.org/list>



VIRGINIA RAILWAY EXPRESS

1500 KING STREET, SUITE 202 • ALEXANDRIA, VA 22314 • 703.684.1001

VRE.ORG





VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 10-A
Action Item

To: Chair Bohmke and the VRE Operations Board

From: Rich Dalton

Date: May 17, 2024

Re: Recommend Authorization to Execute an Amendment for the Fifth Year of the Second Option Period of the Contract for Operating Services for Commuter Rail

Recommendation:

The VRE Operations Board is asked to recommend the Commissions authorize the Chief Executive Officer to amend the contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by approving up to \$19,763,000 for the fifth year of the second option period, for a total contract value not to exceed \$269,480,057 through June 30, 2025.

Summary:

This action will authorize the fifth year of the final option period and continue the contracted services for management, supervision and certified locomotive engineers and conductors to operate VRE commuter rail trains for FY 2025.

Background:

On October 16, 2009, following a competitive solicitation process, the VRE Operations Board recommended, and the Commissions subsequently approved, a five-year contract with KRSV for commuter rail operations and maintenance. The contract also included two additional five-year option periods to be exercised at VRE's discretion. The maintenance requirements were later removed from this contract and these services are now included in a separate contract for maintenance services. The first year of the second option period for operating services began July 1, 2020. This is the final year of the five-year option period for this contract.



Northern Virginia
Transportation Commission
2300 Wilson Blvd., Suite 230
Arlington, VA 22201
703-524-3322



Virginia Railway Express
1500 King Street, Suite 202
Alexandria, VA 22314
703-684-1001
VRE.org



Potomac and Rappahannock
Transportation Commission
14700 Potomac Mills Road
Woodbridge, VA 22192
703-580-6121

The work performed under this contract includes providing certified locomotive engineers and conductors to operate VRE commuter rail trains. The contract also includes Federal Railroad Administration reporting and claims management. Below is a list of the amendments, contract modifications and proposed actions for this contract:

Date	Description	Amount	Authorized Value (Cumulative)
10-16-2009	1 st Contract Year & Mobilization	\$18,459,348	\$18,459,348
12-17-2010	Amendment (a)	\$2,085,000	\$20,544,348
5-20-2011	2 nd Contract Year	\$17,954,527	\$38,498,875
4-20-2012	3 rd Contract Year (b)	\$18,008,591	\$56,507,466
4-19-2013	4 th Contract Year	\$18,974,041	\$75,481,507
4-18-2014	5 th Contract Year (c)	\$20,115,047	\$95,596,554
5-15-2015	1 st Year of the First Option Period (6 th Contract Year)	\$20,931,000	\$116,527,554
5-20-2016	2 nd Year of the First Option Period (7 th Contract Year) (d)	\$15,463,003	\$131,990,557
4-21-2017	3 rd Year of the First Option Period (8 th Year)	\$15,416,000	\$147,406,557
4-20-2018	4 th Year of the First Option Period (9 th Year)	\$15,718,000	\$163,124,557
5-17-2019	5 th Year of the First Option Period (10 th Year)	\$16,287,000	\$179,411,557
5-15-2020	1 st Year of the Second Option Period (11 th Year)	\$16,591,500	\$196,003,057
5-21-2021	2 nd Year of the Second Option Period (12 th Year)	\$16,787,500	\$212,790,557
5-20-2022	3 rd Year of the Second Option Period (13 th Year)	\$17,797,500	\$230,588,057
5-19-2023	4 th Year of the Second Option Period (14 th Year)	\$19,129,000	\$249,717,057
5-17-2024	5 th Year of the Second Option Period (15 th Year) (e)	\$19,763,000	\$269,480,057

(a) Amendment included service enhancements, higher than anticipated insurance costs; items included in the original negotiations, contingency funds, and reduced to \$500,000 the requirement that Keolis indemnify VRE for all liability claims arising from the contract service with a value of up to \$5,000,000.

(b) FY 2013 budget amended mid-year for service enhancements resulting in the lengthening of two trains. This increased the FY 2013 contract budget amount to \$18,248,591. Authorization available from prior year approvals.

(c) FY 2015 budget includes adding a new Fredericksburg line train for half of the fiscal year.

(d) FY 2017 budget reflects the amended agreement removing the maintenance of equipment and facilities maintenance functions.

(e) Pending Approval

This action will increase the contract value by \$19,763,000 for a cumulative amount not to exceed \$269,480,057. The year-over-year increase is due to a contractually mandated increase of 3.20% based on the Consumer Price Index for the fixed cost components of the contract. The estimated cost for the proposed service enhancements for CY 2024, as authorized in the FY 2025 operation budget, are also factored into the total authorized cumulative value. If additional contract authorization is needed, staff will return to the Operations Board.

Fiscal Impact:

Funding for the fifth year of the second option period (15th year) is included in the FY 2025 operating budget. The total amount budgeted for train operations is \$19,763,000.

**Virginia Railway Express
Operations Board Resolution**

10A-05-2024

**Recommend Authorization to Execute an Amendment for the Fifth Year
of the Second Option Period of the Contract for Operating Services for
Commuter Rail**

WHEREAS, on October 16, 2009, following a competitive solicitation process, the VRE Operations Board approved a 5-year contract with Keolis Rail Services Virginia for VRE operations and maintenance services and mobilization in the amount of \$18,459,348 through June 30, 2011; and,

WHEREAS, a contract amendment was approved on December 17, 2010, in the amount of \$2,085,000; and,

WHEREAS, on May 20, 2011, the Operations Board approved the second contract year, through June 30, 2012, in the amount of \$17,954,527, for a total contract value not to exceed \$38,498,875; and,

WHEREAS, on April 20, 2012, the Operations Board approved the third contract year, through June 30, 2013, in the amount of \$18,008,591, for a total contract value not to exceed \$56,507,466; and,

WHEREAS, on April 19, 2013, the Operations Board approved the fourth contract year, through June 30, 2014, in the amount of \$18,974,041, for a total contract value not to exceed \$75,481,507, and,

WHEREAS, on April 18, 2014, the Operations Board approved the fifth contract year, through June 30, 2015, in the amount of \$20,115,047, for a total contract value not to exceed \$95,596,554; and,

WHEREAS, on May 15, 2015, the Operations Board approved the first year of the first option period, through June 30, 2016, in the amount of \$20,931,000, for a total contract value not to exceed \$116,527,554; and,

WHEREAS, on May 20, 2016, the Operations Board further authorized amending the contract to remove the requirements for the Maintenance of Equipment and Facilities; and,

WHEREAS, on May 20, 2016, the Operations Board approved the second year of the first option period, through June 30, 2017, in the amount of \$15,463,003, for a total contract value not to exceed \$131,990,557; and,

WHEREAS, on April 21, 2017, the Operations Board approved the third year of the first option period, through June 30, 2018, in the amount of \$15,416,000, for a total contract value not to exceed \$147,406,557; and,

WHEREAS, on April 20, 2018, the Operations Board approved the fourth year of the first option period, through June 30, 2019, in the amount of \$15,718,000, for a total contract value not to exceed \$163,124,557; and,

WHEREAS, on May 17, 2019, the Operations Board approved the fifth year of the first option period, through June 30, 2020, in the amount of \$16,287,000, for a total contract value not to exceed \$179,411,557; and,

WHEREAS, on May 15, 2020, the Operations Board approved the second and final option period, and,

WHEREAS, on May 15, 2020, the Operations Board approved the first year of the second option period through June 30, 2021, in an amount of \$16,591,500, for a total contract value not to exceed \$196,003,057; and,

WHEREAS, on May 21, 2021, the Operations Board approved the second year of the second option period through June 30, 2022, in an amount of \$16,787,500, for a total contract value not to exceed \$212,790,557; and,

WHEREAS, on May 20, 2022, the Operations Board approved the third year of the second option period through June 30, 2023, in an amount of \$17,797,500, for a total contract value not to exceed \$230,588,057; and,

WHEREAS, on May 19, 2023, the Operations Board approved the fourth year of the second option period through June 30, 2024, in an amount of \$19,129,000, for total contract value not to exceed \$249,717,057; and,

WHEREAS, approval of this resolution will allow for continued train operations in FY 2025;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Chief Executive Officer to amend the contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by increasing the total contract authorization by \$19,763,000 for the fifth year of the second option period, for a total contract value not to exceed \$269,480,057 through June 30, 2025.

Resolution 10A-05-2024 continued

Approved this 17th day of May 2024

Meg Bohmke
Chair

Ralph Smith
Secretary



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 10-B
Action Item

To: Chair Bohmke and the VRE Operations Board

From: Rich Dalton

Date: May 17, 2024

Re: Recommend Authorization to Execute an Amendment for the Fourth Year of the First Option Period of the Contract for Maintenance Services for Commuter Rail

Recommendation:

The VRE Operations Board is asked to recommend the Commissions authorize the Chief Executive Officer to amend the contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by approving up to \$12,273,550 for the fourth year of the first option period, for a total contract value not to exceed \$83,025,329 through June 30, 2025.

Summary:

This action will authorize contracted services for the maintenance, inspection, and repairs of VRE locomotives, passenger rail cars and maintenance facilities for FY 2025.

Background:

On January 15, 2015, the VRE Operations Board recommended, and the Commissions subsequently authorized, the CEO to execute a Contract with KRSV for Maintenance Services for Commuter Rail.

The work performed under this contract includes daily and periodic servicing, inspection and repairs of locomotives and passenger rail cars. Life Cycle maintenance and extensive rolling stock repair work are included in this contract through a task order process. In addition to locomotive and passenger rail car work, the scope of work includes inspection,



Northern Virginia
Transportation Commission
2300 Wilson Blvd., Suite 230
Arlington, VA 22201
703-524-3322



Virginia Railway Express
1500 King Street, Suite 202
Alexandria, VA 22314
703-684-1001
VRE.org



Potomac and Rappahannock
Transportation Commission
14700 Potomac Mills Road
Woodbridge, VA 22192
703-580-6121

maintenance and repair of facilities equipment including yard tracks and buildings. There are no material changes to the scope of work for the upcoming fiscal year.

On May 20, 2016, the VRE Operations Board recommended, and the Commissions subsequently authorized an amended start date for the first year of the Contract to July 1, 2016, and the total Contract amount for the first year of \$7,252,371. Below is a list of the amendments, contract modifications and proposed action for this Contract:

Date	Description	Amount	Authorized Value (Cumulative)
May 20, 2016	1 st Contract Year & Mobilization	\$7,252,371	\$7,252,371
April 21, 2017	2 nd Contract Year	\$7,092,267	\$14,344,638
April 20, 2018	3 rd Contract Year	\$7,674,000	\$22,018,638
May 19, 2019	4 th Contract Year	\$8,889,465	\$30,908,102
May 15, 2020	5 th Contract Year	\$9,012,749	\$39,920,851
May 21, 2021	1 st Year of the 1 st Option Period (6 th Year)	\$8,980,774	\$48,901,626
May 20, 2022	2 nd Year of the 1 st Option Period (7 th Year)	\$10,024,653	\$58,926,279
May 19, 2023	3 rd Year of the 1 st Option Period (8 th Year)	\$11,825,500	\$70,751,779
May 17, 2024	4 th Year of the 1 st Option Period (9 th Year) (a)	\$12,273,550	\$83,025,329

(a) Pending Approval

This action will increase the contract value by \$12,273,550 for a cumulative amount not to exceed \$83,025,329 through the ninth year including the fourth year of the first 5-year option period. The year-over-year increase is primarily due to a contractually mandated annual increase of 3.20% based on the Consumer Price Index. The estimated cost for the proposed service enhancements for CY 2024, as authorized in the FY 2025 operation budget, is also factored into the total authorized cumulative value. If additional contract authorization is needed, staff will return to the Operations Board.

Fiscal Impact:

Funding is provided for in the FY 2025 Operating budget for Maintenance Services for Commuter Rail and the CIP budget for Asset Management – Rolling Stock Equipment and Asset Management- Facilities includes funding for the ninth year of this work.

FY 2025 Operating Budget: Maintenance Services for Commuter Rail	\$9,920,411
FY 2025 CIP Budget: Asset Management – Rolling Stock Equipment and Asset Management - Facilities	\$2,353,139
Total:	\$12,273,550

**Virginia Railway Express
Operations Board Resolution**

10B-05-2024

**Recommend Authorization to Execute and Amendment for the Fourth
Year of the First Option Period of the Contract for Maintenance Services
for Commuter Rail**

WHEREAS, in 2015; the VRE Operations Board recommended, and the Commissions approved, a five-year Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV); and,

WHEREAS, the Contract start date and total authorization was amended in May of 2016; and,

WHEREAS, on April 21, 2017, the Operations Board recommended, and the Commissions subsequently approved the second contract year, through June 30, 2018, in the amount of \$7,092,267, for a total contract value not to exceed \$14,344,638; and,

WHEREAS, on April 20, 2018, the Operations Board recommended, and the Commissions subsequently approved the third contract year, through June 30, 2019, in the amount of \$7,674,000, for a total contract value not to exceed \$22,018,638; and,

WHEREAS, on May 19, 2019, the Operations Board recommended, and the Commissions subsequently approved the fourth contract year, through June 30, 2020, in the amount of \$8,889,465 for a total contract value not to exceed \$30,908,102; and,

WHEREAS, on May 15, 2020, the Operations Board recommended, and the Commissions subsequently approved the fifth contract year, through June 30, 2021, in the amount of \$9,012,749 for a total contract value not to exceed \$39,920,852; and

WHEREAS, on May 21, 2021, the Operations Board recommended, and the Commissions subsequently approved the first year of the first option period, through June 30, 2022, in the amount of \$8,980,774 for a total contract value not to exceed \$39,920,852; and

WHEREAS, on May 20, 2022, the Operations Board recommended, and the Commissions subsequently approved the second year of the first option period, through June 30, 2023, in the amount of \$10,024,653 for a total contract value not to exceed \$58,926,279; and

WHEREAS, on May 19, 2023, the Operations Board recommended, and the Commissions subsequently approved the third year of the first option period, through June 30, 2024, in the amount of \$11,825,500 for a total contract value not to exceed \$70,751,779; and

WHEREAS, the current Contract authorization runs through June 30, 2024; and,

WHEREAS, the increase in Contract authorization will allow for continued maintenance services and life cycle maintenance work scheduled for FY 2025;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize recommend the Commissions authorize the Chief Executive Officer to amend the contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by increasing the total contract authorization by \$12,273,550 for the third year of the first option period, for a total Contract value not to exceed \$83,025,329 through June 30, 2025.

Approved this 17th day of May 2024

Meg Bohmke
Chair

Ralph Smith
Secretary



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 10-C
Action Item

To: Chair Bohmke and the VRE Operations Board

From: Rich Dalton

Date: May 17, 2024

Re: Authorization to Amend the Contract for Maintenance and Service of Positive Train Control Software and Hardware

Recommendation:

The VRE Operations Board is asked to authorize the Chief Executive Officer to amend the current contract with Wabtec Railway Electronics for Maintenance and Service of Positive Train Control (PTC) Software and Hardware in an amount of \$2,007,498, plus a 10% contingency of \$200,749, for a total amount of \$2,208,247. This will increase the authorization for this contract from \$1,798,500 to a total amount not to exceed \$4,006,747.

Summary:

Through a previous sole source contract, VRE purchased PTC I-ETMS® onboard equipment and associated software designed and manufactured exclusively by Wabtec Railway Electronics (Wabtec). VRE subsequently executed a separate maintenance and service agreement with Wabtec to ensure the system was monitored, managed, and maintained properly. VRE now seeks to extend the term of its contract with Wabtec for maintenance and support for an additional period of five years.

Background:

The Rail Safety Improvement Act (RSIA) of 2008 mandated the implementation of a PTC system by December 31, 2018. The PTC system is designed to prevent the following:

- 1) Train-to-Train collisions
- 2) Derailments caused by excessive speeds



Northern Virginia
Transportation Commission
2300 Wilson Blvd., Suite 230
Arlington, VA 22201
703-524-3322



Virginia Railway Express
1500 King Street, Suite 202
Alexandria, VA 22314
703-684-1001
VRE.org



Potomac and Rappahannock
Transportation Commission
14700 Potomac Mills Road
Woodbridge, VA 22192
703-580-6121

3) Unauthorized incursions by trains onto sections of track where maintenance activities are taking place

4) Movement of a train through a track switch left in the wrong position

In September of 2013, the VRE Operations board authorized a sole source contract with Wabtec for the purchase and installation of PTC I-ETMS® onboard equipment. The equipment was installed on 20 VRE locomotives and 21 VRE cab control cars in 2015 and 2016.

In February 2018, the VRE Operations Board authorized a subsequent sole source maintenance and service agreement with Wabtec to provide the following:

1) Product Support Desk Services

2) Defect Resolution Services

3) Onboard Equipment Software Support Services

4) Change Management Services

5) Onboard Hardware Repair Services

6) Onboard Hardware Upgrade Services

The term of the agreement with Wabtec for maintenance and service is expiring and VRE seeks to amend the contract to extend the term for an additional period of five years. This proposed extension will serve to provide VRE with necessary, ongoing support directly from Wabtec, the Original Equipment Manufacturer of VRE's PTC system, to ensure the associated hardware and software are monitored, managed, and maintained as required by the RSIA mandate.

Fiscal Impact:

Funding is provided in the FY 2024 and FY 2025 annual operating budgets for Positive Train Control. Future years' operating budgets will contain the same provisions.

**Virginia Railway Express
Operations Board Resolution**

10C-05-2024

**Authorization to Amend the Contract for Maintenance and Service of Positive
Train Control Software and Hardware**

WHEREAS, the Rail Safety Improvement Act of 2008 mandated the implementation of a Positive Train Control system by December 31, 2018; and,

WHEREAS, in September 2013, the VRE Operations board authorized award of a sole source contract to Wabtec Railway Electronics for the purchase and installation of Positive Train Control I-ETMS ®; and,

WHEREAS, in February 2018, the VRE Operations Board authorized a subsequent sole source maintenance and service agreement with Wabtec Railway Electronics for the on-board hardware and associated software; and,

WHEREAS, the term of the agreement with Wabtec Railway Electronics for maintenance and service is expiring and VRE seeks to amend the contract to extend the term for an additional period of five years;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to amend the current contract with Wabtec Railway Electronics for Maintenance and Service of Positive Train Control Software and Hardware in an amount of \$2,007,498, plus a 10% contingency of \$200,749, for a total amount of \$2,208,247. This will increase the authorization for this contract from \$1,798,500 to a total amount not to exceed \$4,006,747.

Approved this 17th day of May 2024

Meg Bohmke
Chair

Ralph Smith
Secretary



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 10-D
Action Item

To: Chair Bohmke and the VRE Operations Board

From: Rich Dalton

Date: May 17, 2024

Re: Authorization to Execute a Sole Source Contract for Window Gaskets for VRE Railcars

Recommendation:

The VRE Operations Board is asked to authorize the Chief Executive Officer to execute a Sole Source Contract with Custom Glass Solutions Trumbauersville, LLC of Worthington, Ohio, for the purchase of Window Gaskets for VRE Railcars in the amount of ***\$1,831,709, plus a 10 percent contingency of \$183,171, for a total amount not to exceed \$2,014,880.***

Summary:

This authorization will allow VRE to purchase inner and outer window gaskets for both emergency and non-emergency windows on VRE's fleet of one hundred railcars. Under VRE's Life Cycle Maintenance (LCM) Program, these window gaskets have reached the end of their useful life and need replacement. The window gaskets will be installed by VRE's maintenance services contractor, Keolis Rail Services Virginia.

Background:

VRE purchased 79 Gallery IV passenger cars and 21 Gallery IV cab cars between 2006 and 2014. Each Gallery IV car has an average of 16 emergency windows and 29 non-emergency windows. Each window is attached to the car body using multiple window gaskets made primarily of rubber. Due to an average of thirteen years' exposure to light, oxygen, and heat, the rubber in the gaskets is deteriorating.



Northern Virginia
Transportation Commission
2300 Wilson Blvd., Suite 230
Arlington, VA 22201
703-524-3322



Virginia Railway Express
1500 King Street, Suite 202
Alexandria, VA 22314
703-684-1001
VRE.org



Potomac and Rappahannock
Transportation Commission
14700 Potomac Mills Road
Woodbridge, VA 22192
703-580-6121

By replacing the window gaskets, VRE will have enhanced critical components within the window system. The gaskets ensure the side windows remain securely in place when subject to the extreme pressures experienced as trains pass or when operating in a tunnel. Additionally, these window gaskets are a critical piece of safety equipment in the event of an accident or derailment as the gaskets are vital to keeping the windows securely in place such that the windows can provide an effective barrier between the occupants inside the railcar and the outside environment. At the same time, the gaskets must also be easily removed by passengers or first responders to gain emergency egress from the railcar if needed.

VRE's drawings and data for the Gallery IV railcars do not provide the necessary component details to support the development of a sourcing specification, nor the critical dimensions and chemistry details that would be required for such specifications. Custom Glass Solutions is the Original Equipment Manufacturer (OEM) for the window gaskets currently installed on VRE's fleet of railcars. Since the gaskets designed for compatibility with the Gallery IV railcars are proprietary to Custom Glass, no other supplier or contractor can produce window gaskets with the necessary dimensions required to provide the form, fit, and function needed to integrate with the emergency and non-emergency windows of VRE's Gallery IV railcars.

This non-competitive purchase is in accordance with the following Section of the VRE Public Procurement Policy and Procedures Manual:

6.8.2.1 The item is available only from one responsible source because (a) It involves a unique or innovative concept or capability not available from another source. Unique or innovative concept means a new, novel, or changed concept, approach, or method that is the product of original thinking, the details of which are kept confidential or are patented or copyrighted and is available to the recipient only from one source and has not in the past been available to the recipient from another source.

A sole source determination has been made in accordance with state and federal requirements, and VRE Procurement Policies, and public notice will be provided.

Fiscal Impact:

Funding is provided through Federal formula funds (Section 5337 – State of Good Repair) and associated state and local matching funds.

**Virginia Railway Express
Operations Board Resolution**

10D-05-2024

**Authorization to Execute a Sole Source Contract for
Window Gaskets for VRE Railcars**

WHEREAS, the VRE Operations Board adopted a lifecycle maintenance strategy for VRE rolling stock in January 2014 to maintain VRE locomotives and passenger railcars at the highest level of reliability throughout the equipment lifecycle; and,

WHEREAS, VRE purchased 79 Gallery IV Passenger Cars and 21 Gallery IV Cab Cars between 2006 and 2014; and,

WHEREAS, under VRE's Lifecycle Maintenance program, the window gaskets for VRE's fleet of railcars are reaching the end of their useful life and need replacement; and,

WHEREAS, Custom Glass Solutions is the original equipment manufacturer for the window gaskets currently installed on VRE's fleet of Gallery IV railcars; and,

WHEREAS, Custom Glass Solutions is the only supplier able to produce window gaskets with the dimensions required to provide the form, fit and function needed to integrate with the emergency and non-emergency windows of VRE's Gallery IV railcars; and,

WHEREAS, in accordance with state and federal requirements, and VRE Procurement Policies, a determination has been made, and public notice thereof will be provided, that because Custom Glass Solutions is the only vendor able to supply window gaskets that are compatible with VRE's fleet of Gallery IV railcars, this qualifies as a sole source procurement;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a Sole Source Contract with Custom Glass Solutions Trumbauersville, LLC for Window Gaskets for VRE Railcars, in the amount of ***\$1,831,709, plus a 10 percent contingency of \$183,171, for a total amount not to exceed \$2,014,880.***

Approved this 17th day of May 2024

Meg Bohmke
Chair

Ralph Smith
Secretary



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 10-E
Action Item

To: Chair Bohmke and the VRE Operations Board

From: Rich Dalton

Date: May 17, 2024

Re: Authorization to Execute Contracts for the Delivery of Diesel Fuel for VRE Locomotives

Recommendation:

The VRE Operations Board is asked to authorize the Chief Executive Officer to execute a contract for the Delivery of Diesel Fuel to the Broad Run Maintenance and Storage Facility with James River Solutions, LLC of Ashland, Virginia, and a contract for the Delivery of Diesel Fuel to the Crossroads Maintenance and Storage Facility with GPM Empire, LLC of Martinsville, VA. The contract with James River is being recommended ***in the amount not to exceed \$2,377,600*** for the first year of the contract. The contract with GPM Empire is being recommended ***in the amount not to exceed \$3,566,400*** for the first year of the contract. Staff will return to the Operations Board to request authorization to exercise each of the four option years for these two contracts.

Summary:

VRE contracts to have diesel fuel delivered and dispensed from the contractor's trucks directly into the locomotives at the Broad Run and Crossroads Maintenance and Storage Facilities in Bristow, VA and Fredericksburg, VA. The final option year of the current contracts for the delivery of diesel fuel will expire on June 30, 2024.

Background:

On November 17, 2023, the VRE Operations Board authorized the CEO to issue an Invitation for Bids (IFB) for the Delivery of Diesel Fuel for VRE Locomotives. A mailing list of six prospective bidders was established for this solicitation to ensure access to adequate sources of supply. Additionally, the solicitation was posted on eVA, Virginia's electronic



Northern Virginia
Transportation Commission
2300 Wilson Blvd., Suite 230
Arlington, VA 22201
703-524-3322



Virginia Railway Express
1500 King Street, Suite 202
Alexandria, VA 22314
703-684-1001
VRE.org



Potomac and Rappahannock
Transportation Commission
14700 Potomac Mills Road
Woodbridge, VA 22192
703-580-6121

procurement system. On March 7, 2024, an IFB was issued, and bids were due on April 16, 2024. Seven bids were received for Broad Run and six bids for Crossroads.

Both contracts will be structured to allow VRE to lock in future fixed prices for some of its fuel; VRE continues to work with a consultant to assist in this process to reduce cost volatility. The contracts will also allow for additional fuel deliveries to accommodate VRE Saturday service.

The bid tabulation is as follows:

BROAD RUN	
BIDDER	BID PRICE* (OPIS Differential per Gallon)
1. James River Solutions, LLC	\$0.1500
2. GPM Empire, LLC	\$0.1650
3. Pinnacle Petroleum, Inc.	\$0.1747
4. Griffith Energy Services, Inc.	\$0.1783
5. Mansfield Oil Company of Gainesville, Inc.	\$0.1897
6. Apex Petroleum Corporation	\$0.3395
7. Colonial Oil Industries, Inc.	\$0.4198

CROSSROADS	
BIDDER	BID PRICE* (OPIS Differential per Gallon)
1. GPM Empire, LLC	\$0.1590
2. Pinnacle Petroleum, Inc.	\$0.1665
3. James River Solutions, LLC	\$0.1750
4. Mansfield Oil Company of Gainesville, Inc.	\$0.2021
5. Apex Petroleum Corporation	\$0.3795
6. Colonial Oil Industries, Inc.	\$0.8198

**The bid price represents the delivery, administrative and other costs of the fuel supplier which will be added to the relevant market price. Approximately 40% of VRE's fuel is priced at the "rack" or "OPIS" price on the day of purchase and approximately 60% is typically locked-in in advance through the purchase of futures. VRE staff, with the assistance of our consultant, projected a price per gallon (based on estimates of the rack or lock-in prices for FY 2025, plus the supplier differential) and multiplied this price by the projected fuel*

consumption for one year to arrive at a total not to exceed contract amount for each VRE Maintenance and Storage Facility.

After a review of the bids, it was determined James River Solutions was the lowest responsive-responsible bidder for diesel deliveries to Broad Run and GPM Empire, LLC was the lowest responsive-responsible bidder for diesel deliveries to Crossroads. James River is the current fuel supplier for Crossroads through the end of June 2024.

Fiscal Impact:

The current budget for Mechanical Operations – Diesel Fuel includes funding of \$5,944,000 for the first year of this activity. This funding includes a 7.6 percent increase to accommodate proposed Saturday service. Funding for future years will be included in each proposed annual operating budget.

**Virginia Railway Express
Operations Board Resolution**

10E-05-2024

**Authorization to Execute Contracts for the
Delivery of Diesel Fuel for VRE Locomotives**

WHEREAS, VRE requires diesel fuel delivery services to operate its trains; and,

WHEREAS, the current contracts for fuel delivery service to Broad Run and Crossroads will expire on June 30, 2024; and,

WHEREAS, the VRE Operations Board authorized the issuance of an Invitation for Bids in November 2023 to re-procure this service; and,

WHEREAS, on March 7, 2024, an Invitation for Bids was issued; bids were due on April 16, 2024; and seven bids were received to deliver diesel fuel to Broad Run and six bids for Crossroads; and,

WHEREAS, it was determined James River Solutions, LLC was the lowest responsive-responsible bidder for fuel deliveries to Broad Run; and,

WHEREAS, it was determined GPM Empire, LLC was the lowest responsive-responsible bidder for fuel deliveries to Crossroads; and,

WHEREAS, the contracts will be structured to allow VRE to lock in future fixed prices for fuel;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a contract for the Delivery of Diesel Fuel to the Broad Run Maintenance and Storage Facility with James River Solutions, LLC of Ashland, Virginia ***in the amount not to exceed \$2,377,600*** for the first year of the contract, and a contract for the Delivery of Diesel Fuel to the Crossroads Maintenance and Storage Facility with GPM Empire, LLC of Martinsville, ***Virginia in the amount not to exceed \$3,566,400*** for the first year of the contract; and,

BE IT FURTHER RESOLVED THAT, staff will return to the Operations Board to request authorization to exercise each of the four option years for these two contracts.

Resolution 10E-05-2024 continued

Approved this 17th day of May 2024

Ralph Smith
Secretary

Meg Bohmke
Chair



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 10-F
Action Item

To: Chair Bohmke and the VRE Operations Board

From: Rich Dalton

Date: May 17, 2024

Re: Authorization to Issue a Program Management Consulting Services Task Order for Support for the L'Enfant Track and Station Improvements Project

Recommendation:

The VRE Operations Board is asked to authorize the Chief Executive Officer to issue a Program Management Consulting Services (PMC) task order to Hill International, Inc. for support for the L'Enfant Track and Station Improvements Project in the amount of \$426,368, plus a 10 percent contingency of \$42,637, for a total not to exceed \$469,005.

Summary:

Authorization will allow VRE to contract with Hill International, Inc. (Hill) for program management support services for the L'Enfant Track and Station Improvements Project (L'Enfant Project). Given the technical complexity as well as the involvement of multiple Federal and District of Columbia project review agencies on the L'Enfant Project, VRE wishes to supplement its project management capabilities with specialized expertise utilizing VRE's Program Management Consultant.

Background:

The L'Enfant Station plays a vital role in VRE's operations. It serves around 40% of VRE's ridership and accommodates commuter, passenger, and freight trains. The ongoing L'Enfant Track and Station Improvements Project aims to expand the capacity of VRE's L'Enfant Station to support anticipated future growth in VRE operations. The project is tailored to enhance the commuter experience at this station and to relieve a bottleneck hindering passenger and freight movement in a critical segment of the national rail network.



Northern Virginia
Transportation Commission
2300 Wilson Blvd., Suite 230
Arlington, VA 22201
703-524-3322



Virginia Railway Express
1500 King Street, Suite 202
Alexandria, VA 22314
703-684-1001
VRE.org



Potomac and Rappahannock
Transportation Commission
14700 Potomac Mills Road
Woodbridge, VA 22192
703-580-6121

The L'Enfant Project involves the design and construction of bridges, station platforms, signals, and tracks. Its goal is to create a fourth track between L'Enfant Interlocking and Control Point (CP) Virginia Interlocking in Southwest Washington, DC, expand the station's platform, and to add two ADA-accessible entrances. These upgrades will enable simultaneous boarding and alighting from two full-length VRE trains and provide sufficient rider circulation and waiting space.

While the L'Enfant Project is being designed independently, it remains an integral component of Virginia's Transforming Rail in Virginia (TRV) program, emphasizing the need for thorough oversight and coordination with adjacent projects. Because of the project's location in a confined space with surrounding federally owned lands and the potential impact on Hancock Park, it has garnered interest from various District of Columbia and Federal agencies. Therefore, with the engagement of multiple District of Columbia stakeholders, numerous Federal project review agencies, and the technical complexities associated with the L'Enfant project, comprehensive program-level management is imperative. Recognizing these complexities, VRE wishes to supplement its project management capabilities with specialized expertise by using its on-call Program Management Consulting Services contract, which was authorized for award by the Operations Board in February 2023 to Hill International, Inc. Hill will assist VRE with design oversight, design reviews, and preparation of procedures, methods, tools, and processes to consistently manage schedules, budgets, and the risks on the project.

Hill's scope of work for this task order specifically includes conducting constructability reviews, performing Third-Party Plan Reviews, reviewing NEPA and Section 106 documents, risk management, and program-level monitoring of the scope, cost, and schedule of the project throughout the NEPA/PE Phase up to the sixty percent (60%) level of design. Additionally, Hill will facilitate program-level and corridor-wide coordination of design work to ensure design integration, interface consistency, and constructability of the L'Enfant Project with other VRE-administered capital projects such as the Crystal City Station Improvements Project, Alexandria Station Improvements Project, and the VPRA-administered Long Bridge Project.

At VRE's request, Hill submitted a proposal to accomplish the required work described herein. The proposal submitted by Hill was reviewed and deemed to be responsive to all aspects required. VRE staff conducted a cost analysis, comparing Hill's proposal with an independent cost estimate, and determined the proposal to be fair and reasonable.

Fiscal Impact:

Funding for VRE's L'Enfant Track and Station Improvements Project is currently provided through a combination of federal formula funds (with associated state and local match), Commuter Rail Operating and Capital (CROC) funds, and Virginia Passenger Rail Authority (VPRA) capital funds. As the engineering and environmental review activities progress and the cost estimate for the project is refined, additional funding sources may be identified.

**Virginia Railway Express
Operations Board Resolution**

10F-05-2024

**Authorization to Issue a Program Management Consulting Services
Task Order for Support for the L'Enfant Track and Station
Improvements Project**

WHEREAS, on February 17, 2023, the VRE Operations Board authorized the Chief Executive Officer to execute a task order contract with Hill International, Inc. (Hill) for program management consulting services; and,

WHEREAS, on September 15, 2023, the VRE Operations Board authorized the Chief Executive Officer to execute a contract with Vanasse Hangen Brustlin, Inc. (VHB) for Engineering and Environmental Services for VRE L'Enfant Track and Station Improvements; and,

WHEREAS, the Environmental Study and Preliminary Engineering efforts for the L'Enfant Track and Station Improvements Project are being advanced to thirty percent design, and VRE wishes to employ Hill International, Inc. to render program management support to ensure the project's design packages are seamlessly integrated and collaborated with adjacent projects being designed and constructed by VRE and VPRA within the intercity railroad corridor; and,

WHEREAS, VRE has received a proposal from Hill International, Inc. to provide program management support for the L'Enfant Track and Station Improvements Project and staff has deemed the proposal fair and reasonable;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue a Program Management Consulting Services (PMC) task order to Hill International, Inc. for support for the L'Enfant Track and Station Improvements Project in the amount of \$426,368, plus a 10 percent contingency of \$42,637, for a total not to exceed \$469,005.

Approved this 17th day of May 2024

Meg Bohmke
Chair

Ralph Smith
Secretary



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 10-G
Action Item

To: Chair Bohmke and the VRE Operations Board

From: Rich Dalton

Date: May 17, 2024

Re: Authorization to Provide a Letter of Support for Prince William County's USDOT FY2023 ATIIP Grant Application

Recommendation:

The Virginia Railway Express (VRE) Operations Board is asked to authorize the VRE Chief Executive Officer to provide a letter of support for a U.S. Department of Transportation (USDOT) Active Transportation Infrastructure Investment Program (ATIIP) funding application for a Rail-With-Trail Study to develop an active transportation network conceptual plan adjacent to a 3-mile section of the VRE Manassas Line between downtown Manassas and Bull Run Trail in Fairfax County.

Summary:

On March 19, 2024, USDOT issued a Notice of Funding Opportunity (NOFO) to solicit applications for ATIIP. Prince William County, the City of Manassas, and the City of Manassas Park have identified a project to study a Rail-with-Trail adjacent to the VRE Manassas Line from Downtown Manassas to Bull Run Trail in Fairfax County. If authorized, USDOT ATIIP planning grant funding will be used for the development of a conceptual plan.

Background:

On March 19, 2024, USDOT issued a NOFO to solicit applications for ATIIP. According to the NOFO, projects seeking ATIIP funding will be evaluated based on merit criteria that include safety, climate change and sustainability, equity, workforce development, job quality, and wealth creation. Applications are due on June 17, 2024.



Northern Virginia
Transportation Commission
2300 Wilson Blvd., Suite 230
Arlington, VA 22201
703-524-3322



Virginia Railway Express
1500 King Street, Suite 202
Alexandria, VA 22314
703-684-1001
VRE.org



Potomac and Rappahannock
Transportation Commission
14700 Potomac Mills Road
Woodbridge, VA 22192
703-580-6121

Prince William County, the City of Manassas, and the City of Manassas Park have identified a project to study a Rail-with-Trail adjacent to the VRE Manassas Line from Downtown Manassas to Bull Run Trail in Fairfax County. This project is considered Phase 1 of the overall project titled “VRE Manassas Line Trail: Landmark to City of Manassas” in the Northern Virginia Transportation Authority (NVTA)’s Long-Range Transportation Plan, known as TransAction (ID 439). This multi-jurisdictional project's first phase will span the City of Manassas, Prince William County, and the City of Manassas Park. The project aligns with multiple RAISE merit criteria including safety, climate change and sustainability, equity, workforce development, job quality, and wealth creation.

If authorized, USDOT ATIIP planning grant funding will be used for the development of a conceptual plan. The project cost requested for this work in the grant application will be \$500,000.

Federal ATIIP grant funds may be used for up to 80 percent of the project cost. The balance of the project cost must be from non-Federal sources including State funds originating from programs funded by state revenue, local funds originating from state or local revenue- sources, or private funds. A minimum 20 percent non-federal match contribution is required. The required match for this application in the amount of \$100,000 will be provided from non-federal funds by the City of Manassas and the City of Manassas Park.

Prince William County will be the lead applicant and, along with the City of Manassas and the City of Manassas Park, will develop the required application documentation. The application will be coordinated with VRE and NVTA.

Fiscal Impact:

There is no fiscal impact associated with providing a letter of support and no future funding obligations for VRE are associated with this project.

**Virginia Railway Express
Operations Board Resolution**

10G-05-2024

**Authorization to Provide a Letter of Support for Prince William County's
USDOT FY2023 ATIIP Grant Application**

WHEREAS, on March 19, 2024, the U.S. Department of Transportation issued a Notice of Funding Opportunity to solicit applications for the Active Transportation Infrastructure Investment Program; and,

WHEREAS, staff considers the Rail-with-Trail adjacent to the VRE Manassas Line from Downtown Manassas to Bull Run Trail in Fairfax County a strong candidate for planning grant funding under the Active Transportation Infrastructure Investment Program; and,

WHEREAS, Prince William County is the lead applicant and the City of Manassas, and the City of Manassas Park are co-applicants; and,

WHEREAS, if authorized, the planning grant funding will be used for the development of a conceptual plan; and,

WHEREAS, Active Transportation Infrastructure Investment Program funds may be used for up to 80% of the project cost with the balance of the project coming from non-Federal sources; and,

WHEREAS, the project cost requested for this work in the grant application will be \$500,000 with a required non-Federal match in the amount of \$100,000;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to provide a letter of support for a planning grant application submitted by Prince William County for a Rail-With-Trail Study to develop an active transportation network conceptual plan along a 3-mile section of the VRE Manassas Line between downtown Manassas and Bull Run Trail in Fairfax County under the U.S. Department of Transportation's Active Transportation Infrastructure Investment Program.

Approved this 17th day of May 2024

Meg Boehmke
Chair

Ralph Smith
Secretary



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 10-H
Action Item

To: Chair Bohmke and the VRE Operations Board

From: Rich Dalton

Date: May 17, 2024

Re: Authorization to Provide a Letter of Support for VPRA's CRISI Grant Application for Lorton to Route 1 Third Track and Railroad Bridges Over Route 1

Recommendation:

The VRE Operations Board is asked to authorize the Chief Executive Officer to provide a letter of support for the Virginia Passenger Rail Authority's (VPRA) application to the Federal Railroad Administration's (FRA) FY 2023-2024 Consolidated Rail Infrastructure and Safety Improvements (CRISI) discretionary infrastructure grant program for the Lorton to Route 1 Third Track and Railroad Bridges Over Route 1 Project.

Summary:

VPRA is applying to the FRA FY 2023-2024 CRISI grant program for funding for the Lorton to Route 1 Third Track and Railroad Bridges Over Route 1 Project and requests a letter of support from VRE.

Background:

Investing in rail improvement projects to support projected increases in freight, commuter and intercity passenger rail traffic along the RF&P corridor is crucial to continued economic growth and enhanced mobility. For this reason, Virginia, through the Transforming Rail in Virginia (TRV) Program, is investing heavily in rail projects to add capacity and improve the reliability of service along this corridor.

The Lorton to Route 1 Third Track and Railroad Bridges Over Route 1 Project, located in Fairfax County, VA, will replace an existing two track railroad bridge with two new two-track railroad bridges and provided 2.2 additional miles of third mainline track to the RF&P



Northern Virginia
Transportation Commission
2300 Wilson Blvd., Suite 230
Arlington, VA 22201
703-524-3322



Virginia Railway Express
1500 King Street, Suite 202
Alexandria, VA 22314
703-684-1001
VRE.org



Potomac and Rappahannock
Transportation Commission
14700 Potomac Mills Road
Woodbridge, VA 22192
703-580-6121

corridor. The project extends from milepost CFP 90.1 to CFP 92.3. The existing bridge over US Route 1 was constructed in 1943 and will be removed and replaced with two new two-track bridges. The superstructure depth on the new bridges will be reduced by approximately three feet compared to the existing bridge to improve the roadway vertical clearance and the bridges will be longer than the existing bridge to accommodate the future Route 1 roadway widening project.

The additional third mainline track constructed as part of the Project will complement other TRV Franconia area projects currently underway, including the Franconia to Lorton Third Track, other Railroad Bridges over Route 1, and the Franconia-Springfield Bypass. Completion of this project and the other Franconia Area projects will result in a continuous third mainline track between Alexandria, VA and the Occoquan River.

The Project will benefit passenger rail users on the RF&P corridor, including both Amtrak Virginia and VRE, by providing additional mainline capacity and improving the reliability of service.

The estimated cost of the Lorton to Route 1 Third Track and Railroad Bridges Over Route 1 Project is \$184 Million. VPRA is planning to request 80% of the funding from FRA and the CRISI program.

Fiscal Impact:

There is no fiscal impact associated with providing a letter of support and no future funding obligations for VRE associated with this project.

**Virginia Railway Express
Operations Board Resolution**

10H-05-2024

**Authorization to Provide a Letter of Support for VPRA's CRISI Grant
Application for Lorton to Route 1 Third Track and Railroad Bridges Over
Route 1**

WHEREAS, the Virginia Passenger Rail Authority is applying for funding for the Lorton to Route 1 Third Track and Railroad Bridges Over Route 1 Project from the Federal Railroad Administration's FY 2023-2024 Consolidated Rail Infrastructure and Safety Improvements discretionary infrastructure grant program; and,

WHEREAS, VPRA requests a letter of support for its application from VRE; and,

WHEREAS, the Lorton to Route 1 Third Track and Railroad Bridges Over Route 1 Project includes the design and construction of about 2.2 miles of third track and two new two-track railroad bridges over Route 1 in Fairfax County, VA; and,

WHEREAS, the additional third mainline track provided by the Project will complement other planned Transforming Rail in Virginia projects in the Lorton-Franconia area and together will result in a continuous third mainline track between Alexandria, VA and the Occoquan River; and,

WHEREAS, the Project will benefit passenger rail users on the RF&P corridor, including both Amtrak Virginia and VRE, by providing additional mainline capacity and improving the reliability of service;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to provide a letter of support for VPRA's application to the Federal Railroad Administration's FY 2023-2024 Consolidated Rail Infrastructure and Safety Improvements discretionary infrastructure grant program for the Lorton to Route 1 Third Track and Railroad Bridges Over Route 1 Project.

Approved this 17th day of May 2024

Meg Bohmke
Chair

Ralph Smith
Secretary



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 10-I
Action Item

To: Chair Bohmke and the VRE Operations Board

From: Rich Dalton

Date: May 17, 2024

**Re: Authorization to Provide a Letter of Support for Amtrak's
Application for Consolidated Rail Infrastructure and Safety
Improvements Program Funding for the Crystal City High
Level Platform Project**

Recommendation:

The VRE Operations Board is asked to authorize the Chief Executive Officer to provide a letter of support for Amtrak's application to the Federal Fiscal Year (FFY) 2024 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program for the Crystal City High Level Platform Project.

Summary:

Amtrak has requested VRE provide a letter of support for its application to the FFY24 CRISI Program. If awarded, the CRISI Program funds will be used for the Crystal City High Level Platform Project.

Background:

Amtrak, in partnership with the Virginia Passenger Rail Authority (VPR) and VRE, is embarking on a project to bring intercity rail service to Crystal City, Virginia.

This Project will provide safe, equitable, sustainable transportation opportunities for a growing regional center while supporting the job creation and economic benefits being generated by the unprecedented development underway in Crystal City. Amtrak accessibility in Crystal City will address the existing and projected growth in mobility



Northern Virginia
Transportation Commission
2300 Wilson Blvd., Suite 230
Arlington, VA 22201
703-524-3322



Virginia Railway Express
1500 King Street, Suite 202
Alexandria, VA 22314
703-684-1001
VRE.org



Potomac and Rappahannock
Transportation Commission
14700 Potomac Mills Road
Woodbridge, VA 22192
703-580-6121

demands with a direct rail link via Amtrak between Arlington County and destination centers along the Northeast Corridor, such as Washington, DC, New York, NY and Boston, MA to the north and other Virginia municipalities to the south, such as Richmond, Roanoke, and Newport News. The project also creates local, regional, national and international connections. The local transportation network will be enhanced by pedestrian and bicycle access to the station and a connection to the nearby Mount Vernon Trail. The regional transportation system will be improved through a contiguous platform with VRE, allowing for a seamless connection between intercity and regional travel. Finally, a complementary project being advanced by Arlington County will, for the first time, allow for a direct connection to Ronald Regan National Airport in Washington, D.C.

Specifically, the Project will construct an 850-foot high-level platform that complies with The Americans with Disability Act (ADA). To provide ADA-accessible service to both Amtrak and VRE customers, the Crystal City location will include both high- and low-level platforms. The Amtrak platform will be constructed for high-level boarding and the VRE platform will be constructed for low-level boarding to accommodate the current VRE train fleet. The two platforms will have connecting ramps and shared access points, which VRE will construct. In support of a larger coordinated transportation development endeavor on the VPRA's RF&P Corridor intended to increase passenger rail service, alleviate train congestion, and provide increased operational flexibility and reliability for both passenger and freight rail operations, the station will have a center island platform, located between the realigned Track 3 (west track) and Track 2 (east track). Amtrak will own the high-level platform.

The scope of this CRISI Program application is construction. Design is currently underway and scheduled to be completed in FFY25. This Project demonstrates maturity of project design and strong project readiness, as construction efforts will begin in a timely manner should this grant be awarded.

Fiscal Impact:

There is no fiscal impact associated with providing a letter of support and no future funding obligations for VRE associated with this project.

**Virginia Railway Express
Operations Board Resolution**

10I-05-2024

**Authorization to Provide a Letter of Support for Amtrak's Application for
Consolidated Rail Infrastructure and Safety Improvements Program
Funding for the Crystal City High Level Platform Project**

WHEREAS, Amtrak has requested VRE provide a letter of support for its application to the Consolidated Rail Infrastructure and Safety Improvements Program; and,

WHEREAS, if awarded, the Consolidated Rail Infrastructure and Safety Improvements funds will be used for the construction of the Crystal City High Level Platform Project; and,

WHEREAS, Amtrak accessibility in Crystal City will address the existing and projected growth in mobility demands with a direct rail link via Amtrak between Arlington County and destination centers along the Northeast Corridor to the north and other Virginia municipalities to the south; and,

WHEREAS, design is currently underway and scheduled to be completed in Federal Fiscal Year 2025 indicating strong project readiness, as construction efforts can begin in a timely manner should this grant be awarded;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to provide a letter of support for Amtrak's application to the Federal Fiscal Year 2024 Consolidated Rail Infrastructure and Safety Improvements Program for the Crystal City High Level Platform Project.

Approved this 17th day of May 2024

Meg Bohmke
Chair

Ralph Smith
Secretary



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 11-A
Information Item

To: Chair Bohmke and the VRE Operations Board

From: Rich Dalton

Date: May 17, 2024

Re: Spending Authority Report

On September 18, 2020, the VRE Operations Board approved increasing the Chief Executive Officer's delegated spending authority from \$100,000 to \$200,000. It was resolved as part of that increased delegation that any purchase or contract award in the range of \$50,000 to \$200,000 would be communicated to the Board as an information item.

- On April 2, 2024, VRE issued a Task Order in the amount of \$60,663 to U.S. Facilities, Inc. (USF) under the Maintenance Services for VRE Facilities contract to upgrade the stormwater flume at the Manassas Park Station. The scope of work for this Task Order requires USF to demolish and remove the existing flume and install a new flume in accordance with applicable VDOT standards.
- On April 22, 2024, VRE issued a Task Order in the amount of \$67,869 to U.S. Facilities, Inc. (USF) under the Maintenance Services for VRE Facilities contract to upgrade the lighting at the Fredericksburg Station, which includes the removal of existing fixtures and installation of new LED fixtures in the elevator lobbies, elevator shaft and within the ADA parking loop.
- On April 23, 2024, VRE issued a sole source Blanket Purchase Order in an amount not to exceed \$50,000 to Schindler Elevator Corporation to provide periodic preventive maintenance and repair service, on an as-needed basis, for the Woodbridge Station west elevator and the two elevators within the parking garage at the Manassas Station.



Northern Virginia
Transportation Commission
2300 Wilson Blvd., Suite 230
Arlington, VA 22201
703-524-3322



Virginia Railway Express
1500 King Street, Suite 202
Alexandria, VA 22314
703-684-1001
VRE.org



Potomac and Rappahannock
Transportation Commission
14700 Potomac Mills Road
Woodbridge, VA 22192
703-580-6121



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 11-B
Information Item

To: Chair Bohmke and the VRE Operations Board

From: Rich Dalton

Date: May 17, 2024

Re: Update on Midday Storage

Staff will present a briefing on VRE's midday storage.



Northern Virginia
Transportation Commission
2300 Wilson Blvd., Suite 230
Arlington, VA 22201
703-524-3322



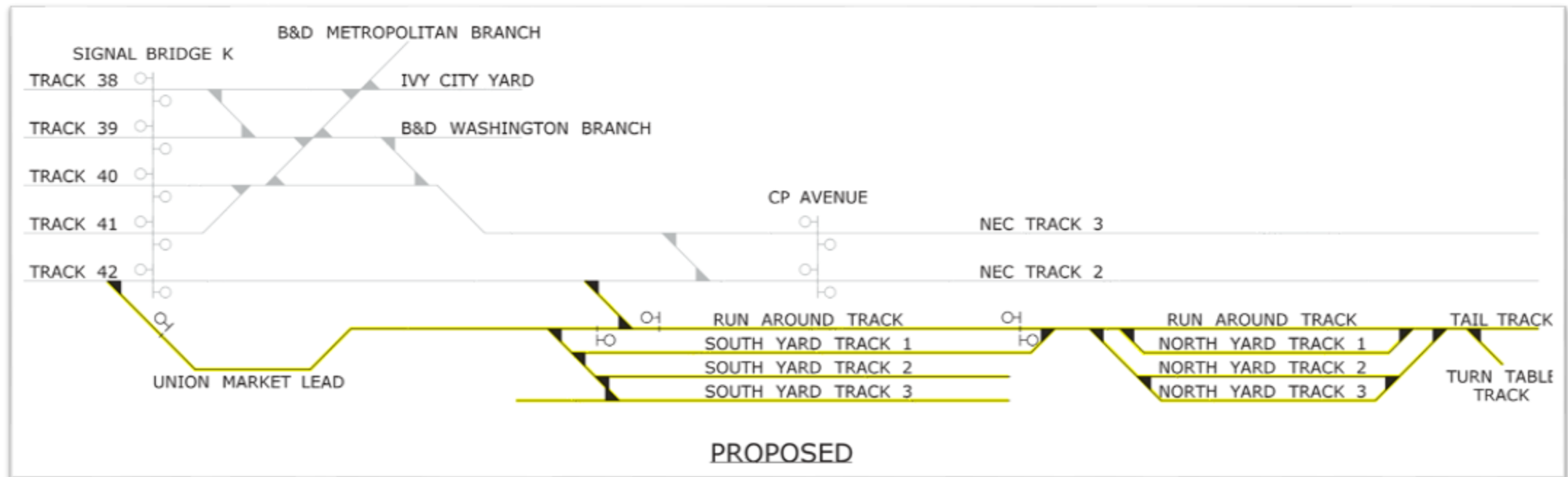
Virginia Railway Express
1500 King Street, Suite 202
Alexandria, VA 22314
703-684-1001
VRE.org



Potomac and Rappahannock
Transportation Commission
14700 Potomac Mills Road
Woodbridge, VA 22192
703-580-6121

MIDDAY STORAGE REPLACEMENT FACILITY

- ❖ New midday storage facility in DC for 13 consists
- ❖ Planning and design began in 2016



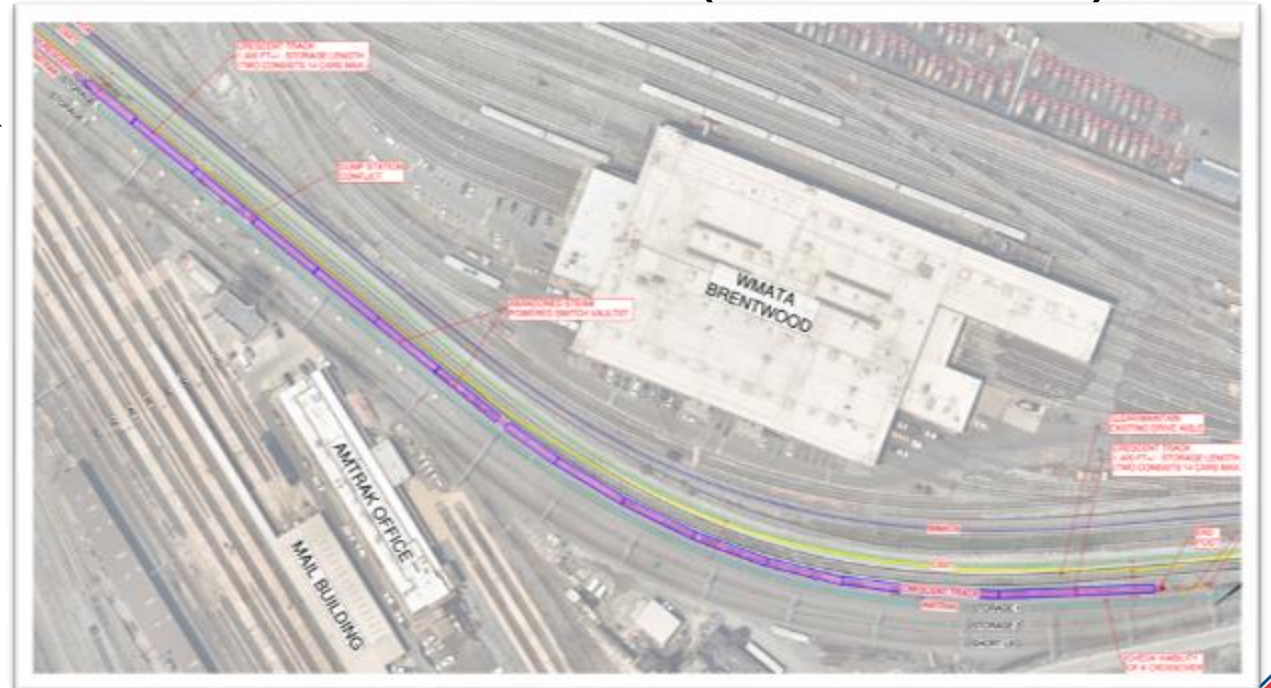
MIDDAY STORAGE REPLACEMENT FACILITY

- ❖ Re-evaluated: Interim reconfiguration of Coach Yard
- ❖ Re-evaluated: 10-car consists (now designing for 8-car)



MIDDAY STORAGE REPLACEMENT FACILITY

- ❖ Currently restarting 30% design effort for NY Ave
- ❖ Crescent Track: New track in Coach Yard (2 consists)
- ❖ Agreement with Amtrak
- ❖ Property Acquisition
- ❖ Final Design NY Ave



MIDDAY STORAGE REPLACEMENT FACILITY – QUESTIONS?

