



# VRE OPERATIONS BOARD MEETING

September 16, 2022

*The meeting will  
begin at 9 a.m.*

Meeting materials are available at  
[vre.org/about/board/board-agenda-minutes/2022/September](https://vre.org/about/board/board-agenda-minutes/2022/September)

# PLEDGE OF ALLEGIANCE



# ROLL CALL



Walter Alcorn  
Fairfax County



Sarah Bagley  
Alexandria



Andrea Bailey  
Prince William County



Margaret Franklin  
Prince William County



Monica Gary  
Stafford County



Lori Hayes  
Spotsylvania County



Matt Kelly  
Fredericksburg



Jeanine Lawson  
Prince William County



Mike McLaughlin  
Commonwealth of Virginia



Alanna Mensing  
Manassas Park



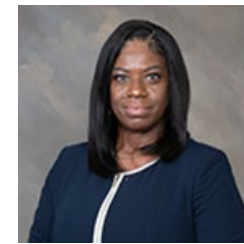
Ralph Smith  
Manassas



Dan Storck  
Fairfax County



James Walkinshaw  
Fairfax County



Pamela Yeung  
Stafford County



# SAFETY MOMENT



# APPROVAL OF AGENDA

1. Pledge of Allegiance
2. Roll Call
3. Safety Briefing
4. Approval of the Agenda
5. Approval of Minutes from the July 15, 2022 VRE Operations Board Meeting
6. Chair's Comments
7. Chief Executive Officer's Report
8. VRE Riders' and Public Comment
9. Action Items
  - A. Authorization to Issue a Maintenance Services for Commuter Rail Operations Task Order for Track Infrastructure Maintenance for the Crossroads and Broad Run Maintenance and Storage Facilities
9. Action Items (continued)
  - B. Authorization to Issue an MEC VII Task Order for Engineering Oversight for New Passenger Railcars II
  - C. Authorization to Amend Contract and a Task Order for Maintenance Services for VRE Facilities
  - D. Referral of the Preliminary FY 2024 VRE Operating and Capital Budget to the Commissions
10. Information Items
  - A. Solar Power at VRE Stations
  - B. Preferred Alternative for L'Enfant Track and Station Improvements
  - C. Update on Recent and Planned Activities: System Plan 2050 Update
  - D. Spending Authority Report
11. Closed Session
12. Operations Board Members' Time

# APPROVAL OF MINUTES

**July 15, 2022**

Meeting with YouTube Livestream

**Members Present**

- Walter Alcorn (NVTC)
- Sarah Bagley (NVTC)
- Andrea Bailey (PRTC)
- Preston Banks (PRTC)
- Meg Bohmke (PRTC)
- Margaret Franklin (PRTC)
- Monica Gary (PRTC)
- Libby Garvey (NVTC)
- Matt Kelly (PRTC)
- Jeanine Lawson (PRTC)
- Michael McLaughlin (VPRA)
- Ralph Smith (PRTC)
- Dan Storck (NVTC)
- James Walkinshaw (NVTC)

**Members Absent**

- Lori Hayes (PRTC)

**Jurisdiction**

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



**Margaret Franklin**  
VRE Operations Board Chair  
Prince William County



# CHAIR'S COMMENTS

Welcome to the September 2022 VRE Operations Board meeting.

- A warm welcome to Alanna Mensing, who is attending her first Operations Board meeting representing Manassas Park.
- Yesterday's news of a tentative agreement between the freight railroads and labor unions was most welcome. CEO Rich Dalton will update us on where things stand during his report.
- The Rolling Road Station Platform Extension project is nearly complete, and we will hold a ribbon cutting on September 28 at 10 a.m.
- A closed session is scheduled later in the meeting to discuss a personnel matter.
- VRE's Legislative Committee will convene following adjournment of the Operations Board meeting.



**Margaret Franklin**  
VRE Operations Board Chair  
Prince William County



# CEO REPORT

- **Tentative Agreement between Freight Railroads and Labor Unions**
- **Safety**
- **Performance**
- **Ridership**
- **Customer Service Survey**
- **New Staff**



**Rich Dalton**  
VRE CEO





# CEO REPORT – TENTATIVE AGREEMENT BETWEEN FREIGHT RAILROADS & LABOR

The Washington Post  
Democracy Dies in Darkness

## Commuters dodge headaches as freight-rail strike averted

By Matthew Barakat | AP  
September 15, 2022 at 6:57 a.m. EDT



Commuters wait to board an arriving Virginia Railway Express commuter train Wednesday, Sept. 14, 2022 at the Crystal City station in Arlington, Va. September was shaping up as a good month for commuters on Virginia Railway Express outside the nation's capital, with the service offering free rides all month to lure back riders lost during the pandemic. Now, though, a freight rail strike threatens to shut down service on the VRE entirely, along with numerous other commuter rail services across the country. (AP Photo/Matthew Barakat)

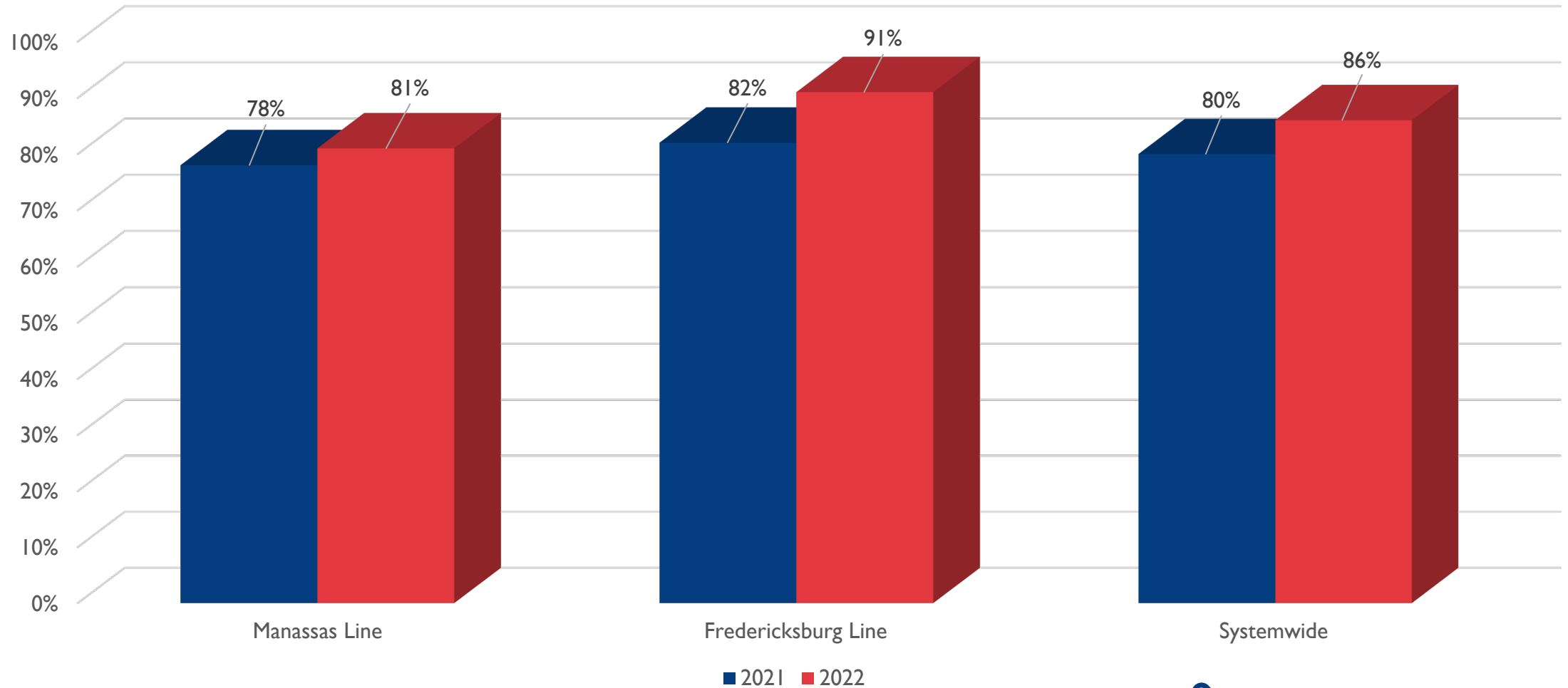


# CEO REPORT – SAFETY

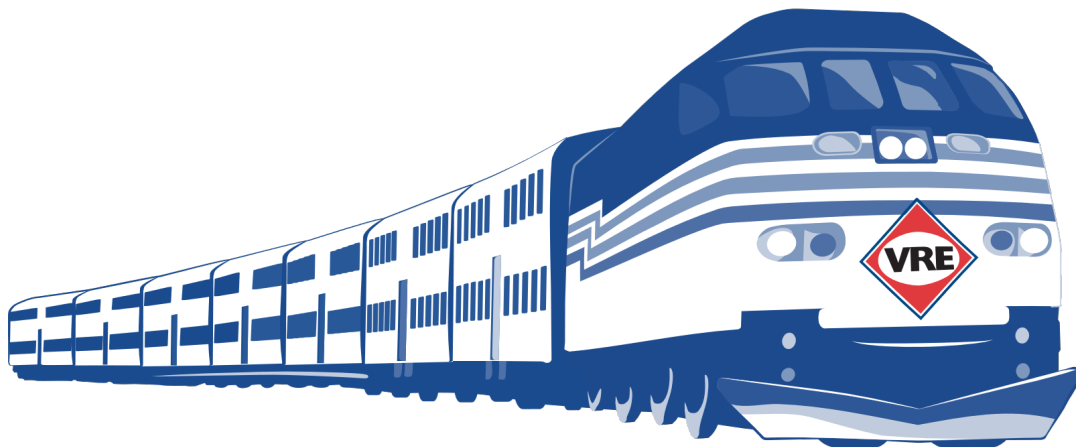


# CEO REPORT – ON TIME PERFORMANCE

August Comparisons



# CEO REPORT – ON TIME PERFORMANCE



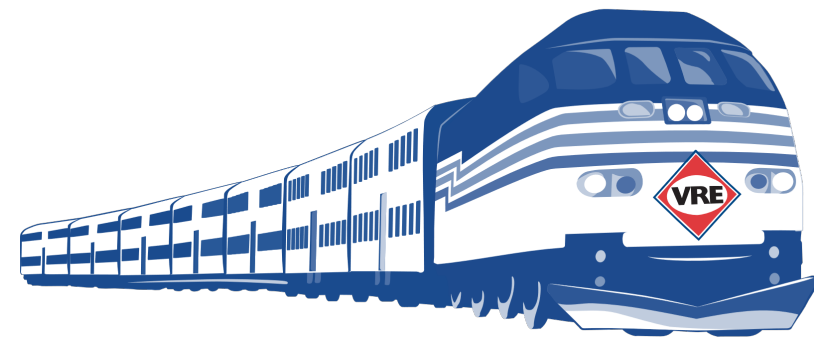
JUNE 2022	JULY 2022	AUG. 2022
22 Days	20 Days	23 Days

<i>LATE TRAINS</i>			
Manassas	50	64	71
Fredericksburg	36	42	31
Systemwide	86	106	102
<i>AVERAGE MINUTES DELAYED</i>			
	17	21	31
<i># TRAINS 30+ MINUTES LATE</i>			
	8	13	20
<i>OTP</i>			
Manassas	85%	80%	81%
Fredericksburg	89%	87%	91%
Systemwide	87%	83%	86%

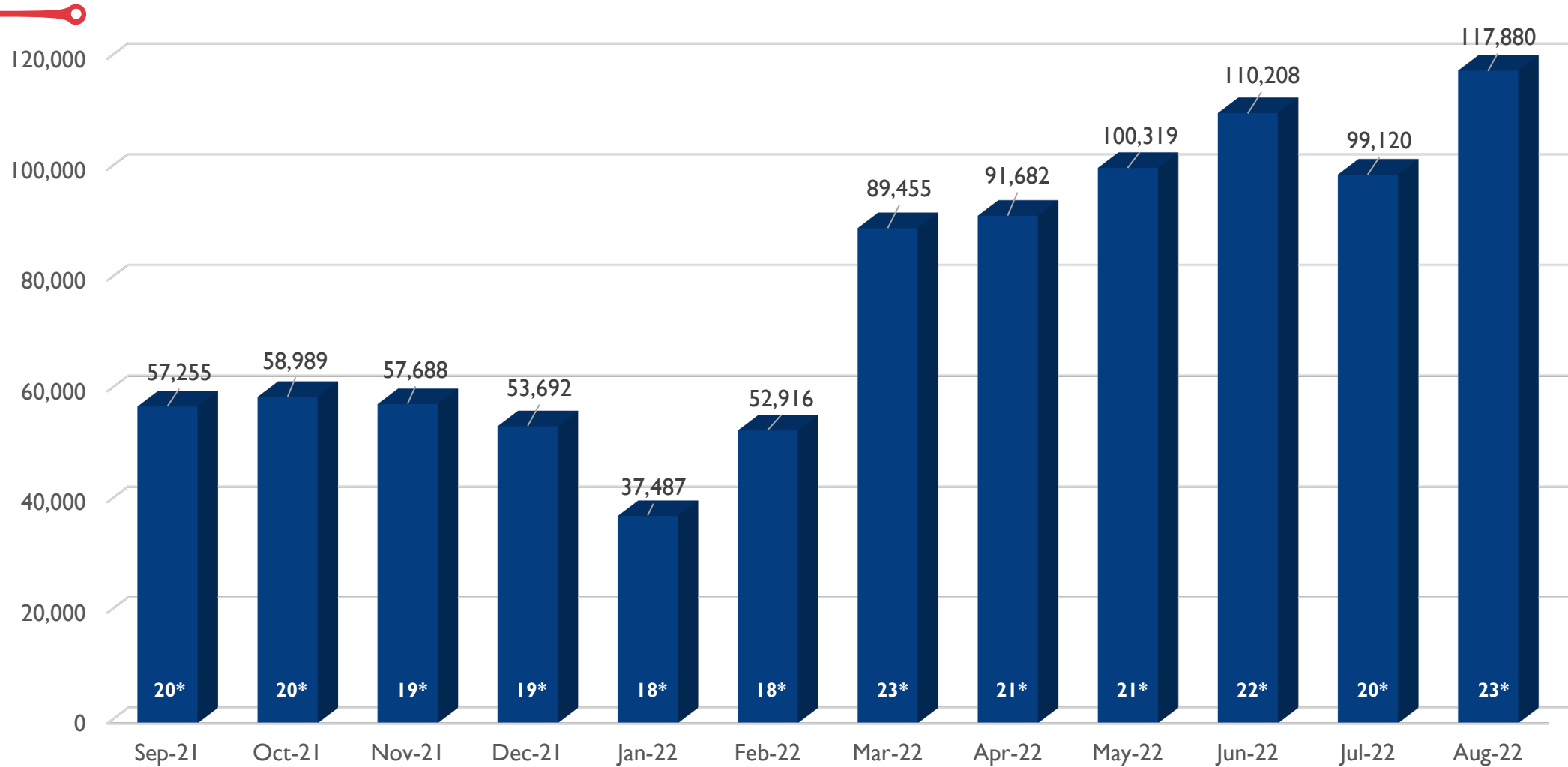


# CEO REPORT – ON TIME PERFORMANCE

	JUNE 2022	JULY 2022	AUG. 2022	TOTAL #	TOTAL %
	22 Days	20 Days	23 Days	65 Days	
CAUSE	# OF TRAINS DELAYED				
Congestion	59	62	51	172	58.5%
Weather	7	10	12	29	9.9%
Switch/Signal Issue	5	6	13	24	8.3%
Maintenance of Way	6	6	6	18	6.2%
Mechanical	5	12	-	17	5.9%
Positive Train Control	1	1	9	11	3.7%
Crew Hours of Service	-	-	7	7	1.7%
Police Activity	-	1	4	5	1.6%
Bridge Strike	-	4	-	4	1.5%
Dispatcher	-	-	2	2	0.8%
Speed Restrictions	-	2	-	2	0.8%
Deer Strike	1	-	-	1	0.4%
Operational Testing	1	-	-	1	0.4%
Trespasser	1	-	-	1	0.4%
<b>Total Delays</b>	<b>86</b>	<b>104</b>	<b>104</b>	<b>294</b>	<b>100.0%</b>



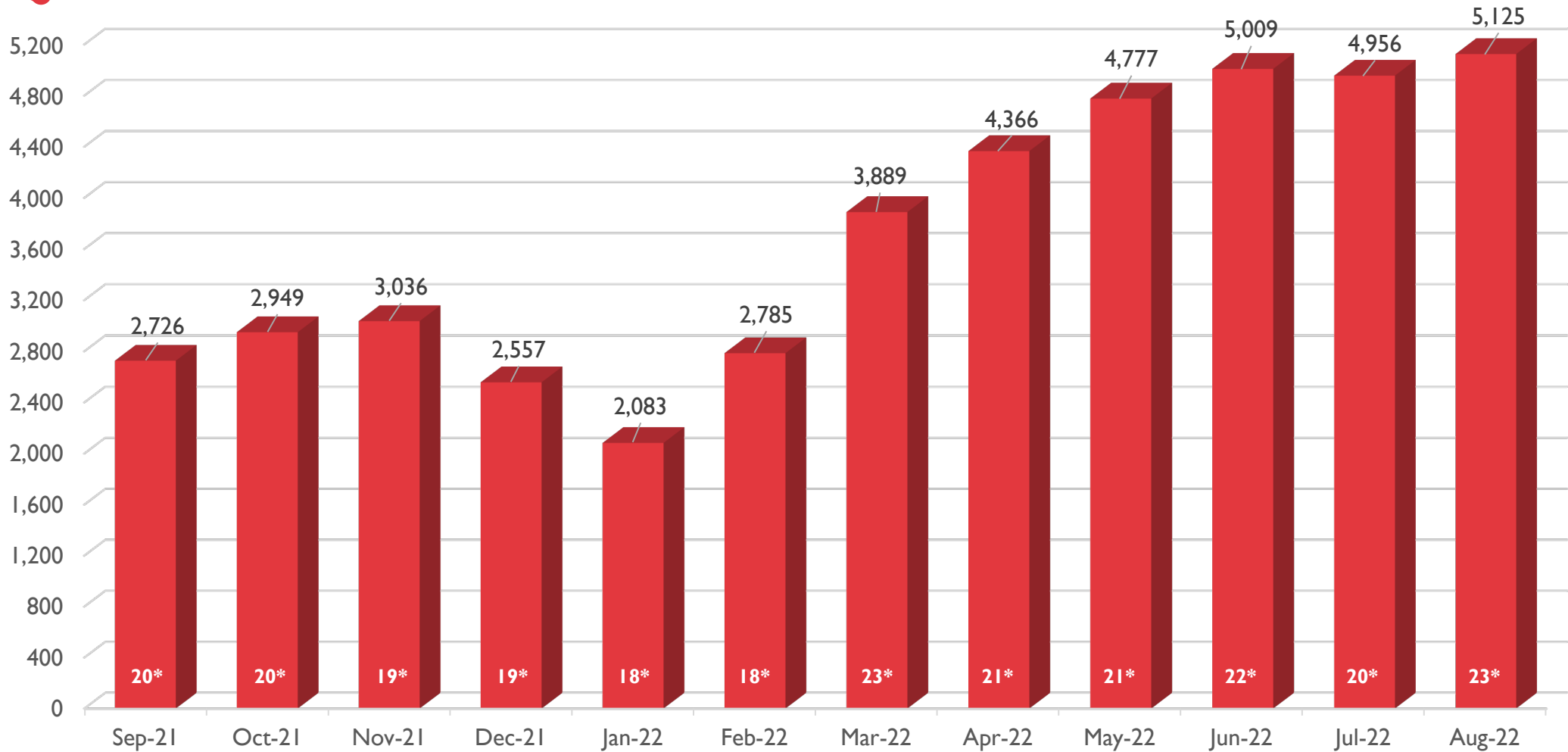
# CEO REPORT – MONTHLY RIDERSHIP



\*service days per month



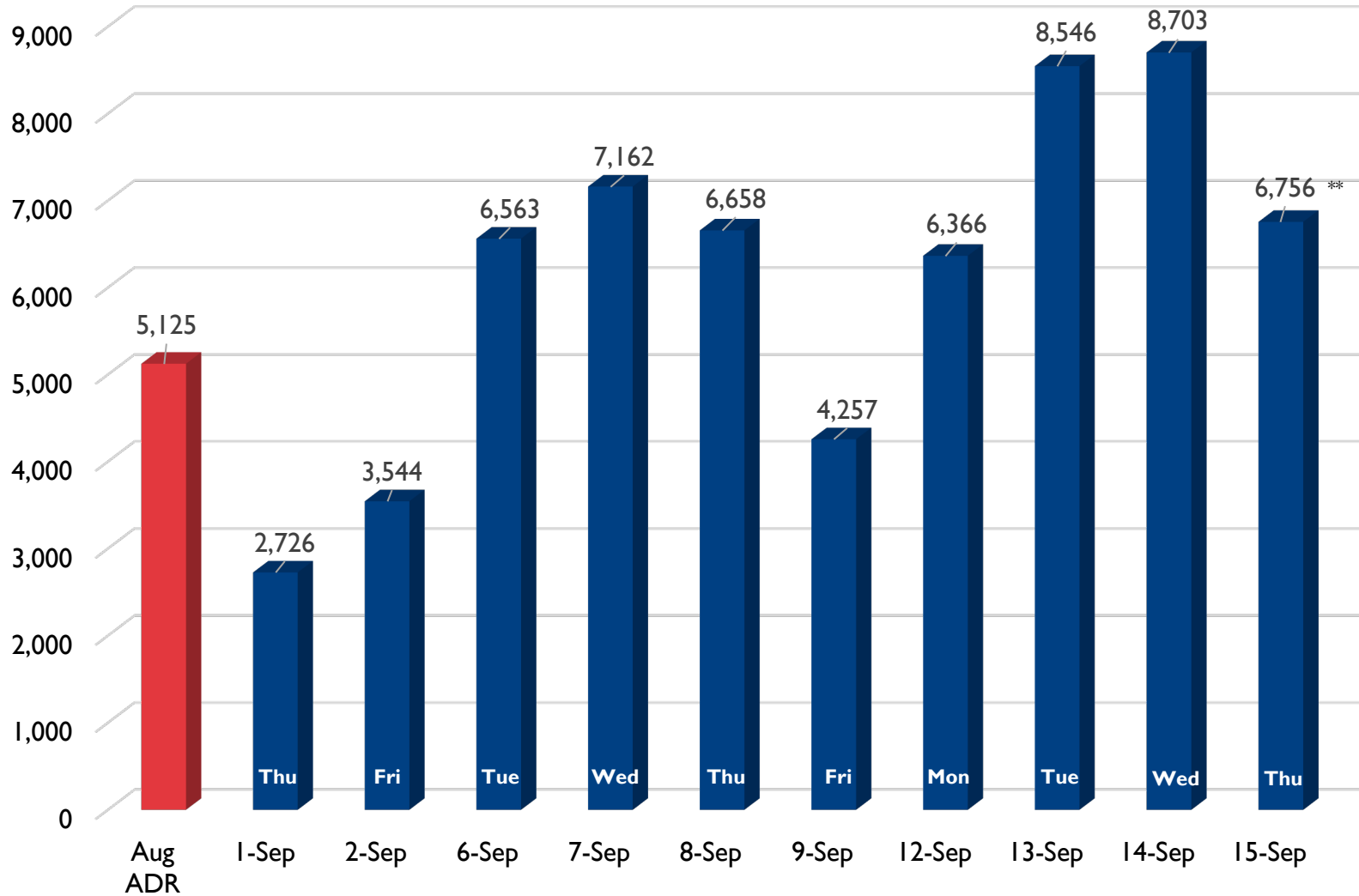
# CEO REPORT – AVERAGE DAILY RIDERSHIP



\*service days per month



# CEO REPORT – FARE-FREE RIDERSHIP\*



\*Exclusive of riders boarding at Alexandria and Crystal City

\*\*Estimate







## Survey At-a-Glance

- June 8, 2022
- A.M. service
- Both lines
- 1,443 surveys completed

**45%**  
participation rate

## VRE MOBILE



has become the premier option for purchasing tickets!

2022 — **49%**  
2019 — **33%**



Federal workers & military personnel continue to make up the majority of VRE riders

# Virginia Railway Express 2022 Customer Service Survey Highlights

## Highest Scorecard Ratings



### Customer Service

- Responsiveness of VRE Staff (95%)
- Friendliness of VRE Staff (94%)

### Train Crew Members

- Present a Professional Appearance (98%)
- Are Knowledgeable about VRE Operations & are Helpful and Courteous (96%)

### VRE Operations

- Seat Availability (97%)
- Cleanliness of Trains (97%)

## More From the Scorecard

Respondent 'Overall' Scores

**82%** Overall Communications w/ Passengers

**96%** Overall Crew Performance

**94%** Overall Service Quality

"VRE Staff & Service"

"Clean & comfortable trains"

Respondents Appreciate

"Feeling safe" "Reliability"

"Overall Great Service"

"Great conductors"

"Friendliness of Staff"



## Interesting Rider Patterns

**48%** of Respondents boarded from the southern most stations on the Fredericksburg line

**87%** of riders travel to core stations (Alx-Union) w/ #1 = L'Enfant (**46%**)



Respondents riding VRE for

**30%** (2022)

10+ years

**24%** (2019)

**49%** (2022)

**18%** (2019)

Respondents riding VRE 3 days/week or <

## About VRE Riders

- 71% telework 3 days/week or more
- 78% have household income of >\$100K
- 78% are Black or White
- Majority are between 45 and 64 years of age



Respondents expressed a desire for...

- ~Weekend Service
- ~Wi-Fi
- ~More Frequent Trains
- ~Return of the Step-Up Program
- ~Better PA system- clarity & frequency
- ~Return of pre-pandemic (previous) schedules

Down from **68%** in 2019

**#1**

Monthly ticket sales continue to be most popular ticket purchase (**43%**) in 2022

### WORTHY MENTION!

Many Respondents commented similarly to, "Looking forward to more frequent trains!"

# CEO REPORT – NEW STAFF



**Trinette Broussard**  
Contracts Administrator



**Carol Kristofik**  
Revenue Staff Accountant

# CEO REPORT – QUESTIONS?



# VRE RIDERS' & PUBLIC COMMENT



**Margaret Franklin**  
VRE Operations Board Chair  
Prince William County



# COMMUTER RAIL OPERATIONS TASK ORDER FOR TRACK INFRASTRUCTURE MAINTENANCE FOR THE CROSSROADS AND BROAD RUN MAINTENANCE AND STORAGE FACILITIES

## Recommendation:

The VRE Operations Board is asked to issue a maintenance services for commuter rail task order to Keolis Rail Services Virginia, LLC for track infrastructure maintenance at the Crossroads and Broad Run Maintenance and Storage Facilities in the amount of \$279,339, plus a 10 percent contingency of \$27,934, for a total not to exceed \$307,273.

## Summary:

VRE has identified track within the Crossroads and Broad Run Maintenance and Storage Facilities in need of repair. This authorization will allow VRE to issue a task order to Keolis Rail Services Virginia, LLC for track maintenance to ensure all tracks controlled by VRE are maintained in a state of good repair.



**Margaret Franklin**  
VRE Operations Board Chair  
Prince William County



**Rich Dalton**  
VRE CEO



# AUTHORIZATION TO ISSUE AN MEC VII TASK ORDER FOR ENGINEERING OVERSIGHT FOR NEW PASSENGER RAILCARS II

## Recommendation:

The VRE Operations Board is asked to authorize the CEO to issue a mechanical engineering consulting services task order to STV Inc. for engineering oversight for new passenger railcars II in the amount of \$1,359,164, plus a 10 percent contingency of \$135,916, for a total not to exceed \$1,495,08.

## Summary:

The Federal Transit Administration, Federal Railroad Administration and other regulating or investing partners require VRE perform engineering oversight for design reviews, first article inspections, in-plant inspections, and on-site inspections of all new passenger railcars. This action will provide those services through a task order with STV Inc. for VRE's base order of 21 new passenger railcars.



**Margaret Franklin**  
VRE Operations Board Chair  
Prince William County



**Rich Dalton**  
VRE CEO



# AUTHORIZATION TO AMEND CONTRACT AND A TASK ORDER FOR MAINTENANCE SERVICES FOR VRE FACILITIES

## Recommendation:

The VRE Operations Board is asked to authorize the CEO to amend the contract with NVE, Inc. of Reston, Virginia, for maintenance services for VRE facilities. Additional contract authority is needed for the final year of this contract in the amount of \$400,000, plus a 10% contingency of \$40,000, for a total increase of \$440,000. This will increase the authorization for the five-year term of this contract from \$6,150,870 to a total amount not to exceed \$6,590,870. This contract includes base work along with task order work.

The VRE Operations Board is also asked to authorize the CEO to amend a task order under the maintenance services for VRE facilities contract with NVE, Inc. for comprehensive on-call services, including miscellaneous repair, installation and inspection services, electrical, lighting, generator and plumbing service and repairs, HVAC service and repairs, and elevator service and repairs, in an amount of \$360,000, plus a 10% contingency of \$36,000, for a total of \$396,000. This will increase the total authorization for this task order from \$1,728,250, to a total amount not to exceed \$2,124,250.

## Summary:

This action will provide ongoing maintenance services at 18 rail stations, two rail storage yards, headquarters, and satellite office spaces. The task order amendment will enable ongoing, comprehensive repair, installation, and inspection services of small to medium effort to be performed through the expiration of the contract term in May 2023.



**Margaret Franklin**  
VRE Operations Board Chair  
Prince William County



**Rich Dalton**  
VRE CEO



# REFERRAL OF THE PRELIMINARY FY 2024 VRE OPERATING AND CAPITAL BUDGET TO THE COMMISSIONS

## Recommendation:

VRE's preliminary FY 2024 operating budget totals \$111.0 million, which includes operations, maintenance, and debt service. This preliminary budget represents an increase of \$13.2 million or 13.5% over the approved FY 2023 operating budget of \$97.8 million, though \$7.5 million of that increase is due to debt service on the recently issued Series 2022 Bonds that is supported by dedicated Commuter Rail Operating and Capital (CROC) funds. The preliminary operating deficit for the FY 2024 budget is \$31.8 million, but this figure does not include the use of available federal pandemic relief funds to replace lost passenger and operating assistance revenues.

VRE's preliminary FY 2024 capital budget includes commitments of \$65.4 million from federal, state, regional and local funding sources towards the Capital Improvement Program. VRE continues to work closely with other agencies to advance capital projects that are critical to the Transforming Rail in Virginia program and to expanding commuter and intercity rail across the commonwealth.

## Summary:

VRE faces a range of “key issues” that can be divided into two main groups. The first includes macroeconomic factors and state- or national-level policies that are outside of VRE's direct control, but which must be addressed in the budget. The second consists of specific policy issues that the Operations Board and the commissions must consider as we continue to move into the “post-pandemic” world.



**Mark Schofield**  
VRE CFO



**Rich Dalton**  
VRE CEO





## BASELINE EXPENSES (FY 2023 VS. PRELIMINARY FY 2024)

Budget Area	Increase
Keolis operations	\$1,202,500 (+6.8%)
Keolis maintenance	\$720,500 (+8.2%)
Host railroad access fees	\$1,076,000 (+5.3%)
Amtrak services	\$148,000 (+3.2%)
Diesel fuel	\$510,000 (+11%)
Program management support	\$800,000 (new)
All other departmental costs	\$1,244,338 (+3.5%)

## TRV & PLANNED ADDITIONAL SERVICE

- First opportunity to improve service frequency as part of TRV
- Not included in preliminary budget
- Estimated net cost of new round-trip train on each line:
  - Fredericksburg: \$2.5 million
  - Manassas: \$2.1 million
- If consensus is to introduce service in FY 2024, incremental costs and revenues will be incorporated into budget



## RIDERSHIP & FARE REVENUE



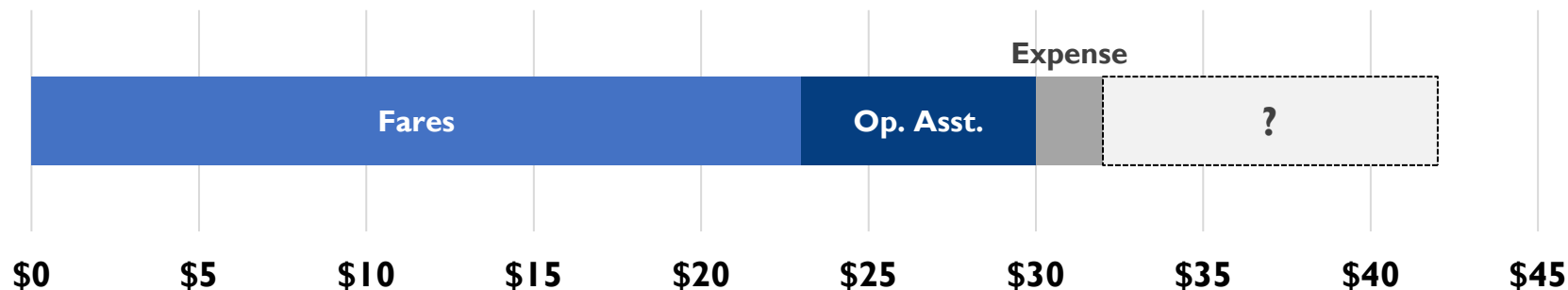
- No fare changes proposed
- FY 2023 average ridership projected at 8,000/day – steadily increasing over 12 months, ~\$25 million fare revenue
- FY 2024 preliminary ridership projected at 10,000/day, ~\$29 million fare revenue
- Expect average fare to decline from current levels as shorter trips return and ticket buying behavior evolves

## STATE & LOCAL ASSISTANCE

- Preliminary budget includes \$18.3 million jurisdictional subsidy:
  - Return to FY 2021 level
  - Relief provided in both FY 2022 (\$4.8 million) and FY 2023 (\$13.5 million)
- Allocation of subsidy will depend on rider survey results:
  - Survey scheduled for first week of November (after BL/YL shutdown)
  - Will have preliminary results for review at November Board meeting
- VPRA providing 84% track access fee reimbursement
- Preliminary projection of DRPT state operating assistance is a decline from \$12 million to \$5 million

# OUTLOOK ON PANDEMIC RELIEF FUNDS

- CARES Act funds (\$7 million remaining) on track to be fully expended by FY2023-Q1, will transition to using American Rescue Plan (ARP) funds
- Deficit in preliminary FY2024 budget is \$32 million – would be supported by ARP funds
- Dollar-for-dollar tradeoffs in pandemic relief vs. other revenue sources:



# SOLAR POWER AT VRE STATIONS

## Background:

In January 2022, VRE requested (through a task order under the mechanical engineering consulting services contract) that STV Inc. update the 2012 Solar Power Options Investigation Report. The goal of this study update was to assess the viability and rationale of implementing solar power generation as an adjunct to the existing utility power system on the VRE system. Specifically, STV was asked to provide recommendations for applying solar power generation technology to reduce the cost and environmental impact of VRE's electric energy consumption as well as increase the reliability of lighting and communications systems at passenger station locations.

## Investigation:

Following a desktop review of all VRE passenger stations and site visits to six stations, a conceptual design was developed by STV and its subconsultant, DRM, for a solar power photovoltaic (PV) system at two stations: Lorton and Spotsylvania. The primary metrics considered in this study were the application of solar technology, the costs to install the solar equipment, and the annual savings on electricity anticipated.



**Dallas Richards**  
VRE Chief Engineer



**Rich Dalton**  
VRE CEO



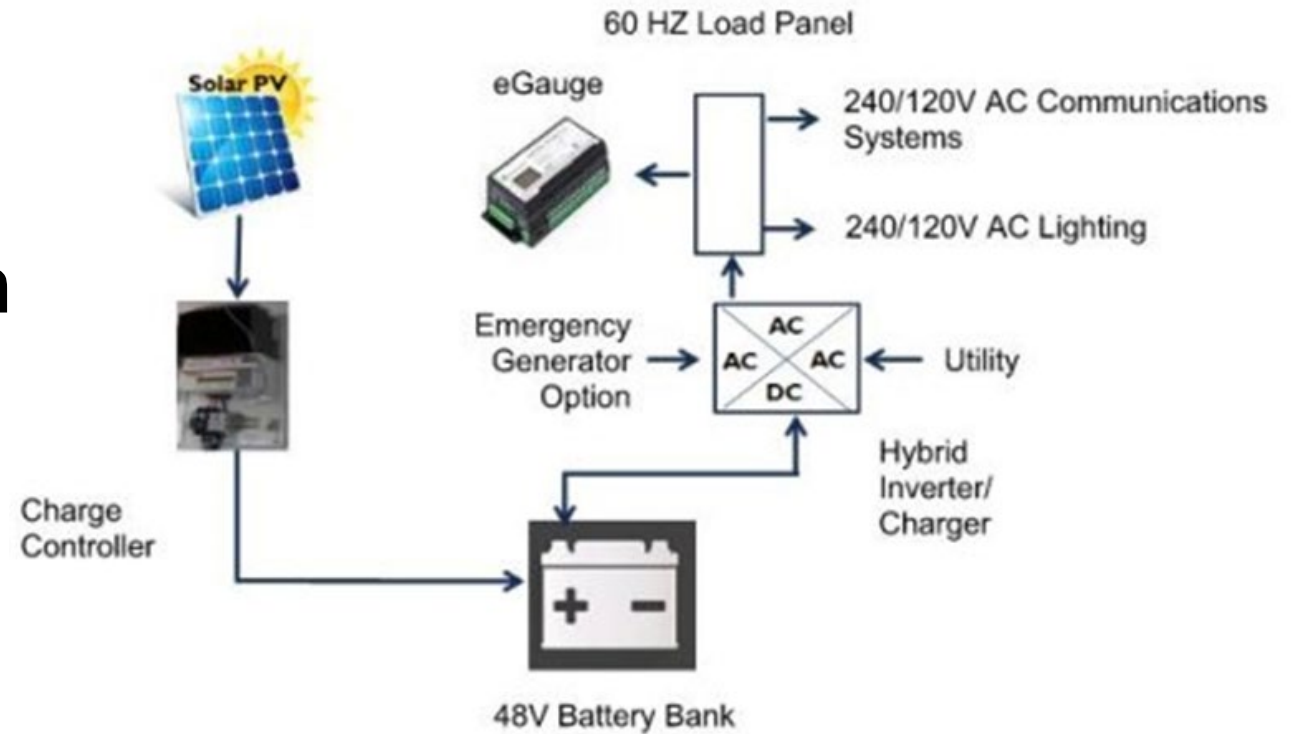
## SOLAR POWER STUDY

- ❖ Update of VRE's 2012 Study
- ❖ New Technologies (esp. battery)
- ❖ Reduced Costs / More Common
- ❖ System-wide Evaluation (Desktop)
- ❖ Field Investigation of Eight Stations
- ❖ Concept Design of Two Stations
- ❖ Next Steps: Proof of Concept Design and Construction



# SOLAR POWER STUDY

- ❖ Four Supply Sources
- ❖ 80% Utility Usage Design
- ❖ Reduces need for Generators
- ❖ Remote Monitoring





# SOLAR POWER STUDY



Location	Estimated Cost	Annual Energy Cost	Energy (kWh)	GHG Avoided (Tons CO2 Eq)
Lorton	\$105,000	\$2,644	28,258	22.1
Spotsylvania	\$155,000	\$3,969	44,682	34.9

# SOLAR POWER STUDY – QUESTIONS?



# PREFERRED ALTERNATIVE FOR L'ENFANT TRACK AND STATION IMPROVEMENTS

Staff will present the results of the L'Enfant Track and Station Improvements Alternatives Analysis, undertaken over the past 18 months. The Operations Board will be asked to approve a preferred alternative for the improvements to advance for more detailed design and environmental investigations at its October 2022 meeting.



**Christine Hoeffner**  
VRE



**Rich Dalton**  
VRE CEO



# EXISTING VRE STATION AND PLATFORM FEATURES

- Side Platform, one track edge
- Length: 550 ft
- Area: 7,430 sf
- Width: ~12.5 ft
- Egress/Accessibility
  - » Two staircases (6<sup>th</sup> and 7<sup>th</sup> St.)
  - » One ADA ramp (7<sup>th</sup> St./Hancock Park)



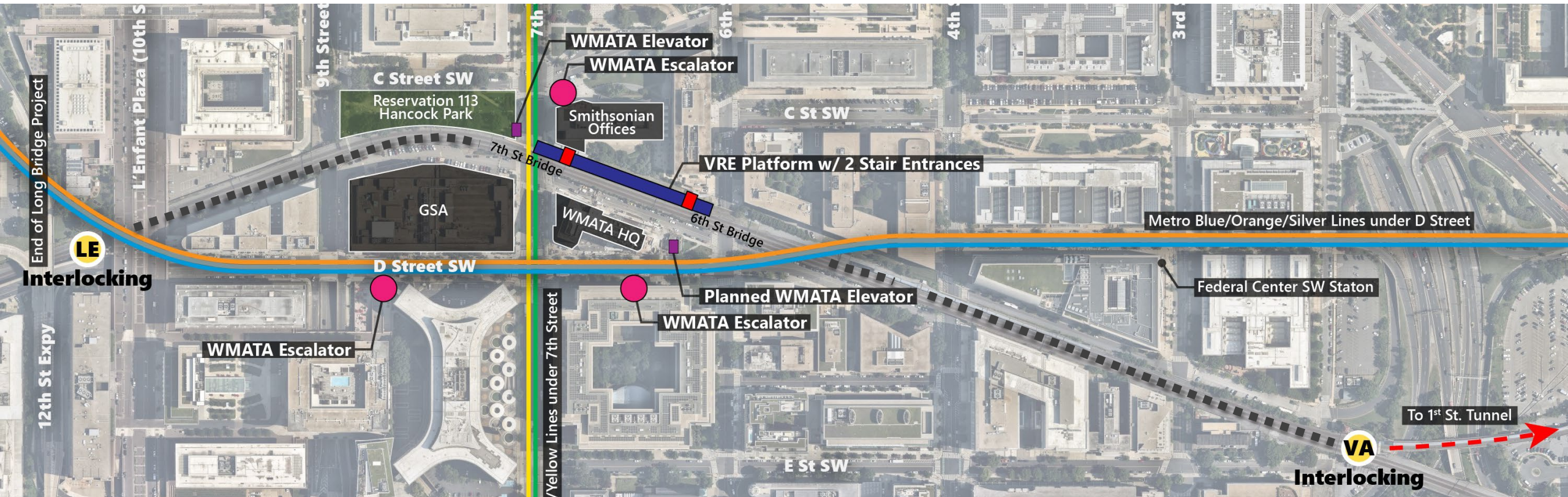
# PROJECT DESCRIPTION

The L'Enfant Track and Station Improvements Project will enhance rail operations and increase capacity at the Virginia Railway Express (VRE) L'Enfant Station by adding a fourth track between 4<sup>th</sup> and 12<sup>th</sup> Streets, SW, and constructing a larger station platform that will have more space for passengers and be able to serve two trains at a time. The project also aims to improve multimodal access to the station by providing multiple, accessible station entrances that offer convenient connections to the nearby L'Enfant Plaza Metrorail station, bus transit, and local destinations.



# ALTERNATIVES ANALYSIS: DESIGN OBJECTIVES

- Add a continuous 4th track between LE and VA interlockings
- Provide a center island platform with 2 track edges
- Serve 2 full-length trains simultaneously
- Provide sufficient platform area for anticipated ridership
- Remain within existing railroad right-of-way to extent practicable
- Enhance regional and local connectivity



# EVALUATION PROCESS

Universe of Options – 5 Alternative Concepts

**STEP 1:  
FEASIBILITY**

Island platform with two platform edges that can accommodate two trains simultaneously

Remain within existing railroad right-of-way, if practicable

Continuous fourth track for the full length of the project limits

Schematic Design of Alternatives – 2 of 5 Initial Concepts Evaluated Further

**STEP 2:  
EFFECTIVENESS**

Enhance regional connectivity

Enhance local connectivity

Enhance user experience and integrate station with surrounding community

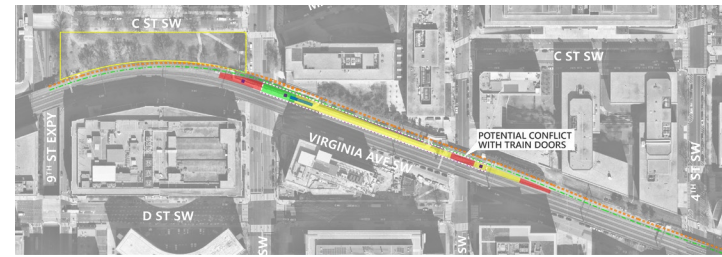
1 Preferred Alternative

**WE ARE HERE**

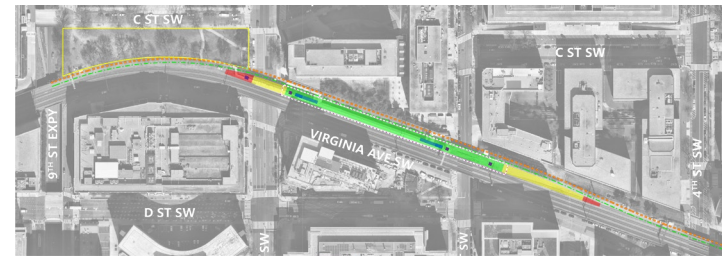


# 5 ALTERNATIVE CONCEPTS IDENTIFIED

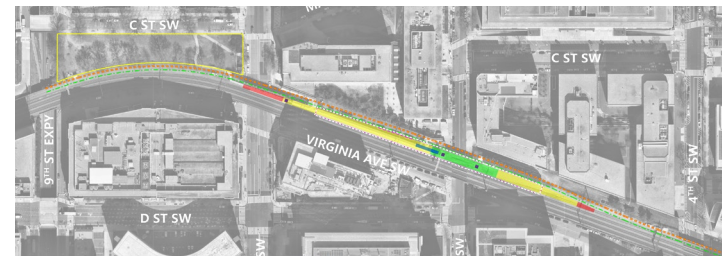
Alternatives		1	2	3	4	5
Station Design Objective	Minimum Platform Length Provided	✓	✓	✓	✗	✓
	Passengers can Board/Alight from all Train Cars	✗	✓	✓	✓	✓
	Majority of platform 24 feet wide	✗	✓	✗	✗	✗
	Min. one ADA access point (elevator)	✓	✓	✓	✓	✓
	Two station access points possible	✓	✓	✓	✗	✗
ROW Design Objective	Proposed improvements fit within existing railroad ROW, if practicable	✗	✗	✓	✓	✗
Track Design Objective	Track centers and geometry conform to VRE/CSXT standards	✓	✓	✓	✓	✓
	Min. authorized train speeds maintained	✓	✓	✓	✓	✓
	Track interlockings allow for interoperability between Tracks 2/3	✓	✓	✓	✓	✗
	Horizontal/vertical clearances at station conform to VRE/CSXT standards	✓	✓	✓	✓	✓



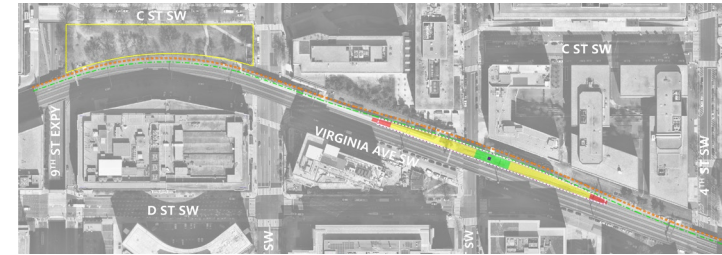
Concept 1



Concept 2



Concept 3



Concept 4



Concept 5

<ul style="list-style-type: none"> <li>— Property Lines</li> <li>— Track Alignment</li> <li>..... Edge of Bridge/Track Area</li> <li>[- - -] Minimum Length to Serve 8-Car Train (min. 680')</li> </ul>	<p>Platform Width</p> <ul style="list-style-type: none"> <li>■ 24' (usable platform edge)</li> <li>■ 14'-24' (usable platform edge)</li> <li>■ &lt;14' (unusable platform edge/queuing area)</li> </ul>	<p>Station Egress</p> <ul style="list-style-type: none"> <li>■ Elevator (potential)</li> <li>■ Stairs (potential)</li> </ul>
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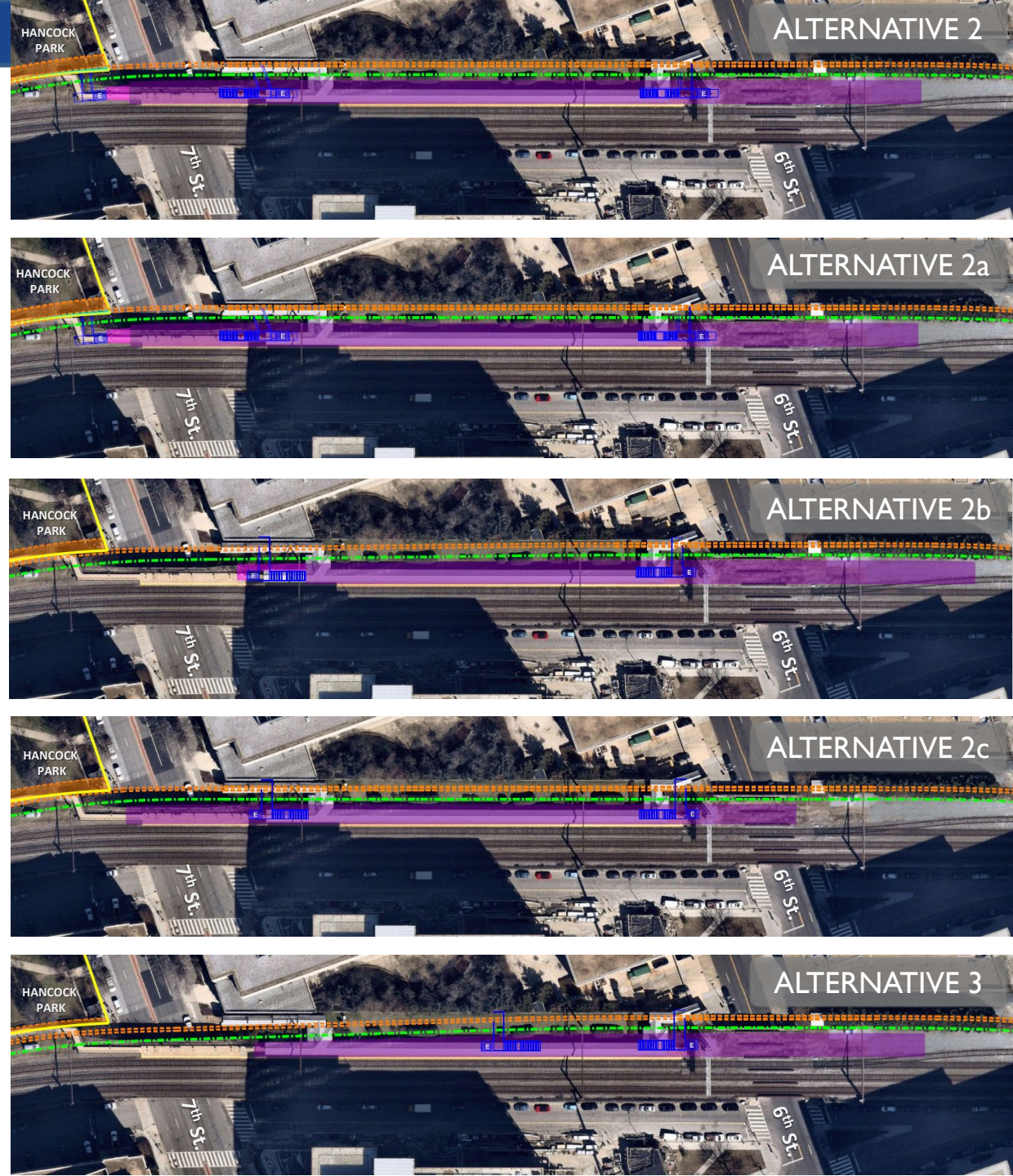


# Secondary Alternatives Screening

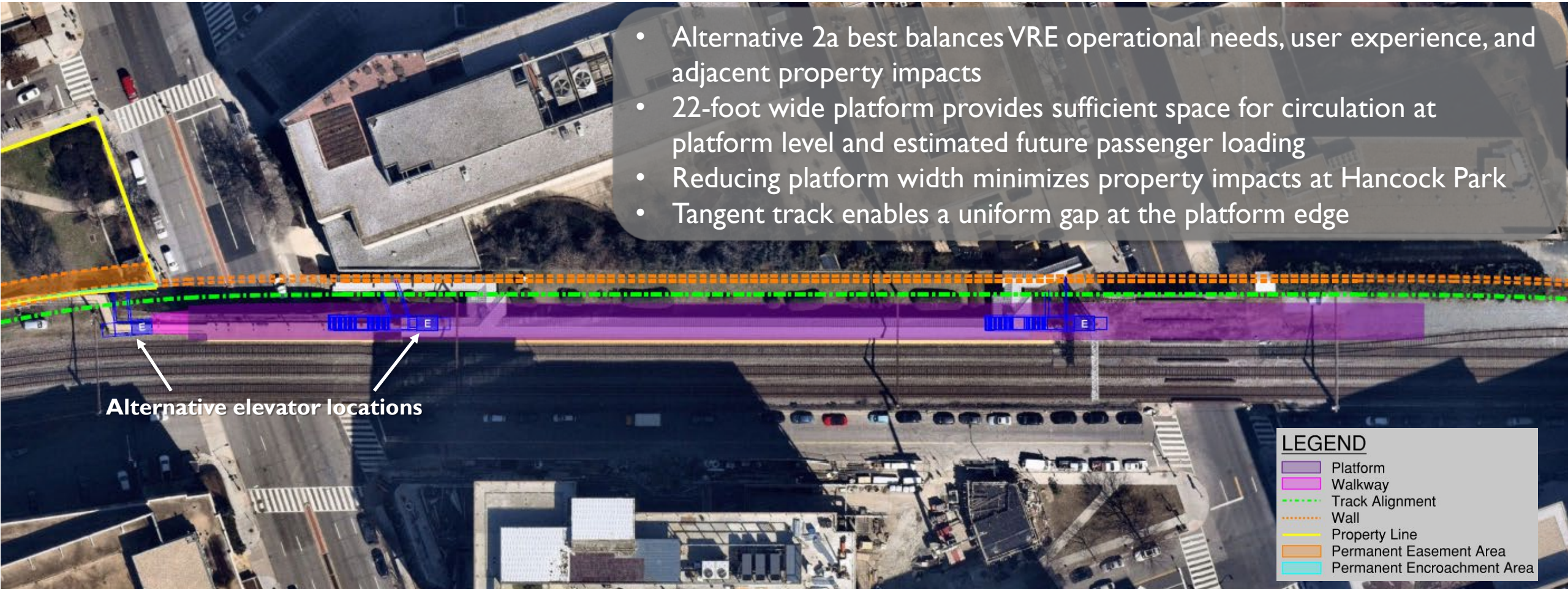
- Concepts 2 and 3 from initial screening carried forward
- Specific locations for stairs and elevators determined
- Potential VRE elevator adjacent to Metro Station 7<sup>th</sup> St. elevator investigated
- Platform width and track alignment modifications investigated (Alternatives 2a, 2b, 2c) to minimize adjacent property impacts

Alternatives	2	2a	2b	2c	3
Platform Width Maximized (feet)	24	22	24 max.	20	24 max.
VRE Elevator Adjacent to Metro Station Elevator Potentially Feasible	✓	✓	✗	✗	✗
Platform Capacity for Passenger Waiting Meets Min. Requirement	✓	✓	✓	✗	✓
Tangent Track at Platform Edge/Uniform Gap Width	✓	✓	✗	✓	✗
Meets ADA Requirements for Platform Circulation	✓	✓	✓	✗	✓
Avoids Physical Impact to Hancock Park	✗	✗	✗	✗	✓

Note: Platform tapers at ends with Alternative 2b and Alternative 3



# RECOMMENDED ALTERNATIVE TO ADVANCE (ALTERNATIVE 2a)



- Alternative 2a best balances VRE operational needs, user experience, and adjacent property impacts
- 22-foot wide platform provides sufficient space for circulation at platform level and estimated future passenger loading
- Reducing platform width minimizes property impacts at Hancock Park
- Tangent track enables a uniform gap at the platform edge

Alternative elevator locations

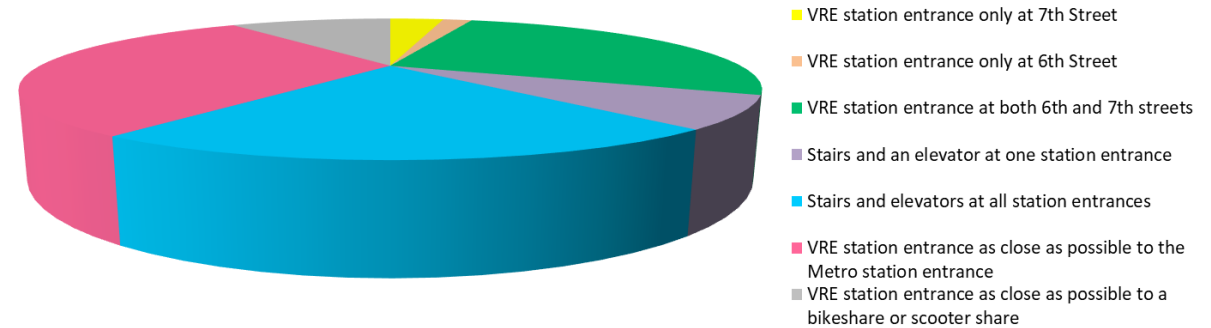
## LEGEND

- Platform
- Walkway
- Track Alignment
- Wall
- Property Line
- Permanent Easement Area
- Permanent Encroachment Area

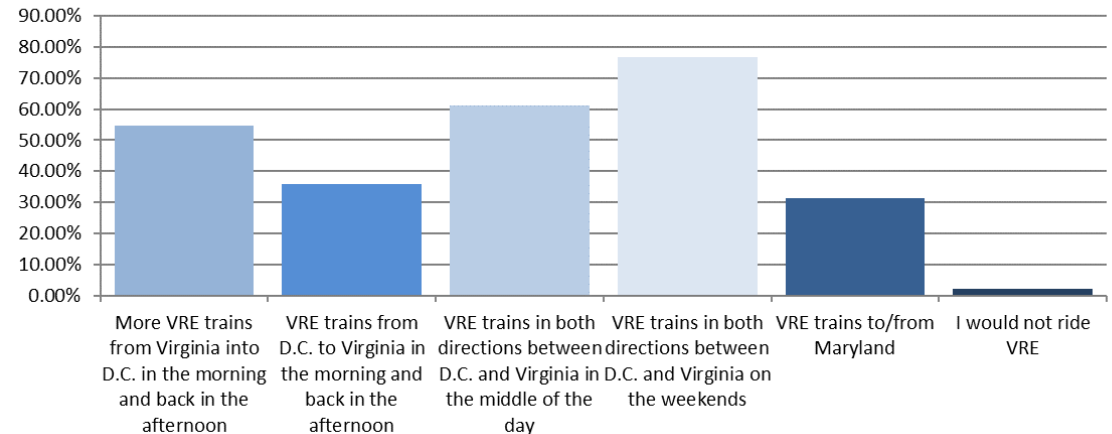
# STAKEHOLDER FEEDBACK

- Stakeholder and Agency Working Group Meetings
  - » 4 meetings, 23 organizations represented
  - » Attendees expressed general support for the Preferred Alternative
  - » Specific areas of interest include architectural design of the station, connections to the L'Enfant Plaza Metro Station, and impacts to Hancock Park.
- Outreach Events
  - » Broad support for station expansion and expanded VRE service
  - » Meet the Management June 2022
  - » Southwest DC Community Events June, September 2022
  - » ANC 6D and Southwest BID Meetings
- Online Survey June-September 2022
  - » 208 responses as of September 12<sup>th</sup>
  - » Requests for benches, full canopy, direct Metro connection

VRE proposes expanding the L'Enfant Station in the same general location as the current station between 6th and 7th streets, SW. Please select the station option(s) you prefer (check all that apply).

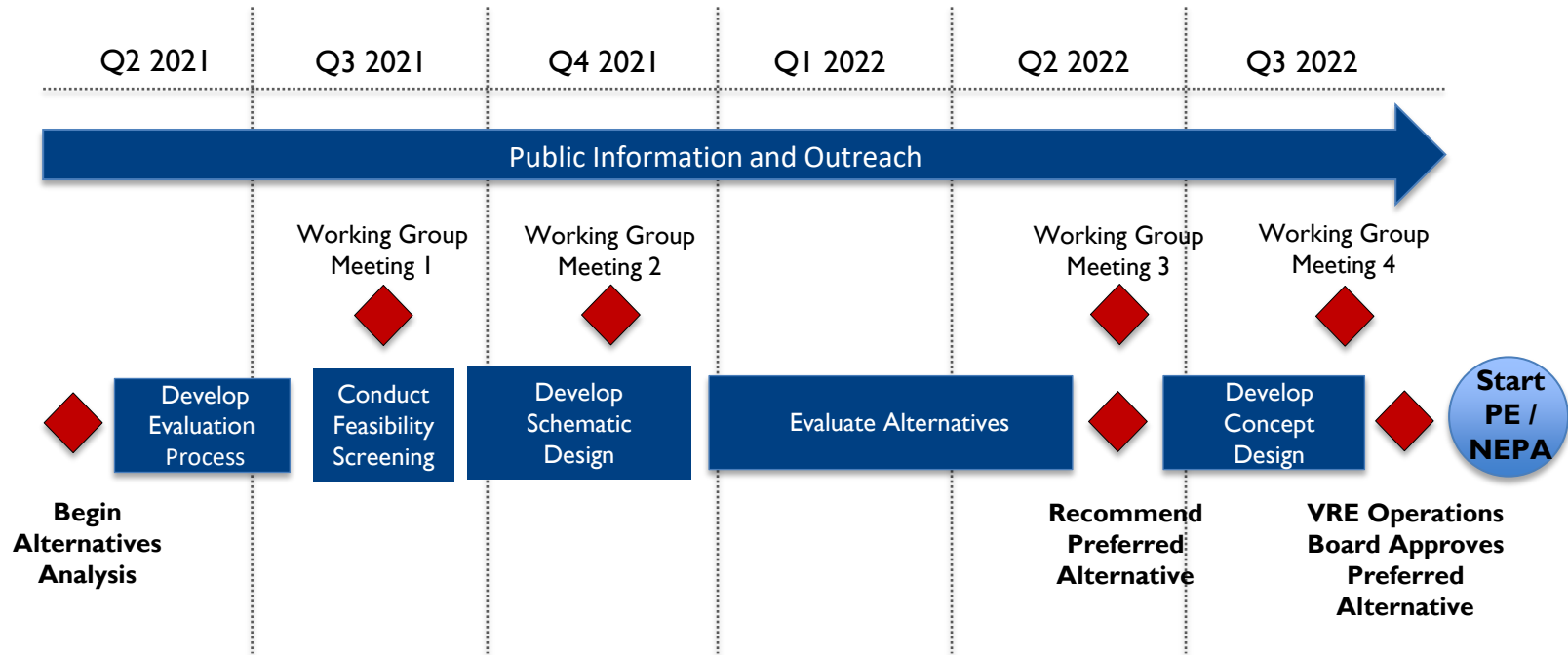


If you don't ride VRE, would you consider riding if VRE service were expanded to include the following? (check all that apply)



# PROJECT SCHEDULE

- Alternatives Analysis continues through September 2022
  - » Initial stakeholder outreach concluded
  - » Concept Design for Preferred Alternative complete
  - » VRE Operations Board Information Item
- October 2022 VRE Operations Board Approves Preferred Alternative
- Preliminary Engineering and National Environmental Policy Act (NEPA) Review 2022-2024
- Final Engineering Design 2024-2026
- Construction 2026-2028



## ALTERNATIVES ANALYSIS PROCESS

### PROJECT WEB SITE

<https://projects.vre.org/list>

Click the link to the L'Enfant Track and Station Improvements project under Passenger Station Facilities

Email feedback to [lenfantstationimprovements@vre.org](mailto:lenfantstationimprovements@vre.org)

# PREFERRED ALTERNATIVE FOR L'ENFANT TRACK AND STATION IMPROVEMENTS – QUESTIONS?



# UPDATE ON RECENT AND PLANNED ACTIVITIES: SYSTEM PLAN 2050 UPDATE

On May 20, 2022, the VRE Operations Board authorized the issuance of a general planning consulting services task order with STV, Inc. to initiate the first phase of the System Plan 2050 update. The scope of this comprehensive system plan update is structured into three discrete phases. Phase I involves:

- Establishment of a defined set of plan goals and initiatives
- Initiation of external partner agency coordination and public outreach
- Establishment of a baseline 2030 and 2050 ridership projection
- Identification of “future markets” analysis for VRE service through 2050

Staff will now facilitate discussion on the System Plan 2050 vision, goals, and initiatives, and present findings to date regarding baseline ridership growth and potential new markets.



**Christine Hoeffner**  
VRE



**Rich Dalton**  
VRE CEO



# SPENDING AUTHORITY REPORT

On September 18, 2020, the VRE Operations Board approved increasing the CEO'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 July 14, 2022, VRE issued a task order in the amount of \$154,146 to Keolis Rail Services Virginia, LLC under the maintenance services for commuter rail contract for the replacement of rolling stock external carboy signage.
- On July 14, 2022, VRE issued a task order in an amount not to exceed \$54,895 to Keolis Rail Services Virginia, LLC under the maintenance services for commuter rail contract to complete repairs on an as-needed basis to the facilities at Crossroads and Broad Run during fiscal year (FY) 23.
- On July 14, 2022, VRE issued a task order in an amount not to exceed \$140,745 to Keolis Rail Services Virginia, LLC under the maintenance services for commuter rail contract to complete repairs on an as-needed basis to the track at the Crossroads and Broad Run Maintenance and Storage facilities during FY 23.



**Rich Dalton**  
VRE CEO



# SPENDING AUTHORITY REPORT

- On July 20, 2022, VRE issued a task order in the amount of \$137,389 to STV Incorporated under the general planning consulting services contract to provide Virginia Pollutant Discharge Elimination System (VPDES) stormwater general permit compliance for the Crossroads and Broad Run Maintenance and Storage facilities.
- On July 20, 2022, VRE issued a sole source blanket purchase order in an amount not to exceed \$70,000 to Alban Tractor LLC (Alban CAT) to acquire filters and thermostats on an as-needed basis for the head end power systems on VRE's fleet of locomotives.
- On August 11, 2022, VRE issued a task order in an amount not to exceed \$100,907 to Vanasse Hangen Brustlin, Inc. (VHB) under the general planning consulting services contract to provide planning, reporting, and project development activities on an as needed basis to supplement staff capacity and capabilities. Tasks to be completed by VHB will be of short duration and will require prompt action.
- On August 15, 2022, VRE issued a sole source blanket purchase order in an amount not to exceed \$60,000 to TransTech to acquire toilet cleaning supplies on an as-needed basis, including chlorinating slugs and sanitizer, to maintain the toilet systems on board VRE's passenger rail cars.



**Rich Dalton**  
VRE CEO





# SPENDING AUTHORITY REPORT

- On August 24, 2022, VRE issued a blanket purchase order in an amount not to exceed \$188,160 to Powersolv, Inc., utilizing an existing cooperative staff augmentation contract, to provide cybersecurity consulting support on an as-needed basis to conduct risk assessments, gap analyses, and to review and revise VRE's cybersecurity policies.
- On August 25, 2022, VRE issued a blanket purchase order in an amount not to exceed \$135,350 to Powersolv, Inc., utilizing an existing cooperative staff augmentation contract, to provide website support and maintenance services on an as-needed basis.



**Rich Dalton**  
VRE CEO



# OPERATIONS BOARD CLOSED SESSION

**Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711.A(3), (6) and (8) of the Code of Virginia), I move that the VRE Operations Board convene a closed meeting for the purpose of discussing one personnel matter relating to the performance of the Chief Executive Officer.**



**James Walkinshaw**

Vice Chair  
Fairfax County



# OPERATIONS BOARD CLOSED SESSION

**The livestream will recommence  
following this portion of the meeting**



# OPERATIONS BOARD CLOSED SESSION

**The VRE Operations Board certifies that, 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.**



**James Walkinshaw**

Vice Chair  
Fairfax County



# VRE OPERATIONS BOARD MEMBERS' TIME



Walter Alcorn  
Fairfax County



Sarah Bagley  
Alexandria



Andrea Bailey  
Prince William County



Margaret Franklin  
Prince William County



Monica Gary  
Stafford County



Lori Hayes  
Spotsylvania County



Matt Kelly  
Fredericksburg



Jeanine Lawson  
Prince William County



Mike McLaughlin  
Commonwealth of Virginia



Alanna Mensing  
Manassas Park



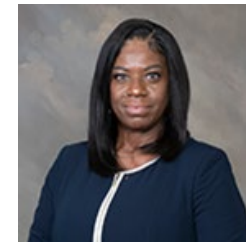
Ralph Smith  
Manassas



Dan Storck  
Fairfax County



James Walkinshaw  
Fairfax County



Pamela Yeung  
Stafford County



**THE SEPTEMBER 16, 2022 MEETING  
OF THE VRE OPERATIONS BOARD  
IS ADJOURNED**



[VRE.ORG](https://vre.org)



**THE SEPTEMBER 16, 2022 MEETING  
OF THE VRE LEGISLATIVE  
COMMITTEE IS UNDERWAY**



[VRE.ORG](https://vre.org)

