



Virginia Railway Express Operations Board

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VRE OPERATIONS BOARD MEETING

APRIL 16, 2010 9:30 AM
PRTC HEADQUARTERS
14700 POTOMAC MILLS ROAD

AGENDA

1. PLEDGE OF ALLEGIANCE
2. ROLL CALL
3. APPROVAL OF AGENDA
4. APPROVAL OF MINUTES FROM THE MARCH 19, 2010, VRE OPERATIONS BOARD MEETING
5. CHAIRMAN'S COMMENTS
6. CHIEF EXECUTIVE OFFICER'S REPORT
7. OPERATIONS BOARD MEMBER'S TIME
8. VIRGINIA RAILWAY EXPRESS RIDERS' AND PUBLIC COMMENTS
9. ACTION ITEMS
 - A. AUTHORIZATION TO RENEW THE MANASSAS WAREHOUSE LEASE
 - B. AUTHORIZATION TO AWARD A TASK ORDER FOR FINAL DESIGN WORK AT THE BROOKE VRE STATION

C. AUTHORIZATION TO EXECUTE FINAL YEAR OF MARKETING CONTRACT

D. AUTHORIZATION TO IMPLEMENT VRE SERVICE CHANGES

10. CLOSED SESSION

11. INFORMATION ITEM

A. POSITIVE TRAIN CONTROL IMPLEMENTATION PLAN

THE NEXT VRE OPERATIONS BOARD MEETING

MAY 21, 2010 - 9:30 AM



**VIRGINIA RAILWAY
EXPRESS**

BOARD MEMBERS

**PAUL MILDE
CHAIRMAN**

**SHARON BULOVA
VICE-CHAIRMAN**

**PAUL SMEDBERG
TREASURER**

**WALLY COVINGTON
SECRETARY**

**MAUREEN CADDIGAN
JOHN COOK
THELMA DRAKE
JOHN JENKINS
MATTHEW KELLY
SUHAS NADDONI
GARY SKINNER
SUSAN STIMPSON
JONATHAN WAY
CHRIS ZIMMERMAN**

ALTERNATES

**MARC AVENI
HARRY CRISP
MARK DUDENHEFER
BRAD ELLIS
JAY FISETTE
FRANK JONES
ROB KRUPICKA
JERRY LOGAN
MICHAEL MAY
JEFF McKAY
MARTIN NOHE
KEVIN PAGE
JOHN STIRRUP**

**DALE ZEHNER
CHIEF EXECUTIVE
OFFICER**

MINUTES

**VRE OPERATIONS BOARD MEETING
PRTC HEADQUARTERS – PRINCE WILLIAM COUNTY, VIRGINIA
APRIL 16, 2010**

MEMBERS PRESENT	JURISDICTION
Sharon Bulova (NVTC)**	Fairfax County
Maureen Caddigan (PRTC)	Prince William County
John Cook (NVTC)	Fairfax County
Wally Covington (PRTC)**	Prince William County
John D. Jenkins (PRTC)	Prince William County
Matthew Kelly (PRTC)**	City of Fredericksburg
Paul Milde (PRTC)	Stafford County
Gary Skinner (PRTC)	Spotsylvania County
Susan Stimpson (PRTC)	Stafford County
Jonathan Way (PRTC)	City of Manassas

MEMBERS ABSENT	JURISDICTION
Thelma Drake	DRPT
Suhas Naddoni (PRTC)	City of Manassas Park
Paul Smedberg (NVTC)	City of Alexandria
Christopher Zimmerman (NVTC)	Arlington County

ALTERNATES PRESENT	JURISDICTION
Kevin Page	DRPT

ALTERNATES ABSENT	JURISDICTION
Marc Aveni (PRTC)	City of Manassas
Harry Crisp (PRTC)	Stafford County
Mark Dudenhefer (PRTC)	Stafford County
Brad Ellis (PRTC)	City of Fredericksburg
Jay Fisetta (NVTC)	Arlington County
Frank C. Jones (PRTC)	City of Manassas Park
Rob Krupicka (NVTC)	City of Alexandria
Jerry Logan (PRTC)	Spotsylvania County
Michael C. May (PRTC)	Prince William County
Jeff McKay (NVTC)	Fairfax County
Martin E. Nohe (PRTC)	Prince William County
John Stirrup (PRTC)	Prince William County

STAFF AND GENERAL PUBLIC	
Donna Boxer – VRE	April Maguigad – VRE
Chris Dort – Union	Jennifer Mouchantaf – VRE
Anna Gotthardt – VRE	Sirel Mouchantaf – VRE
Kelly Hannon – Free Lance-Star	Corky Price – Union
Al Harf – PRTC staff	Lynn Rivers – Arlington County
Christine Hoeffner – VRE	Mark Roeber – VRE
Ann King – VRE	Mike Schaller – citizen
Mike Lake – Fairfax DOT	Brett Shorter – VRE
Bob Leibbrandt – Prince William Co.	Rick Taube – NVTC staff
Steve MacIsaac – VRE counsel	Dale Zehner – VRE

** Delineates arrival following the commencement of the Board meeting. Notation of exact arrival time is included in the body of the minutes.

Chairman Milde called the meeting to order at 9:32 A.M. Following the Pledge of Allegiance, roll call was taken.

Approval of the Agenda – 3

Ms. Caddigan moved, with a second by Mr. Jenkins, to approve the agenda. The vote in favor was cast by Board Members Caddigan, Cook, Jenkins, Milde, Page, Skinner, Stimpson and Way.

Minutes of the March 19, 2010, VRE Operations Board Meeting – 4

Mr. Cook moved, with a second by Mr. Skinner, to approve the minutes as presented. The vote in favor was cast by Board Members Caddigan Cook, Jenkins, Milde, Page, Skinner, Stimpson and Way.

Chairman's Comments – 5

Chairman Milde reported that VRE's on-time performance (OTP) has jumped back up after some storm related issues last month to over 90 percent systemwide, with 88.2 percent on the Fredericksburg line and 92.9 percent on the Manassas line. Cumulative ridership is up three percent compared to the same time last year. VRE is busy with many activities, including negotiating an access agreement with Amtrak, drafting a Positive Train Control Implementation Plan, transferring of operations to Keolis, planning the May 12th grand opening of the Woodbridge second platform, and meeting with Spotsylvania County in the near future to discuss locations of a new VRE station.

[Mr. Covington arrived at 9:34 A.M. and Ms. Bulova followed at 9:35 A.M.]

Mr. Zehner reported that the first new locomotive is scheduled to be delivered on July 1, 2010. Chairman Milde reminded Board Members that at last month's meeting Ms. Bulova suggested that the first locomotive be named in honor of Elaine McConnell. Chairman Milde thinks that this is a great idea. Ms. Bulova stated that Elaine McConnell, a former Fairfax County Board of Supervisor, was a strong advocate for commuter rail in Virginia before VRE even existed. Supervisor McConnell was a prime "mover and shaker" to get VRE started. She was a founding member of the VRE Operations Board when it first began.

Ms. Bulova moved, with a second by Mr. Jenkins, to name the first locomotive after Elaine McConnell. The vote in favor was cast by Board Members Bulova, Caddigan Cook, Covington, Jenkins, Milde, Page, Skinner, Stimpson and Way.

Mr. Covington asked if VRE could do an unveiling at the Manassas Railway Festival or some other event to commemorate this honor. Mr. Zehner stated that staff would look into this.

Chief Executive Officer's Report – 6

Mr. Zehner provided a more detailed report on on-time performance. On April 2nd there was a hostage incident in Alexandria which shut down all rail activity on CSX tracks for three hours, causing substantial VRE delays. If this day is not included in the report, VRE is running at 90 percent OTP. VRE crews are doing an excellent job, dispatching is doing better and customer complaints are way down. Mr. Zehner also reported that on May 4th, the Prince William County Board of Supervisors will vote on a recommendation for \$1.4 million of improvements to the infrastructure to add additional parking at Broad Run. In addition, the paving on the shoulder lanes on Piper Lane was completed this week. Staff will look at putting additional gravel on the shoulders of the access road.

Mr. Zehner announced that VRE is partnering with Fairfax County and the Washington Area Bicycle Association (WABA) to participate in the Bike to Work Day on May 21, 2010. The VRE Burke Centre station will be a key station and staff will be on hand to help with the event.

Mr. Zehner reported that fuel costs are currently \$900,000 below budget. Fuel prices are down slightly and VRE is using the F40 locomotives, which tend to burn more fuel, as protect locomotives that are used only when there are problems with the other locomotives in the fleet. Also putting locomotives on wayside power in the yards is also saving fuel. This is good news for the budget.

Mr. Zehner stated that VRE has received the Certificate of Achievement for Financial Excellence in Financial Reporting from the Government Financial Officers Association (GFOA) for the third consecutive year. This award is the highest form of recognition in government accounting and financial reporting.

Mr. Zehner reported that VRE's annual "Meet the Management" program began on April 7th at Union Station. Board Members are welcome to attend any or all of the events in their jurisdictions.

Mr. Zehner also reported that the 18th annual "Take Our Daughters and Sons to Work Day" is scheduled for April 22, 2010. VRE will allow children age 18 and younger to ride for free with an accompanying fare paying adult. No special I.D.'s will be needed on this day.

Operations Board Member's Time – 7

Mr. Way asked if VRE has an on-site inspection team for the new locomotives and Mr. Zehner replied that STV, Inc. is VRE's consultant and they have an on-site representative.

Ms. Stimpson stated that a constituent contacted her because there is no place in the Fredericksburg area where seniors can purchase discounted VRE tickets. Chairman Milde stated that the discount ticket policy was changed last year to eliminate ticket

fraud and abuse. Ms. Stimpson asked what percentage was ticket fraud and abuse. Mr. Zehner stated that there are no specific numbers but prior to the policy change, VRE sold approximately 18,000 discounted tickets and after the change it dropped to 12,000. He explained that any destination station has a vendor that is licensed to sell discount tickets to seniors, who have a valid driver's license showing proof of age over 65. Chairman Milde stated that they would have to purchase a one-way ticket at full fare and when they reach their destination station, they can purchase discount tickets. Ms. Stimpson stated that she realizes that the policy has already been changed, but she suggested that it be revisited because in her opinion it is a hardship issue for some people. Ms. Maguigad stated that discount tickets can also be purchased on-line through Commuter Direct.

Mr. Covington asked if it would be possible to have a mobile ticket vendor that sells discount tickets, which could be also done at "Meet the Management" events. VRE could also sell tickets at county meetings or town hall meetings where seniors may attend. The Manassas Rail Festival would also be a good location. Mr. Covington noted that this is a good time to provide this type of mobile service, since the summer months are coming, which are usually the months where VRE has additional capacity on the trains. Mr. Skinner suggested having a special kiosk at stations for seniors. Chairman Milde stated that this would still allow for fraud and abuse. Mr. Skinner stated that seniors could be given a special individualized code that would allow a discount ticket to be dispensed. Mr. Zehner stated that staff could look at these suggestions.

VRE Riders' and Public Comment – 8

There were no comments.

Authorization to Renew the Manassas Warehouse Lease – 9A

Mr. Zehner stated that Resolution #9A-04-2010 would authorize him to renew a contract with KAO Manassas Airport, LLC for warehouse space in an amount not to exceed \$141,436 for a 15 month term. Mr. Zehner explained that a search of available locations was conducted and a new location was considered cost prohibitive, primarily due to relocation costs. This space has proven essential for maintenance activities and will be adequate until the permanent VRE warehouse is completed in late 2011. The renewal includes the same terms and conditions of the current lease agreement with no changes. Funding is provided in the FY 2011 operating budget and will be included in subsequent budgets on an annual basis.

On a motion by Mr. Covington and a second by Ms. Caddigan, the Board unanimously approved the resolution. The vote in favor was cast by Board Members Bulova, Caddigan Cook, Covington, Jenkins, Milde, Page, Skinner, Stimpson and Way.

Authorization to Award a Task Order for Final Design Work at the Brooke VRE Station – 9B

Mr. Zehner stated that the VRE Operations Board is being asked to authorize him to execute a Task Order with AECOM for final design of the parking expansion at the Brooke VRE Station in an amount of \$232,000, plus a 10 percent contingency, for a total amount not to exceed \$255,200. Resolution #9B-04-2010 would accomplish this.

Mr. Zehner reported that the environmental and preliminary engineering for a parking expansion at the Brooke VRE station have been completed. The Federal Transit Administration (FTA) has issued final approval of the Environmental Assessment (EA) in March of 2010, and the property was acquired on March 5, 2010. The expansion project will yield approximately 230 spaces. Design work is expected to take six to eight months to complete.

Ms. Stimpson observed that the Leeland Road station is actually at a higher parking capacity rate than the Brooke station. She is reluctantly supporting this action. Mr. Zehner stated that staff is planning to provide construction costs for both the Leeland and Brooke projects to the Board so that the Board can then decide how to proceed. There is always a chance that both can be constructed.

[Mr. Kelly arrived at 9:55 A.M.]

Chairman Milde moved, with a second by Mr. Skinner, to approve the motion. The vote in favor was cast by Board Members Bulova, Caddigan Cook, Covington, Jenkins, Kelly, Milde, Page, Skinner, Stimpson and Way.

Authorization to Execute Final Year of Marketing Contract – 9C

Mr. Zehner reported that Resolution #9C-04-2010 would authorize him to execute the final option year of the marketing contract with Williams Whittle Associates of Alexandria, Virginia in an amount not to exceed \$400,000. Some of the services will include reprinting of schedules, posters, Rider's Guides, and brochures, as well as one marketing campaign potentially focusing on the proposed service change or directing passengers to stations where parking capacity exists. As the term of the contract will be complete on June 30, 2011, a procurement for those services will be initiated next winter.

Ms. Bulova moved, with a second by Mr. Skinner, to approve the resolution. The vote in favor was cast by Board Members Bulova, Caddigan Cook, Covington, Jenkins, Kelly, Milde, Page, Skinner, Stimpson and Way.

Authorization to Approve the Addition of an Early Morning Express Train on the Fredericksburg Line – 9D

Mr. Zehner stated that the Operations Board is being asked to authorize him to add an early morning express train on the Fredericksburg Line beginning July 19, 2010. Resolution #9D-04-2010 would accomplish this.

Mr. Zehner explained that as part of the FY 2011 budget presentation at the December Operations Board meeting, VRE staff presented a service expansion proposal designed to mitigate crowding on trains, fully utilize VRE equipment, provide expanded service, and increase ridership. The proposal included lengthening trains and adding an express train which required two morning trains (one on each line) and two evening trains (one on each line) to terminate and originate at the L'Enfant VRE station.

Mr. Zehner stated that VRE conducted an extensive public outreach campaign seeking comments on the proposal, including an on-line Survey Monkey. After preliminary review of the comments received, a modified proposal with three options was presented to the public and the deadline for comments was extended to March 31, 2010. Six public hearings were conducted and 68 people attended. Also, 2,744 surveys were completed on Survey Monkey. Mr. Zehner reported that nearly 45 percent of the official comments received expressed concern regarding the termination and origination of trains at L'Enfant. The consensus from these passengers was that reducing the amount of service available to them in order to provide seats to other passengers was unjust. The majority of passengers attending the hearings stated that they would prefer overcrowding to termination and origination of the trains at L'Enfant. Many riders also indicated that they would move to the train before or the train after the one proposed to terminate and originate at L'Enfant, further crowding those trains. It is estimated that at least 400-600 of current VRE riders would be disadvantaged or inconvenienced by terminating and originating at L'Enfant.

Therefore, Mr. Zehner explained that VRE staff is recommending a modified proposal in which an express train would be added to the Fredericksburg line. While initial thoughts were to have the express train terminate at L'Enfant, requiring an evening train to also originate at L'Enfant, the proposal is now to run a short express train that can be stored on the existing tracks at Ivy City (Union Station). The express train would depart Fredericksburg at 5:05 A.M. and make stops at Fredericksburg, Leeland, Brooke, Woodbridge, Alexandria, Crystal City, L'Enfant and Union Station. The train would be a four car consist (one locomotive and three railcars). All other trains would remain the same.

Mr. Zehner explained that the annual cost for operating the express train is estimated to be \$386,000. If 200 new trips are made on VRE, the train will be cost neutral. If only 160 new trips are made, the annual net cost would be \$106,000. VRE staff estimates a minimum of 160 new riders to VRE and expects the number to be closer to 200 after one year.

Ms. Bulova observed that this recommendations does not inconvenience any of VRE's riders and she thanked staff for coming up with a "win-win" situation.

Mr. Kelly stated that it is important to look to the future since the Fredericksburg region is one of the fastest growing regions in the Commonwealth and it will be even more important for VRE to keep the connection between that region and Washington, D.C. At some point, additional capacity will need to be looked at, including storage at the L'Enfant station. Mr. Kelly stated that another issue is the Step-Up ticket with Amtrak. Mr. Zehner stated that this issue has been discussed with Amtrak, but it is not part of the access agreement currently being negotiated. Once that agreement has been reached with Amtrak, then the Step-Up can be negotiated.

In response to Mr. Kelly's comments, Mr. Zehner observed that VRE has no funding for additional equipment and there are parking capacity issues at Leeland and Brooke, which are also costly. It is a matter of funding. Mr. Kelly stated that people need to understand that ultimately more trains and equipment will be needed to respond to capacity issues. Mr. Skinner agreed with Mr. Kelly's comments. When the Spotsylvania County station is open, ridership will increase significantly. Parking issues have kept some people from riding VRE. For the future, it is important that additional storage be identified. Since it is a funding issue, VRE may need to establish a reserve fund to react to the additional costs.

Mr. Way noted that it is interesting that only 16 people responded that they want express trains on the Manassas line. Ms. Mouchantaf speculated that the number of responses could be skewed because of the way the question was worded on the survey. Passengers might have been answering the question that they did not want the express train terminating at L'Enfant instead of being in favor of general express service. Mr. Way asked what plans VRE has, if any, to increase capacity on Manassas trains #324 and #326. Mr. Zehner explained that with the exception of adding this express train, there is absolutely no mid-day storage space for more trains. Mr. Zehner stated that with this proposal, every storage slot will be filled at the Ivy City Yard at Union Station. Staff will continue to pursue looking at different locations for additional storage options.

Mr. Skinner moved, with a second by Mr. Kelly, to approve Resolution #9D-04-2010, which authorizes staff to add an early morning express train on the Fredericksburg Line beginning July 19, 2010.

Mr. Harf asked if it would be the Board's pleasure to have VRE staff return with an analysis of the Step-Up charge issue and calculate the usage and how much subsidy would be necessary to make it beneficial, if Amtrak does not lower the step-up charge. Mr. Kelly stated that he is a firm believer in putting all the options on the table, so he does not have a problem with this suggestion.

In response to a question from Mr. Skinner regarding the timing of the 5:05 A.M. express train, Mr. Zehner stated that CSX would not agree to an earlier time before 5:05 A.M., since VRE's contract time starts at 5:00 A.M.

Chairman Milde observed that the state sponsored train from Richmond to Washington, D.C. is scheduled to start about the same time this summer, and he asked what time

will it stop in Fredericksburg. Mr. Page replied that the train is scheduled to leave Richmond at approximately 7:00 A.M. and should stop in Fredericksburg about 8:00 A.M. The afternoon state train will arrive at Fredericksburg about 3:30 P.M. Chairman Milde asked if there will be any type of inaugural train ride. Mr. Page stated that discussions are still underway, although budget constraints will be a factor. In response to a question from Chairman Milde, Mr. Page stated that ridership on the Lynchburg-Washington train has far exceeded expectations.

Chairman Milde expressed his support for this motion and observed that VRE was responsive to the riders' comments and also responded to Prince William County's concerns by including a stop at Woodbridge. He also hopes it will eliminate the standing-room only situation on the trains for the Prince William County riders.

The Board then voted on the motion and it passed. The vote in favor was cast by Board Members Bulova, Caddigan Cook, Covington, Jenkins, Kelly, Milde, Page, Skinner, Stimpson and Way.

Positive Train Control Implementation Plan – 11

Mr. Zehner stated that in the wake of the Metrolink crash in Chatsworth, California, Congress passed the Rail Safety Improvement Act of 2008. Among other items, the Act calls for the implementation of Positive Train Control (PTC) over most of the nation's rail networks by December 15, 2015. The final regulations were released in January 2010, which include many steps that each railroad must take throughout the process. First and foremost to VRE, a PTC Implementation Plan must be filed with the Federal Railroad Administration (FRA) by April 16, 2010. Since VRE does not dispatch its trains, VRE will rely on its host railroads to implement most of the PTC network. However, VRE does bear some responsibility for PTC implementation as its locomotive and cab cars will need to be equipped with PTC. VRE's new locomotives are being built with PTC in mind and have provisions allocated for the equipment. Older equipment will need to be retrofitted. This could be a real challenge for the cab cars.

Mr. Zehner explained that Positive Train Control overlaps the current cab signal system and dispatcher instructions to provide for safer railroads. It will be designed to prevent train collisions, enforce all forms of speed control, protect against misaligned switches, and protect roadway workers on the tracks.

Mr. Zehner reported that VRE has been meeting and working with its host railroads to determine the best method for implementation of PTC. Essentially, VRE will be cooperating with the implementation plans of its host railroad. Both railroads have indicated that they will implement PTC in the VRE territory well before the December 15, 2015 deadline. In fact, both plan to test their PTC in a less dense traffic area first with the VRE area following close behind. The biggest challenge for VRE is the unknown cost of implementing PTC on VRE trains. NS, CSX and Union Pacific filed a joint PTC Development Plan, allowing for interoperability between the freight railroads. However, that gives Wabtec, the PTC provider, a monopoly over the majority of the PTC components. At this time, the cost of the system is unknown. There will also be

engineering and construction costs as VRE retrofits equipment to accept the on-board equipment.

Mr. Zehner stated that funding continues to be a concern. While up to \$50 million in federal grants has been established to help with PTC implementation, it is difficult to tell how much VRE will receive. The overall industry estimates that the cost of PTC nationwide is over \$2 billion. VRE will pursue the federal grant and other funding opportunities. VRE has chosen to submit its own implementation plan to the FRA, which largely points to the host railroads for the technological and timing aspects of PTC. However, because VRE would be responsible for the on-board equipment and training, VRE staff feels it would be best to articulate these plans as best as it can. VRE staff feels it is prudent to submit an implementation plan so that VRE can also apply for mainline track exclusions to VRE owned track segments, namely the two storage yards and the Broad Run terminal track.

Mr. Zehner reported that VRE's PTC implementation plan will be filed with the FRA later today. VRE will continue to work with the railroads. VRE staff will continue to refine the project costs and funding sources, and will report back to the Operations Board.

Mr. Harf stated that this subject was discussed at the last PRTC meeting, in which the Commission voted to send a letter to the Virginia congressional delegation expressing concern about the 2015 deadline, as well as the financial implications and the fact that technology-wise, PTC is an uncharted territory.

Chairman Milde asked if any other countries are using this system. Mr. Zehner stated that he is not an expert on train controls but there are probably other control systems being used out there. The Wabtec system, which CSX and NS have decided to use, is unique to the United States. Chairman Milde asked if the Commonwealth has discussed this issue. Mr. Page stated that this is a federally mandated issue and has not been discussed by the Commonwealth.

Closed Session – 10

Ms. Bulova moved, with a second by Mr. Covington, the following motion:

Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711A (7) and (29) of the Code of Virginia), the VRE Operations Board authorizes a Closed Session for the purposes of consultation with legal counsel regarding the terms and conditions of a new access and storage agreement with Amtrak.

The vote in favor was cast by Board Members Bulova, Caddigan Cook, Covington, Jenkins, Kelly, Milde, Page, Skinner, Stimpson and Way.

The Board entered into Closed Session at 10:32 A.M. During the Closed Session, Ms. Stimpson left at 11:15 A.M. and Mr. Skinner left at 11:20 A.M. The Board returned to Open Session at 11:27 A.M.

Ms. Bulova moved, with a second by Mr. Kelly, the following certification:

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 Chapter 37, Title 2.2 of the Code of Virginia 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 Board Members Bulova, Caddigan Cook, Covington, Jenkins, Kelly, Milde, Page and Way.

Adjournment

Without objection, Chairman Milde adjourned the meeting at 11:28 A.M. The vote in favor was cast by Board Members Bulova, Caddigan Cook, Covington, Jenkins, Kelly, Milde, Page and Way.

Approved this 21st day of May, 2010.

Paul Milde
Chairman

Wally Covington
Secretary

CERTIFICATION

This certification hereby acknowledges that the minutes for the April 16, 2010 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

Rhonda Gilchrest

Rhonda Gilchrest