

EASY AS VRE: RECENT SUCCESS STORIES

November 2015

**Transportation Planning Board
Regional Public Transportation Subcommittee**



A BETTER WAY. A BETTER LIFE.

NOVEMBER 16, 2015

SPOTSYLVANIA STATION OPENING



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SPOTSYLVANIA STATION

Station
building

700-ft
platform
serves 8-cars

1,500 parking
spaces



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NEW STATION

6-mile extension of
Fredericksburg Line

First extension of the VRE
system built in 1992

Spotsylvania County became a
VRE member in 2010

In 2009, 10% riders lived in
Spotsylvania County

New station will boost ridership
& add parking



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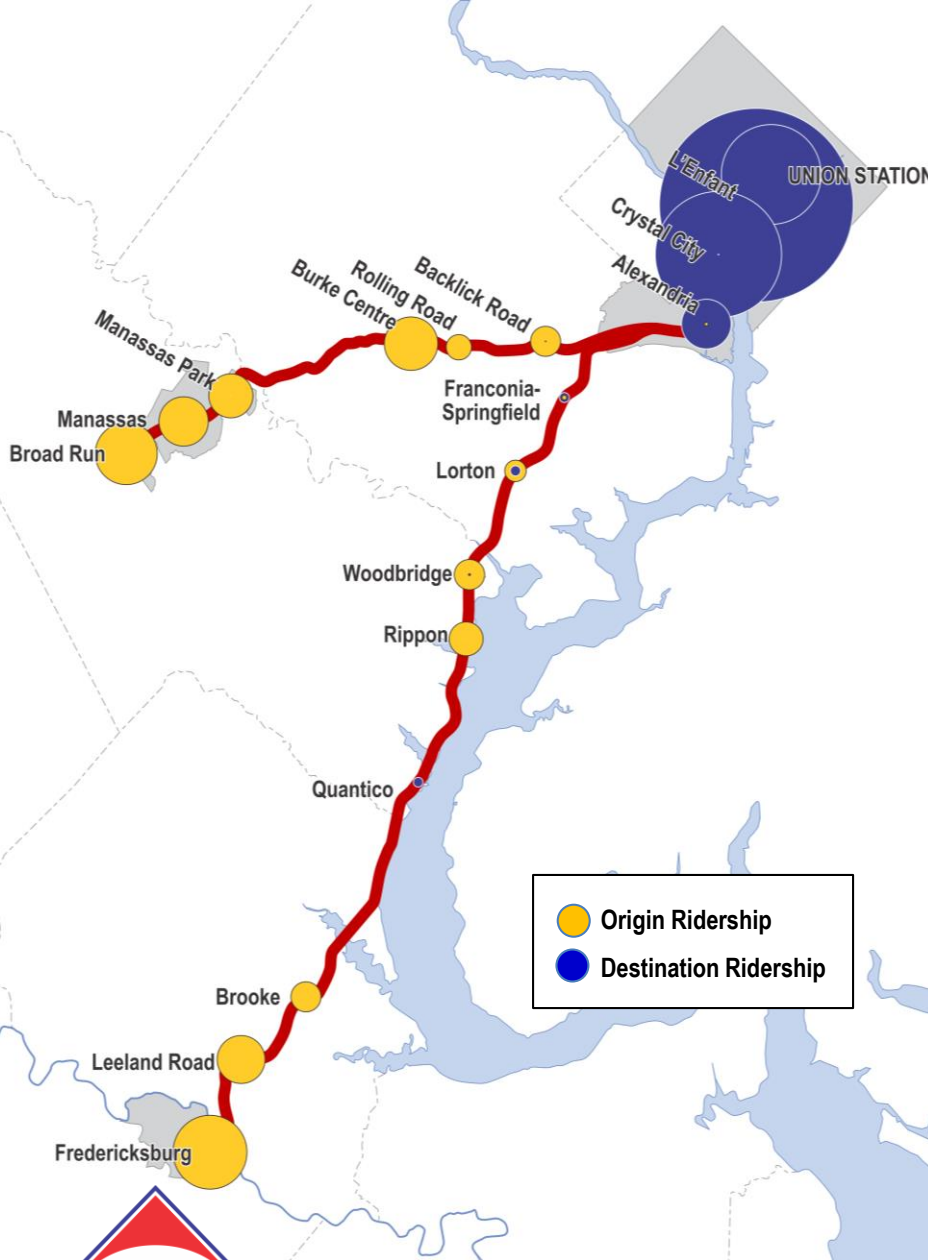
2015 VRE SYSTEM

VRE adds capacity in peak period in the peak direction
3,900 trips/hour

Serve long distance commuters
149 million annual people-miles

Adjacent to congested corridors
I-66, I-95, & I-395

Use existing rights-of-way
CSXT, NS, & Amtrak



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NOVEMBER 30, 2015

NEW TRAINS ON FREDERICKSBURG LINE



2 new trains (1 NB & 1 SB)
System-wide schedule change



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NOVEMBER 6-10, 2015

KICKOFF MEETINGS FOR GAINESVILLE-HAYMARKET EXTENSION STUDY



11-mile extension of the Manassas Line along NS B-Line



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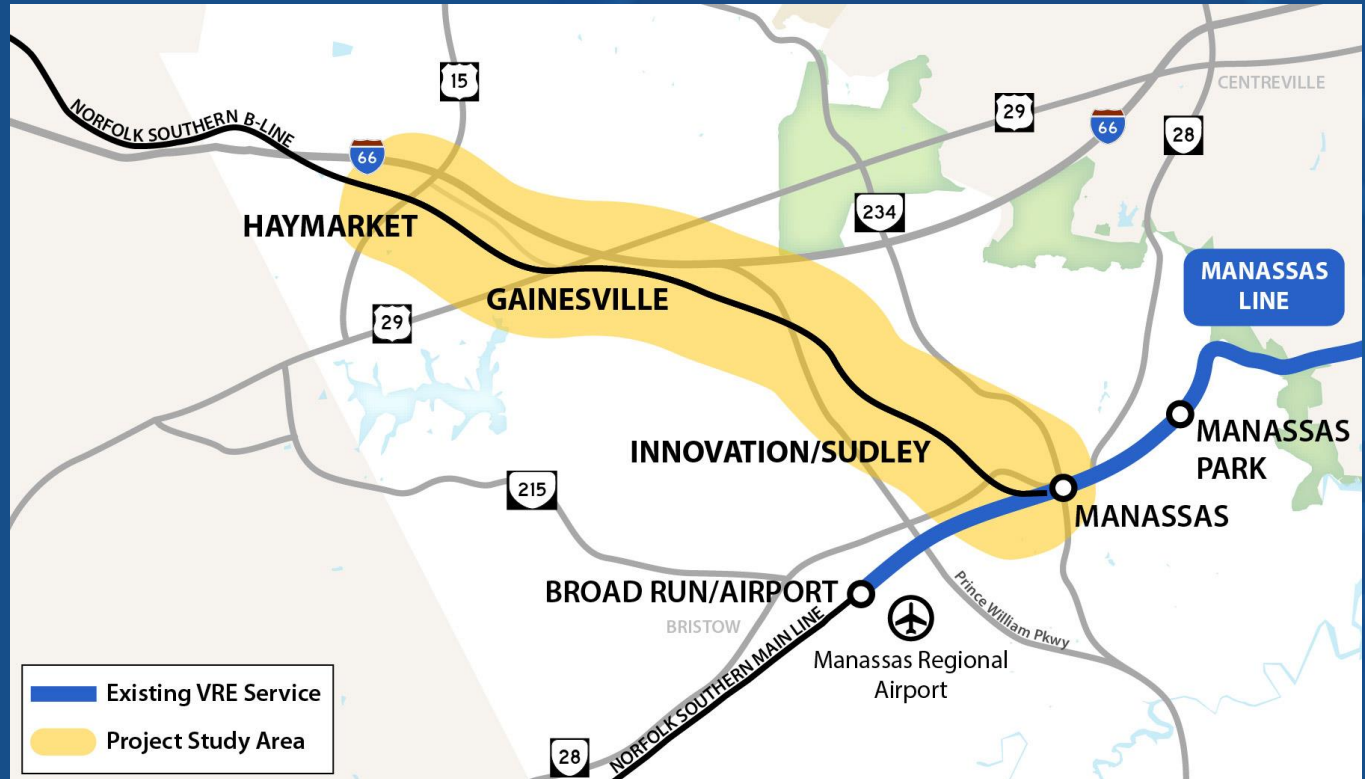
GHX STUDY AREA

Up to 3 new stations

Higher peak frequency, new reverse peak & midday service

Track and right-of-way

Yard expansion



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WHY GHX NOW?

I-66 is focus of VA strategic investment

Planned as part of regional multimodal solution

Coordination for transit plans & park-n-ride locations

GHX was proposed in 2004

Rapid land development in PWC is increasing congestion and travel options must keep pace



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GHX GOALS

1. Add capacity to the I-66 corridor
2. Accommodate current and future freight operations
3. Provide cost-effective and reliable mobility options
4. Enhance service on existing line for current and future riders
5. Support local and regional economic development and plans



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KEY CONSIDERATIONS



Railroad Ownership: Norfolk Southern owns the Railroad and approves VRE service



Community Growth: Many existing communities and new residential, commercial, and mixed-use developments being added



Funding: The project will rely on a mix of federal, state, regional, and private funding sources



Environmental: Corridor is home to many natural and cultural resources, such as wetlands, historic sites, and parks



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STUDY OBJECTIVES

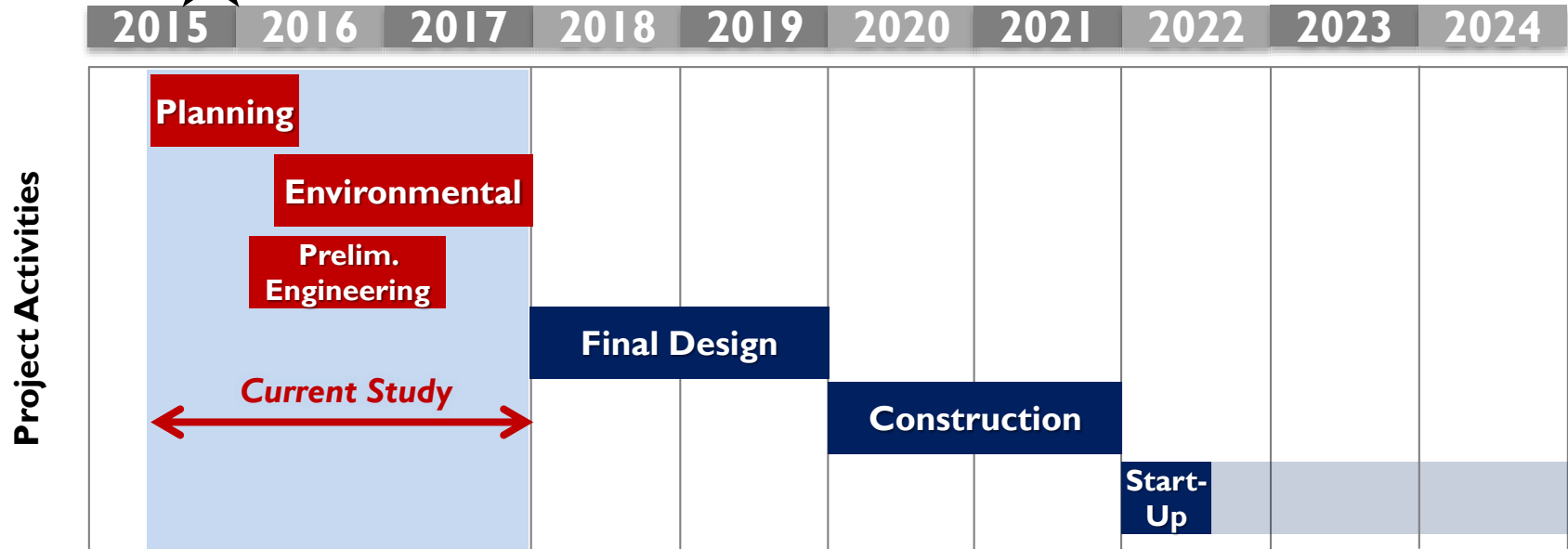
- Develop consensus around an implementable and cost-effective solution
- Develop a viable funding plan for capital and operating costs
- NEPA clearance & preliminary engineering
- Identify track and right-of-way needs
- Accommodate current and future freight volumes; Help NS make an informed decision about joint use of corridor
- Advance the VRE extension in coordination with planned local, regional, and state improvements



PROJECT TIMELINE



We are here



Contingent upon Norfolk Southern approval and funding availability.



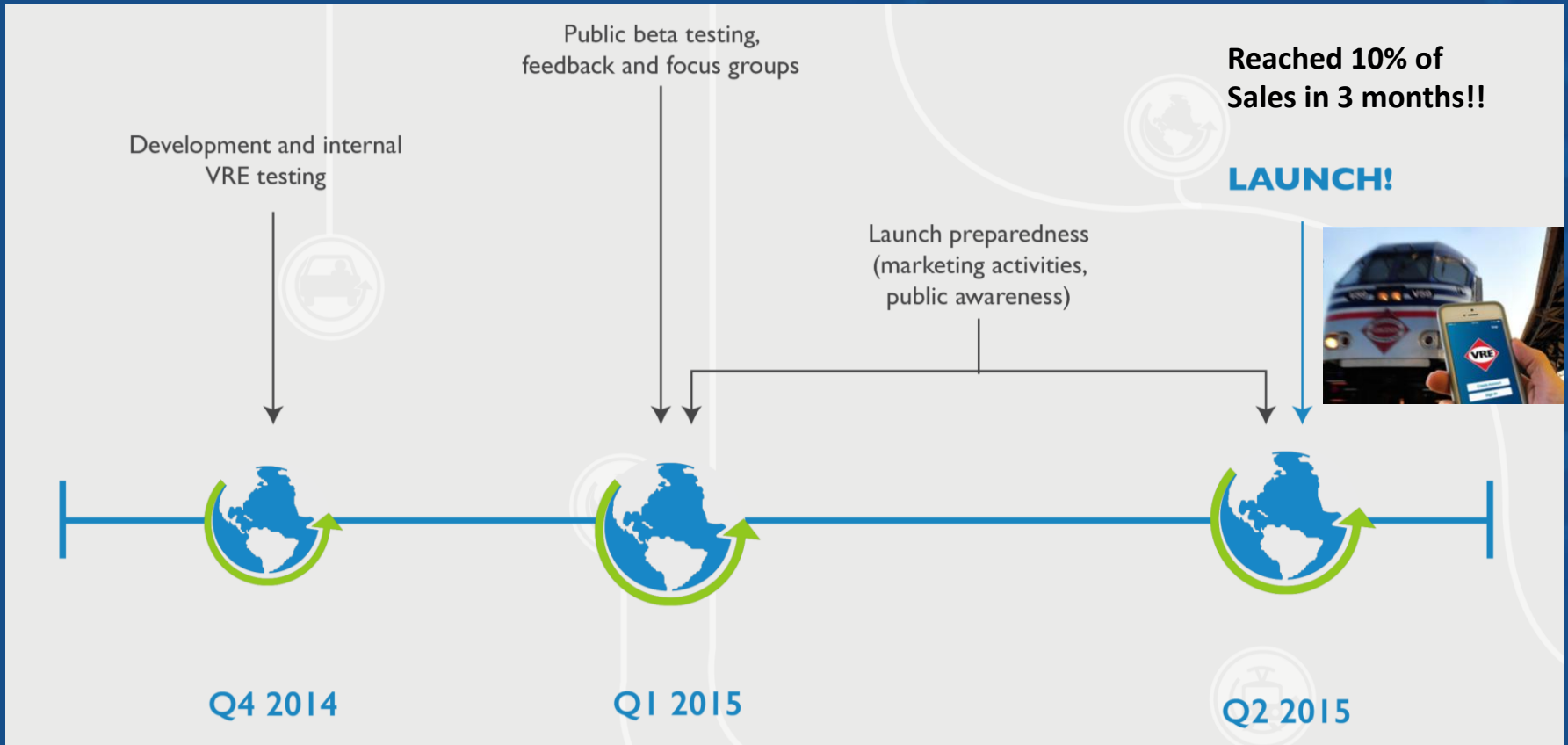
Schedule as of September 2015



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MAY 15, 2015

VRE MOBILE APP LAUNCH



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BENEFITS TO PASSENGERS

Purchase by Phone or PC

Integrated with Amtrak Step-Up

Option for promotions and Loyalty Programs

Support for SmartBenefits and Split Payments



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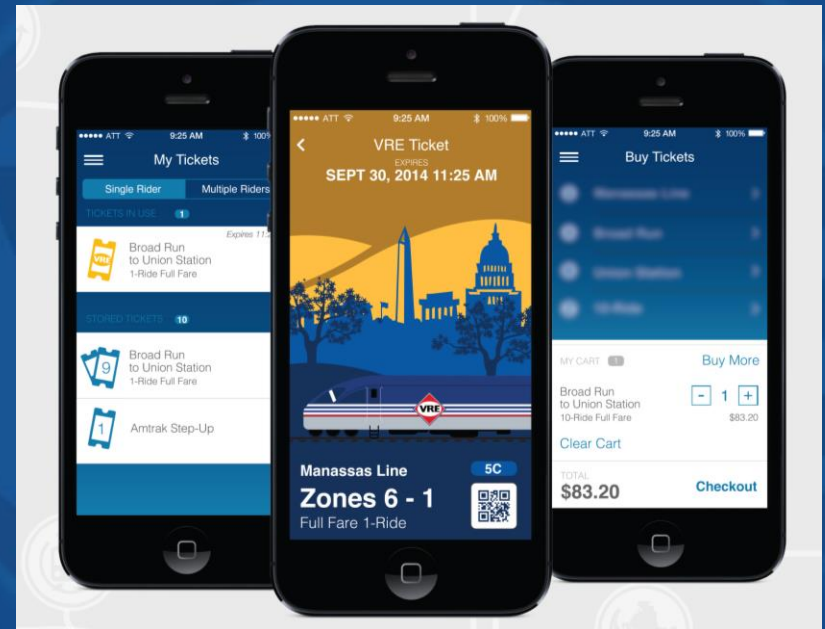
BENEFITS TO VRE

Reduced commissions to vendors

Reduced costs of TVM
maintenance & paper tickets

Access to data on fare purchase
and travel habits

Saves conductors time for
inspection and citations



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FUTURE DEVELOPMENT

Dec update: Better User Interface

Aim to convert more monthly tickets

Integration with current fare collection system

Integration with WMATA (NEPP)

Travel planning tools

Interface with other technologies
(Automatic passenger counters,
parking availability, etc.)



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ONGOING SINCE 2014

SYSTEM PLAN 2040

System Plan Capital Investments

The VRE System Plan provides for the logical, incremental expansion of VRE infrastructure and service. The plan includes an initial set of recommendations linked to VRE's six-year Capital Improvement Program, to address short-term growth needs. The System Plan also identifies a set of longer-term capacity improvements that offer wide-ranging VRE, intercity passenger rail and freight benefits including expansion of the Alexandria to L'Enfant railroad corridor, the Long Bridge over the Potomac River, and triple-tracking of the CSX-owned Fredericksburg Line. VRE will supplement these major efforts with investments in stations, rolling stock, storage yards, and maintenance facilities as well as extending service into new markets such as the Gainesville-Haymarket area.



System Investments	Estimated Capital Costs (millions of 2013 dollars)			Total System Plan
	Phase 1 2020	Phase 2 2030	Phase 3 2040	
Additional Coaches and Locomotives	\$35	\$125	\$125	\$285
Expand Platforms at Stations	\$50	\$80	\$35	\$165
Additional Parking at Stations	\$90	\$20	\$30	\$140
Central Core Station Improvements	\$20	\$20	\$0	\$40
Train Storage, DC & VA	\$40	\$10	\$60	\$110
Gainesville - Haymarket Extension	\$0	\$295	\$0	\$295
Long Bridge Corridor Expansion	\$0	\$1,100	\$0	\$1,100
Fredericksburg Line Third Track	\$50	\$100	\$440	\$590
Total Capital Cost	\$285	\$1,750	\$690	\$2,725
Estimated VRE/Local/Regional Share of the Capital Cost	\$700	\$300	\$1,000	\$1,000



System Plan Service Improvements

As the planned system investments are completed and new railroad agreements put in place, VRE will gradually increase the number of weekday peak period trains, initiate reverse-peak service, and expand off-peak service. Full bi-directional service will enable VRE to provide greater travel options for riders, more efficiently use equipment, crews, and yard facilities, and maximize the overall cost effectiveness of its operations.

System Plan Timeline

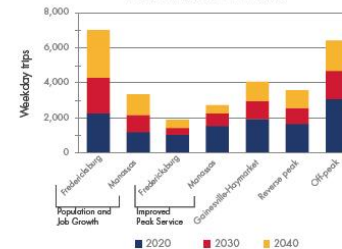


SYSTEM INVESTMENTS	PROPOSED SERVICE IMPROVEMENTS		
	Phase I 2014 to 2020	Phase II 2021 to 2030	Phase III 2030 to 2040
Station and Parking Expansion	More trains Longer trains	20-minute peak service Reverse-peak service More off-peak service Gainesville-Haymarket service	15-minute peak service 30-minute reverse-peak service Hourly off-peak service
Rolling Stock and Yard Expansion			
Gainesville-Haymarket Extension			
Long Bridge Corridor Expansion DC-Alexandria Fourth Track			
Fredericksburg Line Third Track			

VRE's Future Travel Market

Projected population growth in the VRE service area will continue to increase demand for commuter travel in the corridors served by VRE. The System Plan investments will enable VRE to serve a higher percentage of these work trips to Washington, DC and northern Virginia activity centers, and also tap several significant new markets, including reverse commute, off-peak travel, and the Gainesville-Haymarket corridor. Without the railroad capacity to allow VRE service expansion, increasing travel demand would result in worsening highway congestion and deteriorating VRE service levels, while other prospective travel markets in the region would remain unserved by VRE.

POTENTIAL VRE GROWTH MARKETS



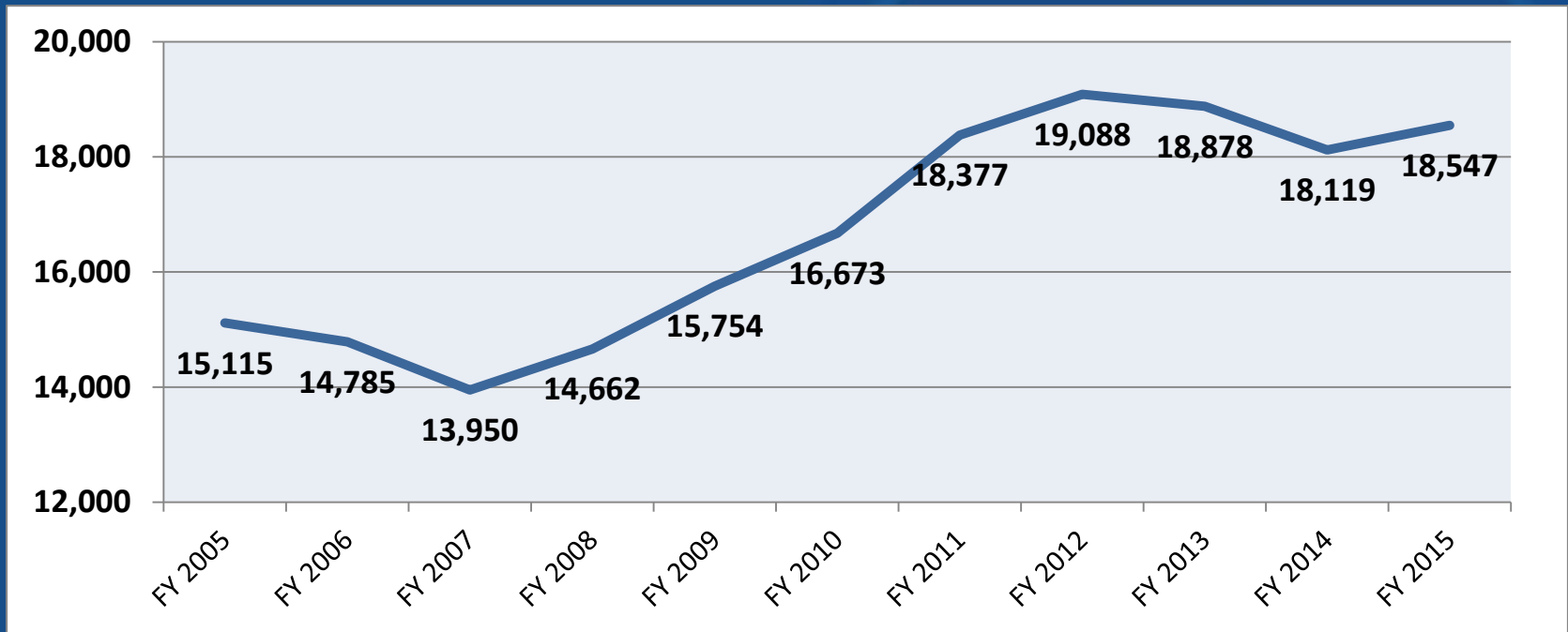
Railroad Capacity Challenges

VRE is poised for continued ridership growth, but achieving that growth is dependent upon partnerships to expand capacity with our host railroads: CSX Transportation, Norfolk Southern, and Amtrak. VRE trains run on tracks owned and operated by the host railroads. Phase I of the System Plan will maximize the number of trains VRE can operate under our existing agreements, which effectively limits VRE capacity to about 25,000 weekday passengers. Railroad capacity investments proposed for Phases II and III will provide the additional capacity needed to enable VRE to carry up to 50,000 weekday passenger trips by 2040, which is consistent with identified demand.



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AVERAGE DAILY RIDERSHIP



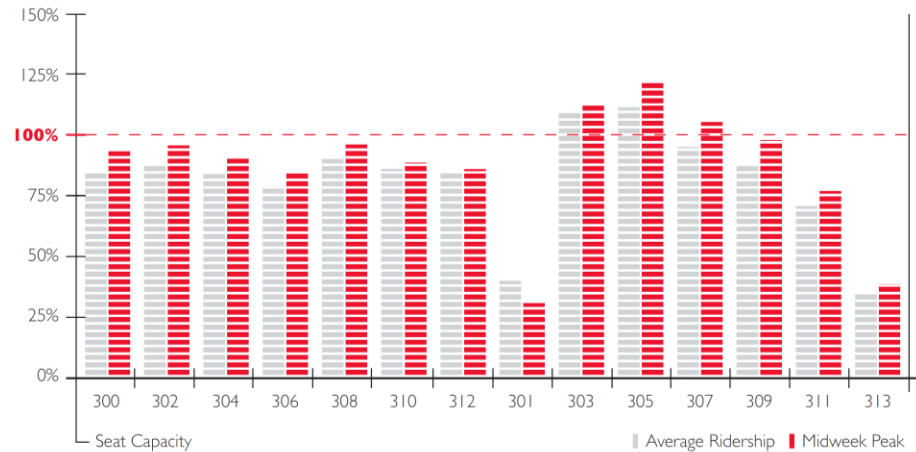
Ridership increases seen in FY07 – FY12 have leveled off



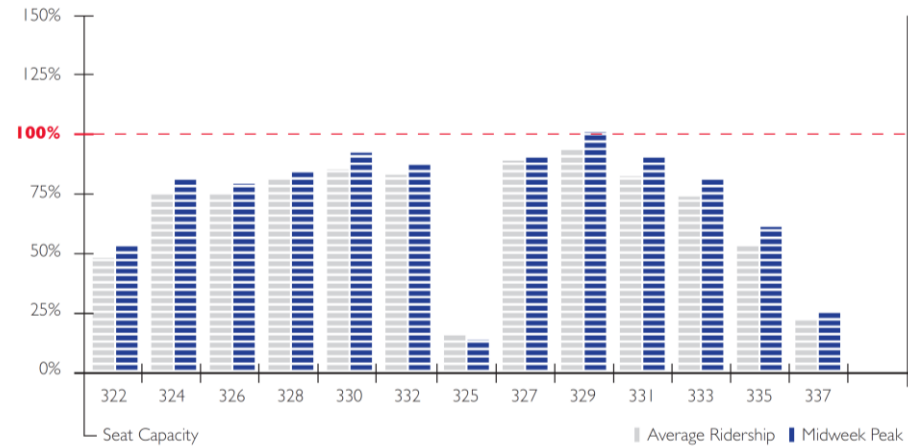
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CURRENT TRAIN UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



Adding system capacity is the key!



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SYSTEM PLAN 2040

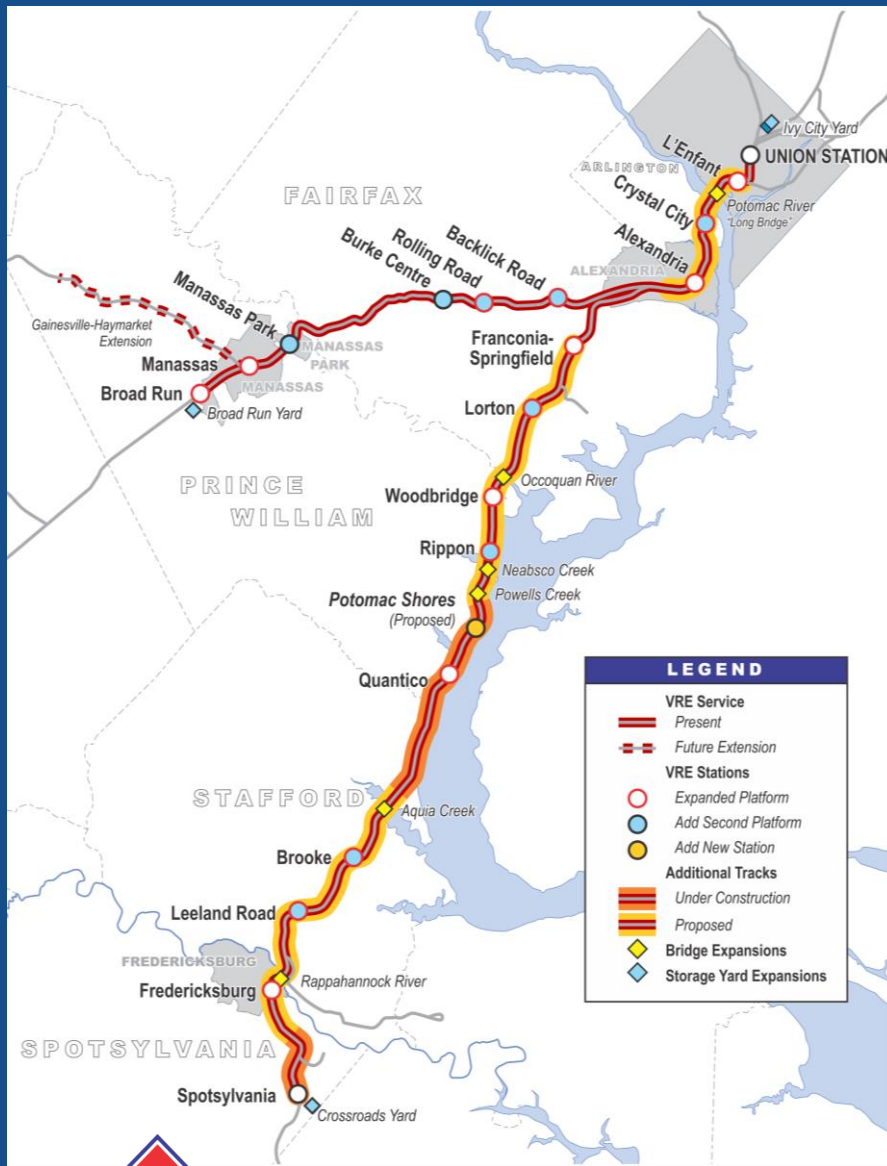
PHASE 1: *Run Longer Trains*

- More railcars
- More station parking
- More train storage tracks
- Second & longer platforms

PHASE 2 & 3: *Run More Trains*

Need additional train slots earned through capacity improvements

- Third/fourth track on CSXT
- Long Bridge
- More parking, railcars



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FUTURE NEED

LONG BRIDGE & VA-AF

More capacity needed for new passenger trains (GHX & SEHSR) & freight growth

Additional tracks are being addressed incrementally by DRPT, VRE, and DDOT, in collaboration with CSXT



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FUTURE NEED

MIDDAY STORAGE

Amtrak Ivy City Yard currently stores 90 units

Currently insufficient; 1 MSS train deadheads at midday

Restricts service growth

Amtrak can reduce VRE allowance starting in July 2017

New high speed trainsets planned to arrive in 2018



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STORAGE NEEDS

Requirements for midday storage

- Potential for 155 units
- Sufficient capacity for SY2040 Plan
- Storage, cleaning, and light running repairs
- Small administration and material storage building



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NEXT STEPS

VRE conducts NEPA & PE

VRE-DDOT Collaboration

- Identify property ownership
- Property acquisition/transfer
- Identify District/Community Issues
- Address Urban Design issues
- Engage stakeholders



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