SYSTEM PLAN 2050 PHASE I UPDATE

RPTS January 24, 2023 Meeting

Nick Ruiz, AICP, Presenting

AGENDA

1. Plan Schedule Refresher
2. Vision and Goals Planning Context
3. Plan Vision
4. Plan Goals and Measures
5. Historical Trends
6. What's Next (Phase II)

System Plan 2050 Update

Phase 1
June – December 2022

- Initiate coordination with peer agencies and stakeholders
- Set the System Plan 2050 Vision and Goals
- Evaluate ridership trends and potential new markets

Phase 2
January – July 2023

- Develop future VRE service scenario alternatives
- Compare and refine future scenarios to best meet System Plan Goals
- Seek feedback from the public and stakeholder agencies
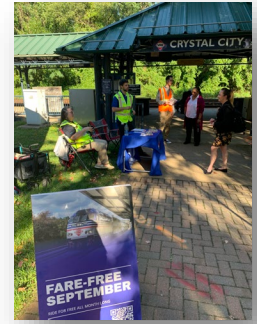
Phase 3
July – December 2023

- Determine costs and funding for future operations and infrastructure
- Coordination with jurisdictions on appropriate station area land-use
- System Plan 2050 documentation, reviews, and Ops. Board adoption

Planning Context

- **Used to inform Plan Vision, Goals**
- **Combination of qualitative and quantitative factors**
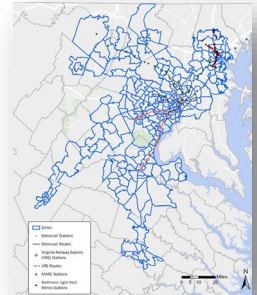- **Measures developed to screen service alternatives in Phase II**
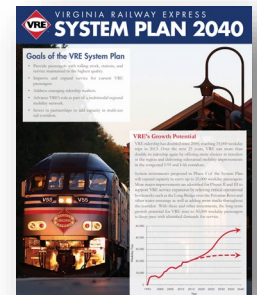
01   RIDER SENTIMENTS

02   MARKET FORCES

03   EXISTING PLANNING PARADIGMS

VRE

RIDER SENTIMENTS

Common Themes:

➢ "I choose VRE because of the fast, comfortable, stress-free commute."

➢ "I chose my home (or work) location based on accessibility to a VRE station."

➢ "I am new to VRE because of the Metrorail closures, and the commute has been good."

➢ Frequent VRE riders feel 'part of the family' - generally happy with the service provided yet forthcoming about recommended schedule changes to allow better transfers and reliability improvements.

➢ Long-term, many riders desire more service: more peak frequency, more mid-day and late evening service, and weekend service.
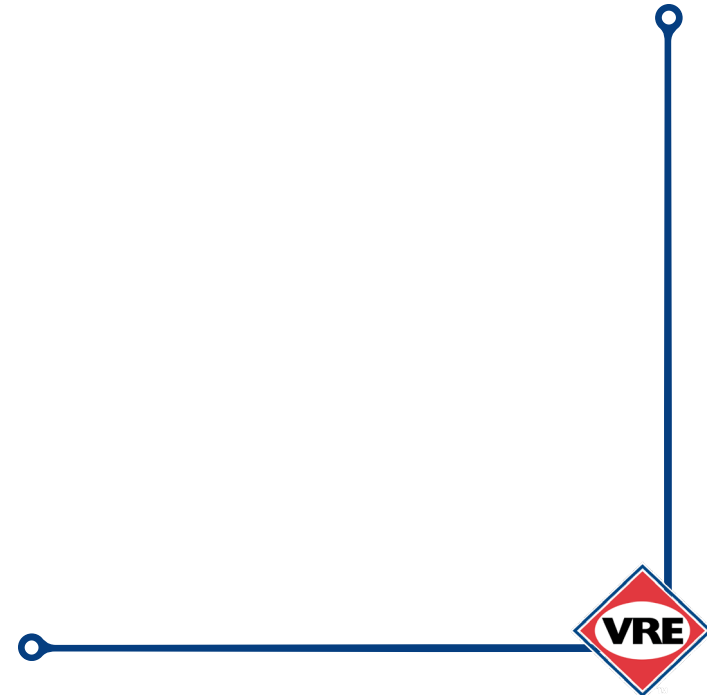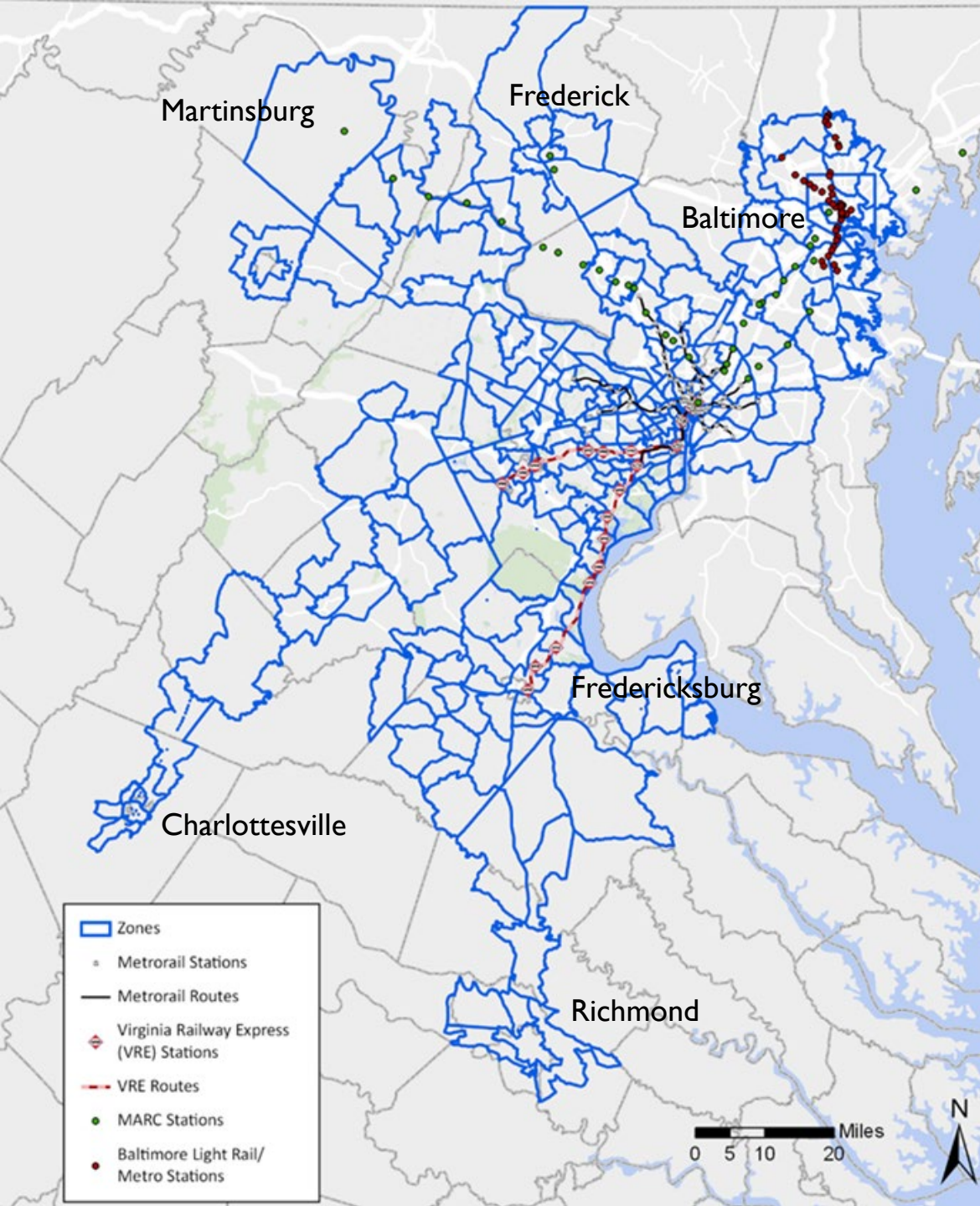
MARKET FORCES

- Telework patterns starting to solidify:
  - In Office: Tuesday-Thursday
  - At Home: Monday and Friday

- Unequal recoveries on each line

- New SOV commute options (tolls)

- Longer average distance trips in AM, but more trips occur in PM[1]

1. From VRE System Plan analysis of ridership patterns and Replica/StreetLight origin-destination data for the zone network shown in the graphic on next slide.

Zone System used in Origin-Destination Analysis

Existing Planning Paradigms

VRE 2040 System Plan

Improve and Expand Service

Address Emerging Markets

VRE as Part of a Larger System

Partnerships to Add Capacity

VRE 2022 Organizational Goals

Commitment to VRE Mission

Service enhancements, ridership, & revenue growth

Enhance Sustainability

Prioritize diversity, equity & inclusion

VRE

Partner Coordination Activity in Phase I

1. Arlington County
2. City of Alexandria
3. Fairfax County
4. Prince William County
5. City of Manassas
6. City of Manassas Park
7. City of Fredericksburg
8. Spotsylvania County
9. NVTC
10. OmniRide
11. DRPT
12. VPRA

- Sought feedback on draft Vision and Goals
- Recorded concerns, suggestions
- Received feedback on future phases scope
- Provided local insight on potentially controversial topics

VRE

System Plan 2050 Vision

VRE will grow to serve the region as the transportation service of choice by creating meaningful connections and economic opportunities in a safe, sustainable, and equitable manner.

VRE

2050 System Plan Goals

1. Safety and Reliability

2. Market Growth and Financial Stability

3. Regional System Integration and Equitable Service

4. Sustainability and Resiliency

VRE

SAFETY AND RELIABILITY

TARGET	MEASURES
Maintain System in a State of Good Repair	Annual Federal Transit Administration Transit Asset Management (TAM) Measures
Maximize On-Time Performance and Service Predictability	On Time Performance (OTP) Metrics
	Deviations from Standard Operating Plan
Safety Incidents	Annual Federal Railroad Administration System Safety Program (SSP) Reporting Metrics
Customer Satisfaction	Customer Service Survey Results Scorecard

MARKET GROWTH AND FINANCIAL SUSTAINABILITY

TARGET	MEASURES
Maximize Daily Riders	Number of Daily Riders (ADR)
Facilitate more diversified trip purposes	Number of "traditional" commute trips as a % of total VRE trips
Meet or exceed % of operating costs through fare recovery set by VRE Operations Board	Fare Recovery Ratio

REGIONAL SYSTEM INTEGRATION AND EQUITABLE SERVICE

TARGET	MEASURES
Maximize connections among transportation modes and schedules	Number of transit connections
	Travel time to regional destinations
Expand daily service offering including non-peak and weekend service	Ridership growth (%) of non-peak/ weekend trains
Increase VRE station access modes	Jurisdiction plans to provide non-motorized and transit accommodations to/at VRE stations
Increase service to underserved populations	Origins & destinations in Metropolitan Washington Council of Governments (COG) Equity Emphasis Areas (EEAs)

SUSTAINABILITY AND RESILIENCY

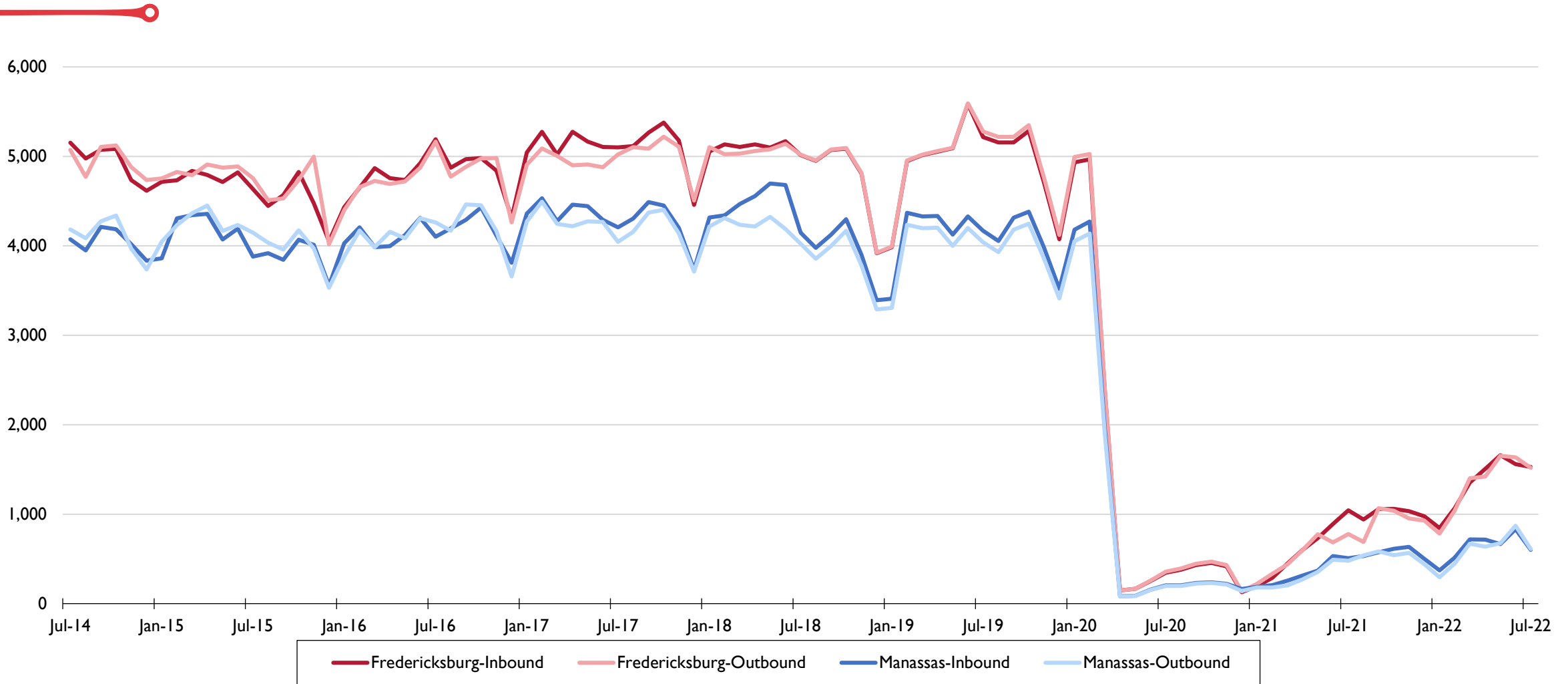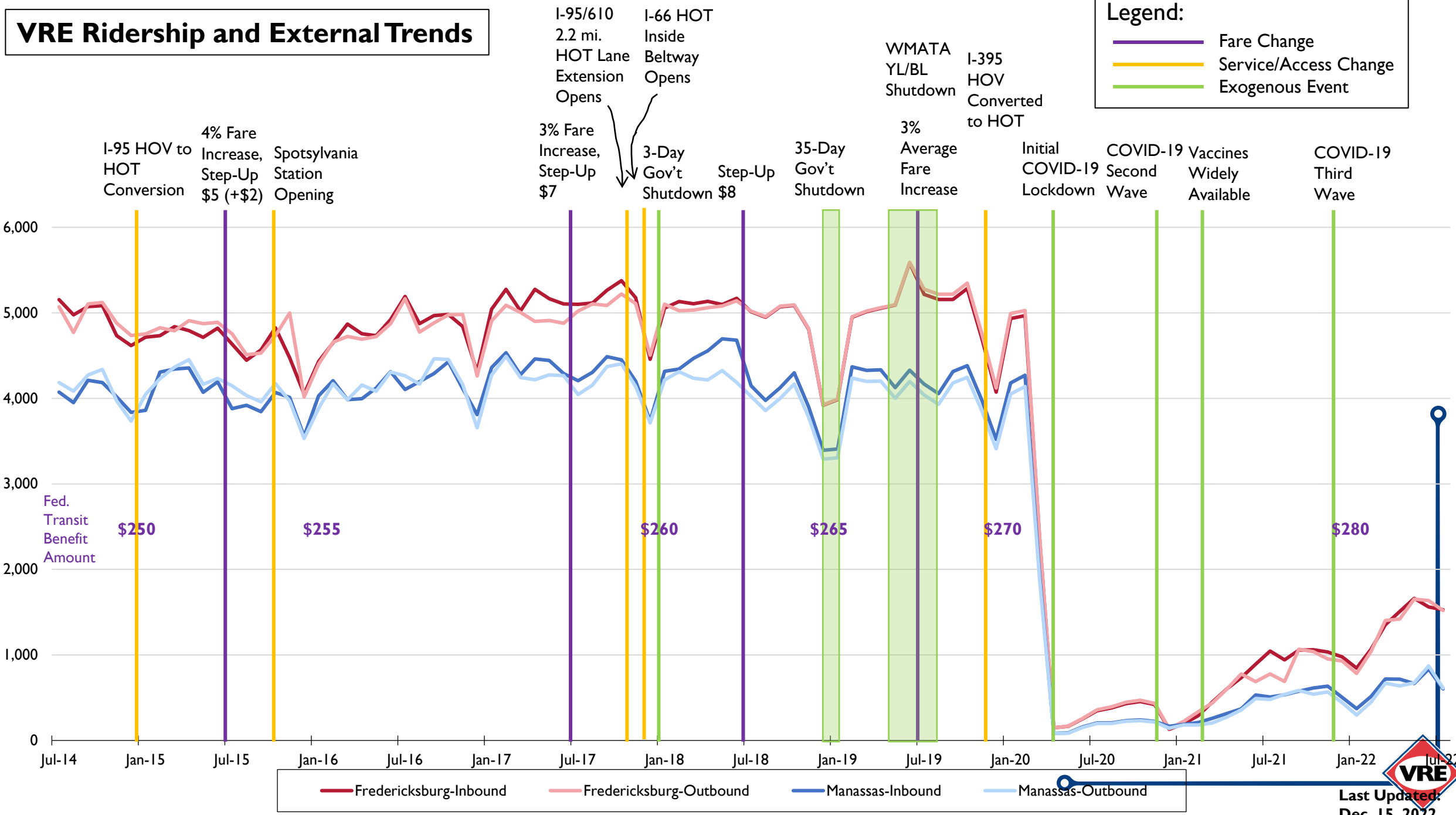| TARGET	MEASURES
Participate in regional and statewide initiatives to reduce environmental impacts of transportation	Avoided greenhouse gas emissions
Promote VRE role in regional transportation resiliency	Passengers carried during regional or localized transportation disruptions
Develop infrastructure and operating standards to be more efficient and adaptive to climate change	Reduction in heat order/weather-related delays
	Reduction in facilities' energy consumption
	Lower asset lifecycle costs

HISTORICAL TRENDS

Average Daily Ridership By Line/Direction
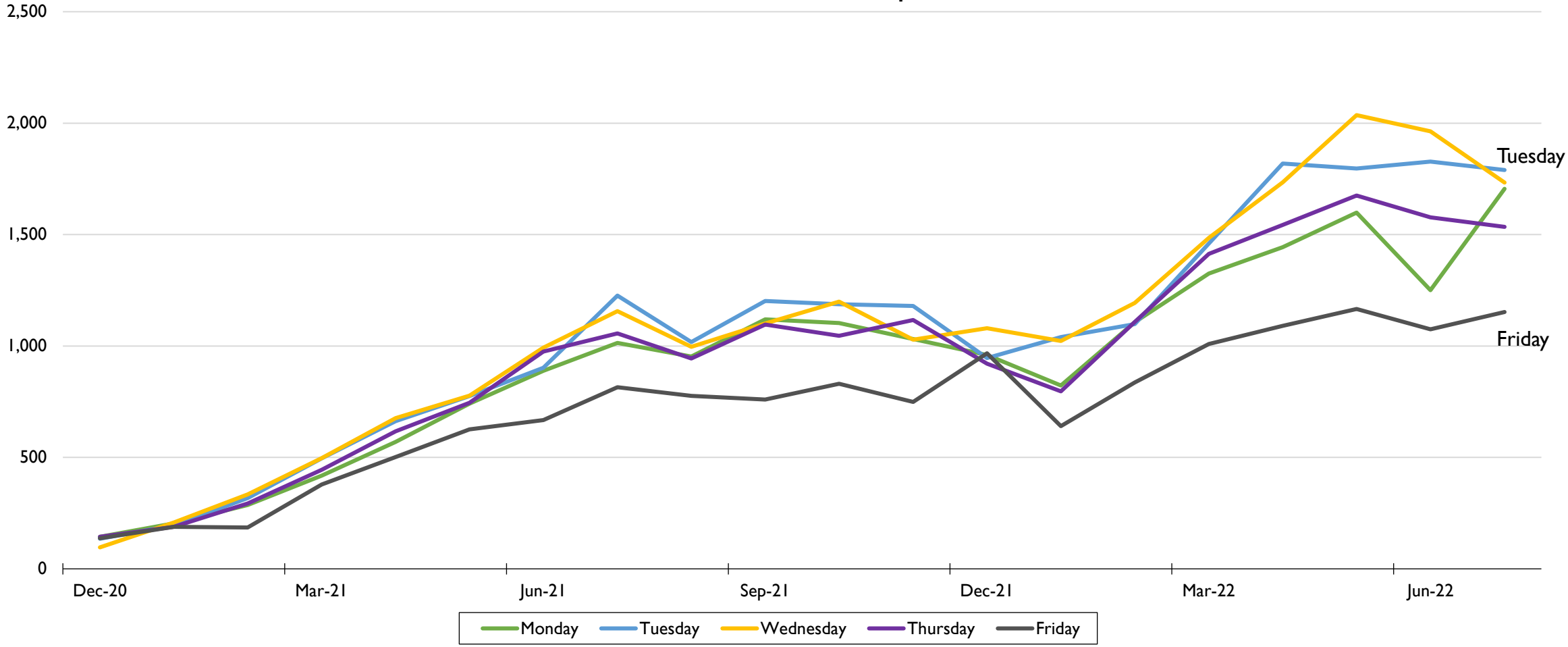
VRE Ridership and External Trends

Legend:
- Fare Change (purple)
- Service/Access Change (orange)
- Exogenous Event (green)

Annotations (left to right):
- I-95 HOV to HOT Conversion
- 4% Fare Increase, Step-Up $5 (+$2)
- Spotsylvania Station Opening
- 3% Fare Increase, Step-Up $7
- I-95/610 2.2 mi. HOT Lane Extension Opens
- I-66 HOT Inside Beltway Opens
- 3-Day Gov't Shutdown
- Step-Up $8
- 35-Day Gov't Shutdown
- WMATA YL/BL Shutdown
- 3% Average Fare Increase
- I-395 HOV Converted to HOT
- Initial COVID-19 Lockdown
- COVID-19 Second Wave
- Vaccines Widely Available
- COVID-19 Third Wave

Fed. Transit Benefit Amount: $250, $255, $260, $265, $270, $280

Series: Fredericksburg-Inbound, Fredericksburg-Outbound, Manassas-Inbound, Manassas-Outbound

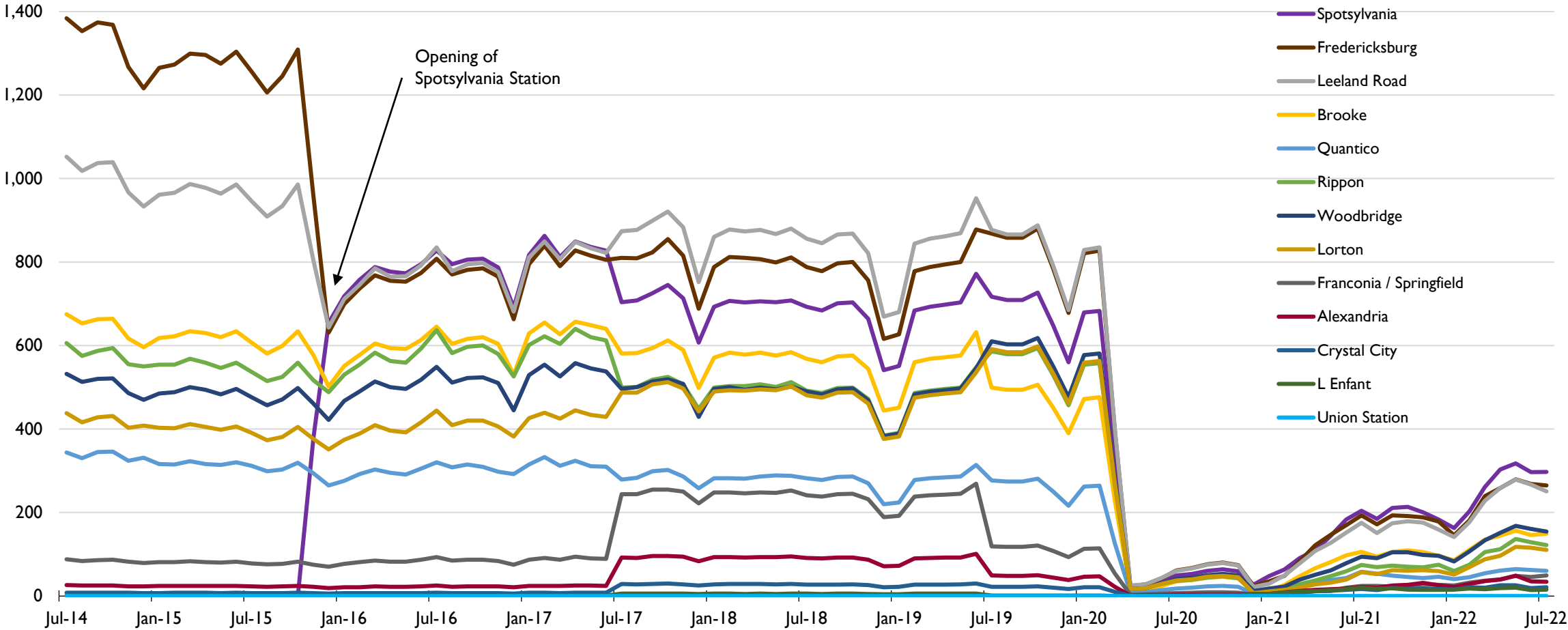Last Updated: Dec. 15, 2022

FBG Ridership by Day of the Week

Inbound AM as Example of Trend

FBG Line Average Daily Boardings by Station

Inbound AM as Example of Trend

FBG Ridership Recovery By Station

Station	Ridership Recovery Ratio (July 2022 compared to February 2020)
Spotsylvania	43%
Fredericksburg	34%
Leeland Road	31%
Brooke	34%
Quantico	33%
Rippon	25%
Woodbridge	29%
Lorton	23%
Franconia-Springfield	38%
Alexandria	34%
Crystal City	27%
L'Enfant	27%
Union Station	30%

VRE

WHAT'S NEXT FOR THE SYSTEM PLAN?

Phase II will include:

1. Completion of ridership projections and market assessment for Baseline Scenario

2. Refinement of Baseline Scenario

3. Development of several "Action" service scenarios with screening down to 3

4. Robust public outreach effort to riders and non-riders (general pop. survey)

5. Continued stakeholder and jurisdiction coordination on scenarios

PLAN'S HUB SITE LOCATED HERE:

VRE.ORG/ABOUT/STUDIES-AND-REPORTS/2050/

VRE.ORG