

THE VIRGINIA RAILWAY EXPRESS SYSTEM PLAN 2040

Metropolitan Washington Council of Governments
Transportation Planning Board TAC

April 4, 2014

T. R. ("Tom") Hickey
Chief Development Officer



A BETTER WAY. A BETTER LIFE.



TODAY'S PRESENTATION

- Introduction
- VRE Challenges
 - Ridership Growth
 - Limits on Capacity
- VRE Solutions
 - System Plan 2040

VIRGINIA RAILWAY EXPRESS

■ Two rail services

– Fredericksburg

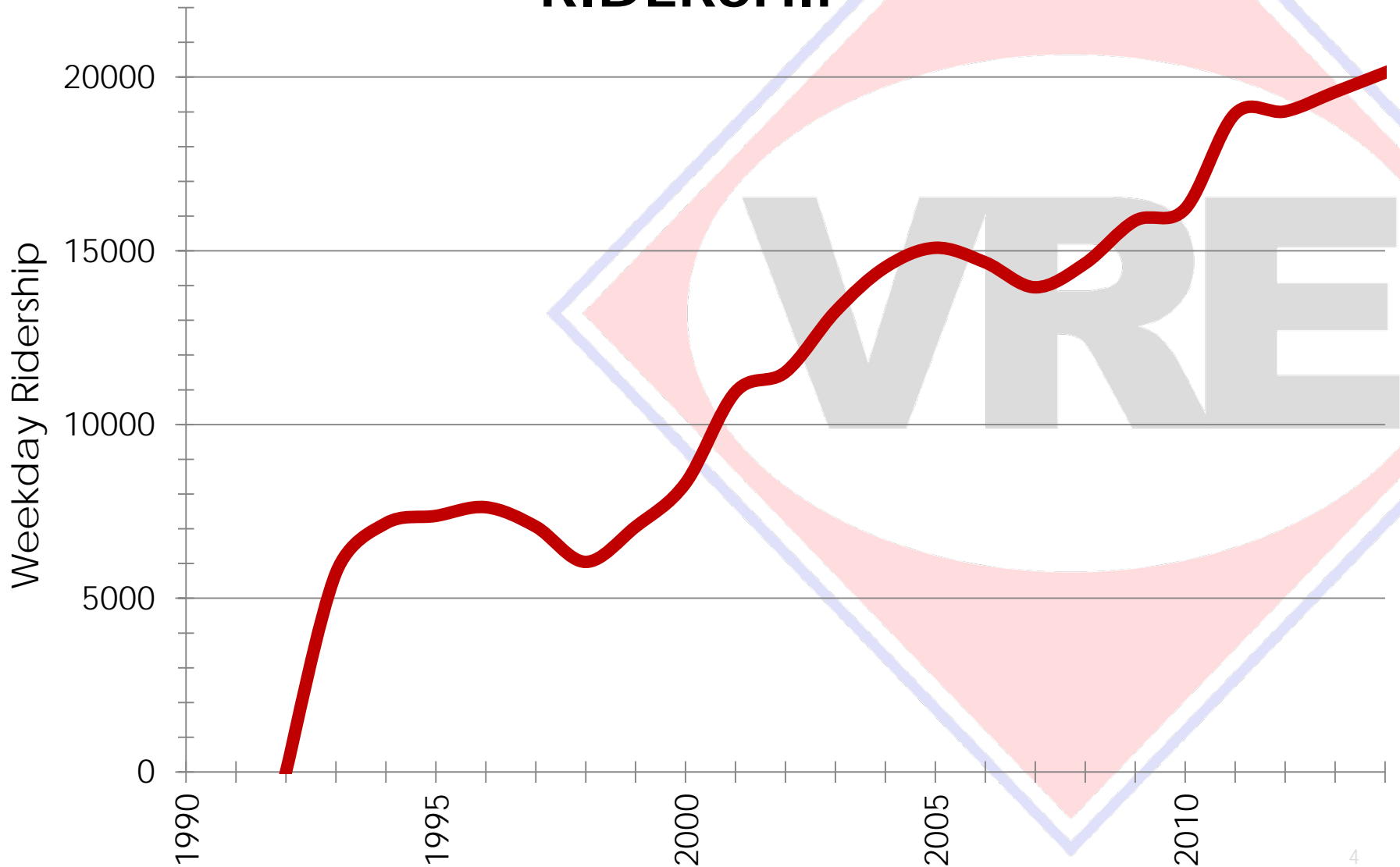
- In the 1-95 corridor
- 54 miles from DC
- 84 minutes to Union Station

– Manassas

- In the I-66 corridor
- 35 miles from DC
- 45 minutes to Union Station



VIRGINIA RAILWAY EXPRESS RIDERSHIP



AM Peak Ridership



VIRGINIA RAILWAY EXPRESS

- Activity by Station
 - L'Enfant busiest stop
 - Destination only
 - Nearby offices
 - Metro connections
 - Crystal City, Union Station & Alexandria
 - Primarily destinations stations as well
 - Busiest origin stations at the end of lines



TRAVEL DEMAND IS GROWING

- Traditional Activity Centers
 - 127,000 more jobs in Arlington and Alexandria (40% increase)
 - 226,000 more jobs in Fairfax (33% increase)
 - 173,000 more jobs in DC (22% increase)
- Emerging Activity Centers
 - Quantico and Fort Belvoir
 - Innovation Park and Gainesville
 - Potomac Shores
 - Fredericksburg

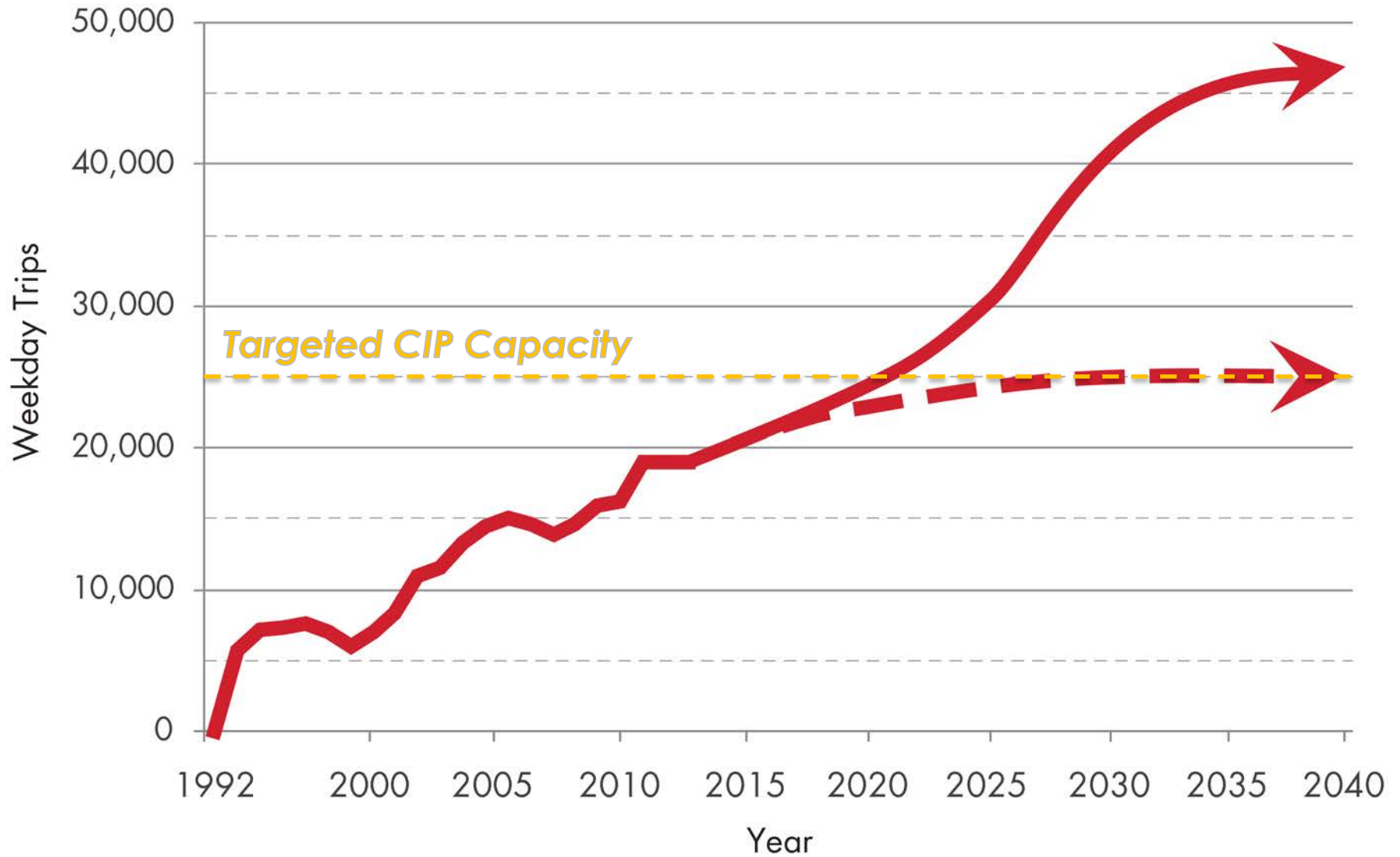
VIRE



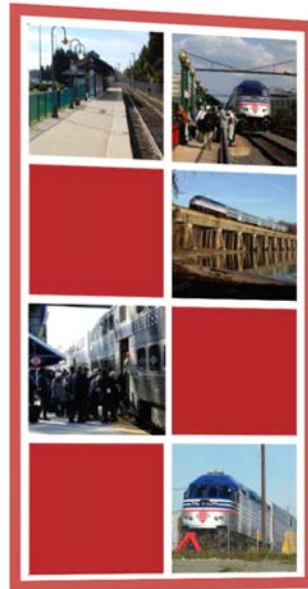
CURRENT EXPANSIONS

- Upcoming improvements
 - 14 more coaches
 - 2 new stations
 - Spotsylvania
 - Potomac Shores
 - Third track in Spotsylvania County

POTENTIAL FOR GROWTH



PREPARING FOR GROWTH



VRE System Plan
Summary

January 2014

- VRE System Plan 2040
 - Vision of the Future
 - Adopted by VRE Operations Board
 - Spotsylvania
 - Potomac Shores
 - A phased approach to capacity and service improvement
 - Transition VRE from commuter rail to regional rail



SYSTEM PLAN 2040 SERVICE

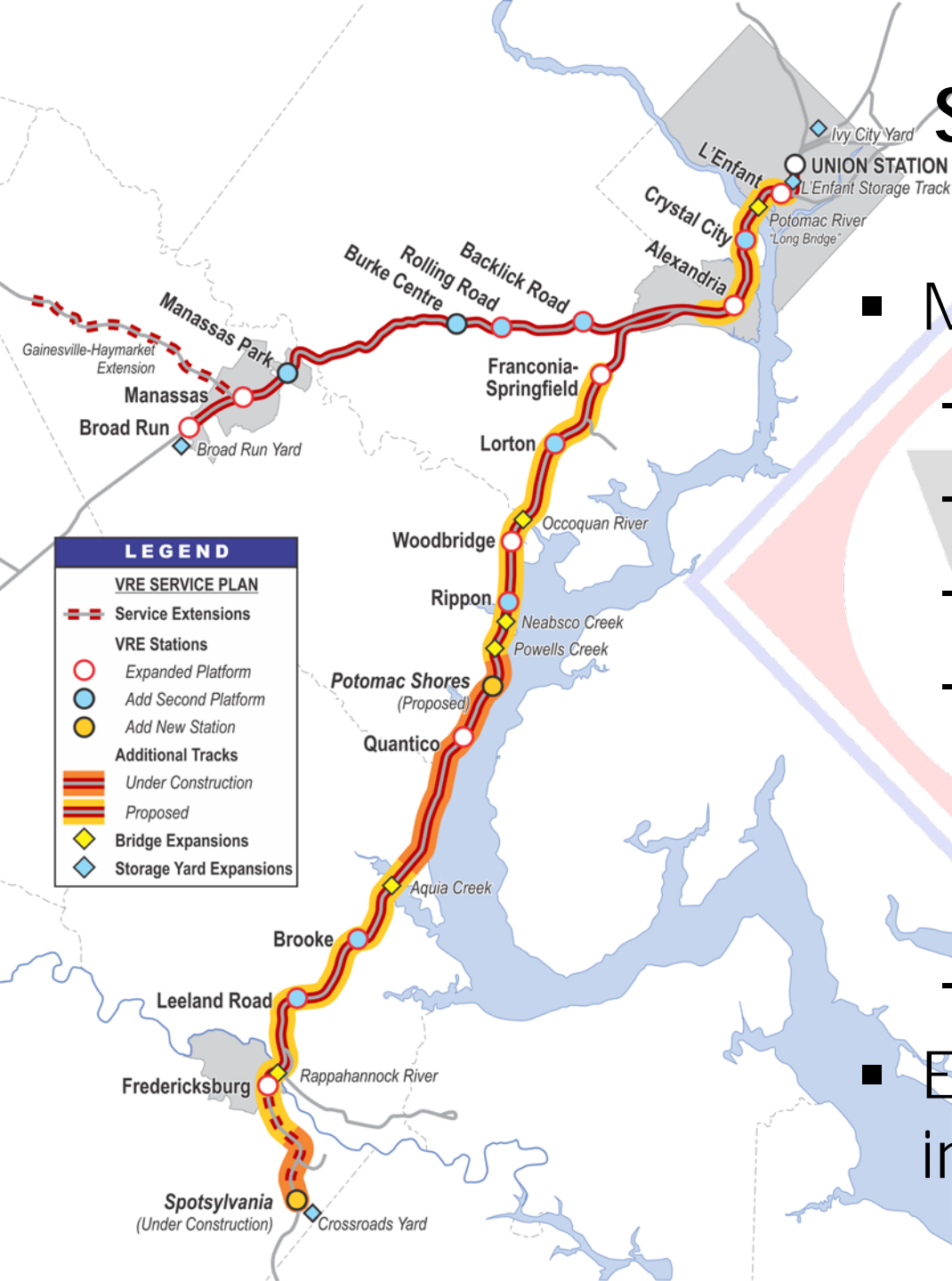
- Regional Rail
 - Frequent peak service
 - Up to 4 trains per hour per line
 - Express & local trains
 - Reverse peak service
 - More off-peak service
 - Middays
 - Evening
 - Weekend
 - Robust intermodal connections

SYSTEM PLAN 2040 PURPOSE

- Provides a framework for VRE to meet growing travel demand
 - Build upon recent successes
 - Respond to current and emergent travel needs in the region
- Identifies the next generation of VRE system projects and programs
- Starting point for an ongoing system planning process

SYSTEM PLAN 2040 IMPROVEMENTS

- Major improvements
 - Additional tracks
 - Bridge expansions
 - Service extensions
 - Stations
 - Longer platforms
 - Double platforms
 - New stations
 - Yard expansions
- Estimated \$2.73 Billion investment (\$2013)



A PHASED APPROACH

Phase 1 (2014-2020)

- ***Maximize Service within Existing Constraints***
 - Longer trains
 - Two more peak trains
 - Spotsylvania & Potomac Shores Station

Phase 2 (2021-2030)

- ***Relieve Key Capacity Bottlenecks***
 - Gainesville-Haymarket extension
 - Additional trains (reverse-peak, express)

Phase 3 (2031-2040)

- ***Expand Service to Enhance Regional Mobility***
 - Mid-day and evening trains
 - Regional through running

VRE: AN ESSENTIAL, COST-EFFECTIVE REGIONAL SOLUTION

- Regional growth and congestion are inevitable
- Potential for increased capacity in the CSX/NS rail corridors
- VRE system and service expansion is cost and time competitive with other regional transportation investments
- Provides tangible capacity increases in the I-95, I-66 and I-395 corridors



PARTNERSHIPS

- Major partnerships
 - VRE (NVTC/PRTC)
 - Virginia DRPT
 - US DOT (FTA/FRA)
 - Railroads
 - District DOT
 - Regional Agencies
 - Counties & Cities

NEXT STEPS

- Advance Phase I system investments
- Continue project development for Phase II and III investments
 - Gainesville-Haymarket extension
 - Core capacity project development
- Specific capital projects or service plans included in future budgets and Operations Board actions



A BETTER WAY. A BETTER LIFE.