

VIRGINIA RAILWAY EXPRESS SYSTEM PLAN 2040

Commonwealth Transportation Board

May 13, 2014

Doug Allen
Chief Executive Officer



A BETTER WAY. A BETTER LIFE.



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PARTNERSHIPS

- VRE is a partnership of NVTC, PRTC, nine jurisdictions
- CSX, NS and AMTRAK
- The Commonwealth is a vital partner in our success
 - Funding for track access allows VRE to operate on host railroads
 - Capital for equipment and infrastructure have led to 95% OTP

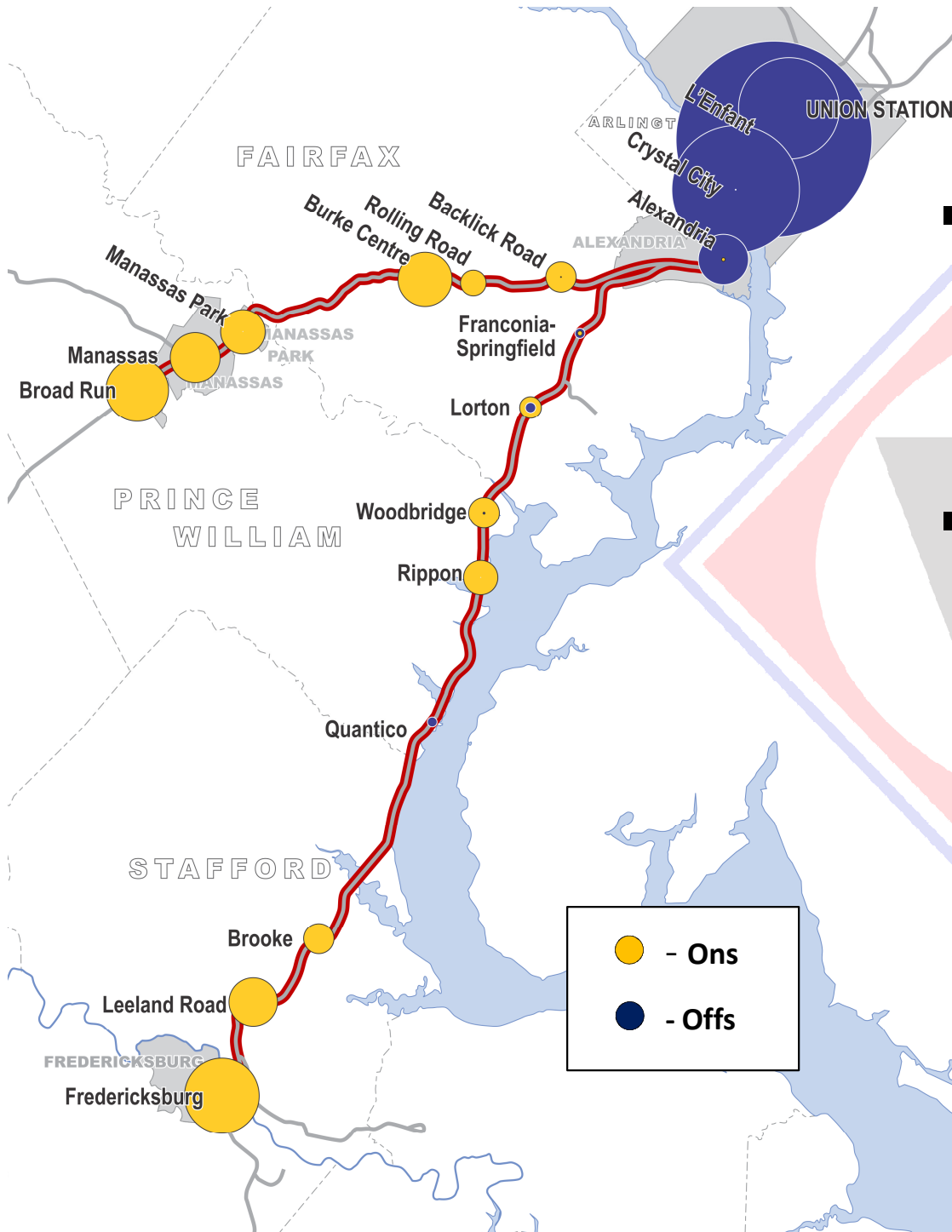


Manassas Line

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

Fredericksburg Line

- In the I-95 corridor
- 54 miles from DC
- 84 minutes to Union Station
- 14 daily trains



- Origin Stations
 - Near population
 - Parking

- Destination Stations
 - Near offices
 - Metro connections
 - L'Enfant is busiest
 - Crystal City
 - Pentagon, Rosslyn via Metro
 - Union Station
 - Alexandria

VRE CUSTOMER PROFILE



- Over 4.5M customers last year
- Highly satisfied with service (88%)
- Income over \$100,000 (73%)
- Own two or more cars (83%)
- Work for the Federal Government, Military or Military contractor (70%)

CONGESTION IN NORTHERN VIRGINIA



- Washington metro region has worst delays in U.S. *
 - 67 hours/year/commuter
 - 180M total hours/year
 - \$3.7B annually
- I-66, I-95 and I-395 some of the most congested corridors in the Commonwealth

* Texas Transportation Institute

GROWTH BY 2040

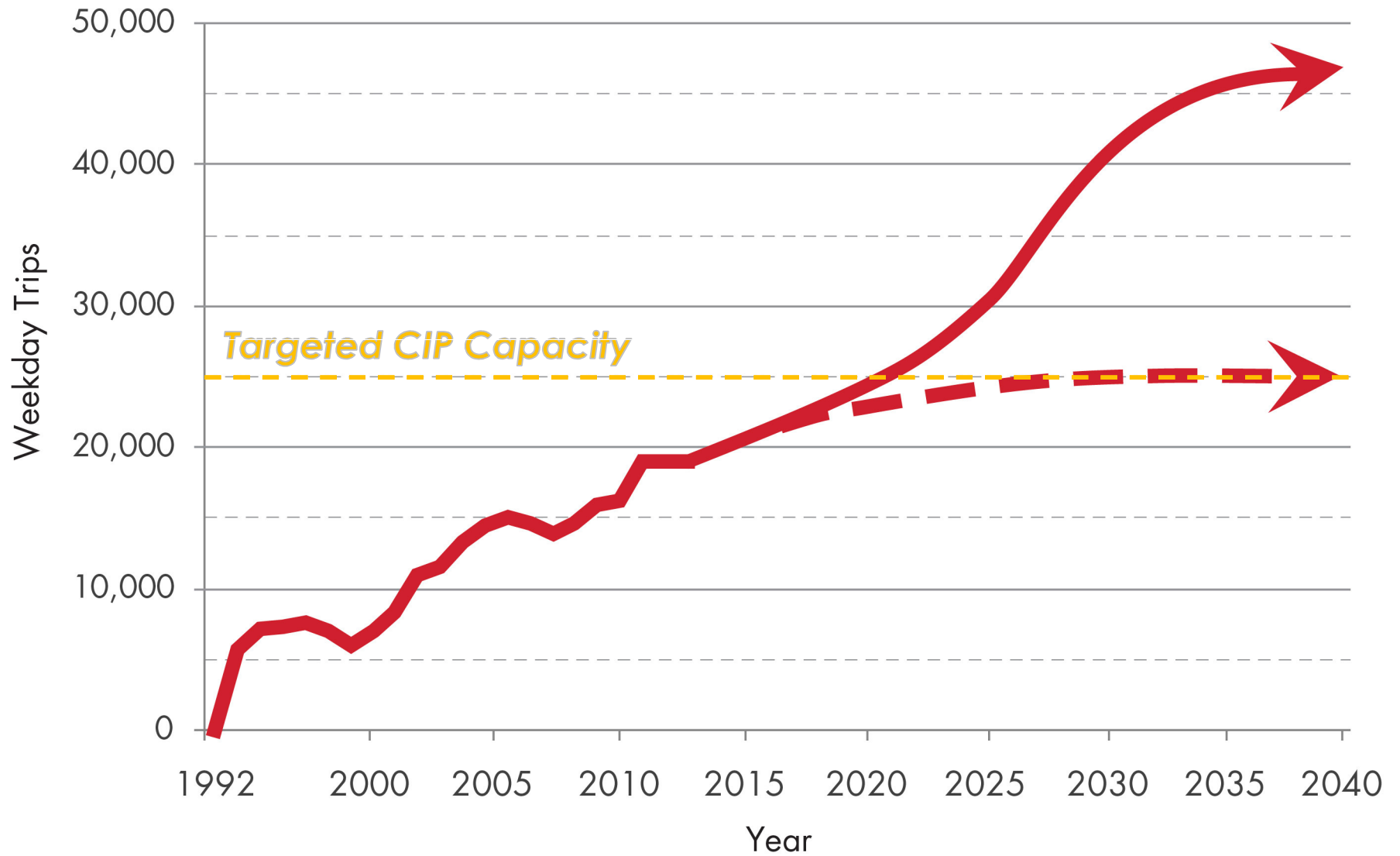
- Population of region expected to grow 30%
 - 5.2M to 6.8M
- Population in VRE corridors expected to grow 40-90%
- Jobs served by VRE expected to increase
 - 127,000 Arlington and Alexandria (40% increase)
 - 173,000 in DC (22% increase)

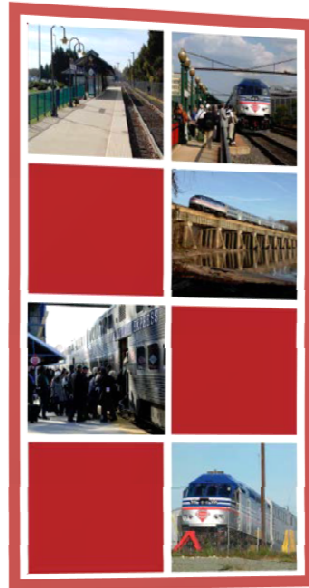
RESEARCH ON VRE'S CONTRIBUTION TO CONGESTION RELIEF*

- Regional growth and congestion are inevitable
- Contribution of VRE to congestion relief is significant and could be greater if service expanded
- Existing VRE ridership contributes to freeway travel delay reduction of between 8-20% in both corridors
 - Between 1.8 - 4.1 million hours per year
- Doubling VRE ridership would reduce delays in the I-66 and I-95 corridors by up to 14%.
 - Between 0.8 – 3.0 million hours per year

* Source: Texas Transportation Institute, March 2014

POTENTIAL FOR GROWTH





**VRE System Plan
Summary**

January 2014

VRE SYSTEM PLAN 2040

- Preparing for future
- Phased expansion to meet new and growing markets
- Adding RR capacity is key
- Expand VRE role beyond traditional commuter rail towards regional rail

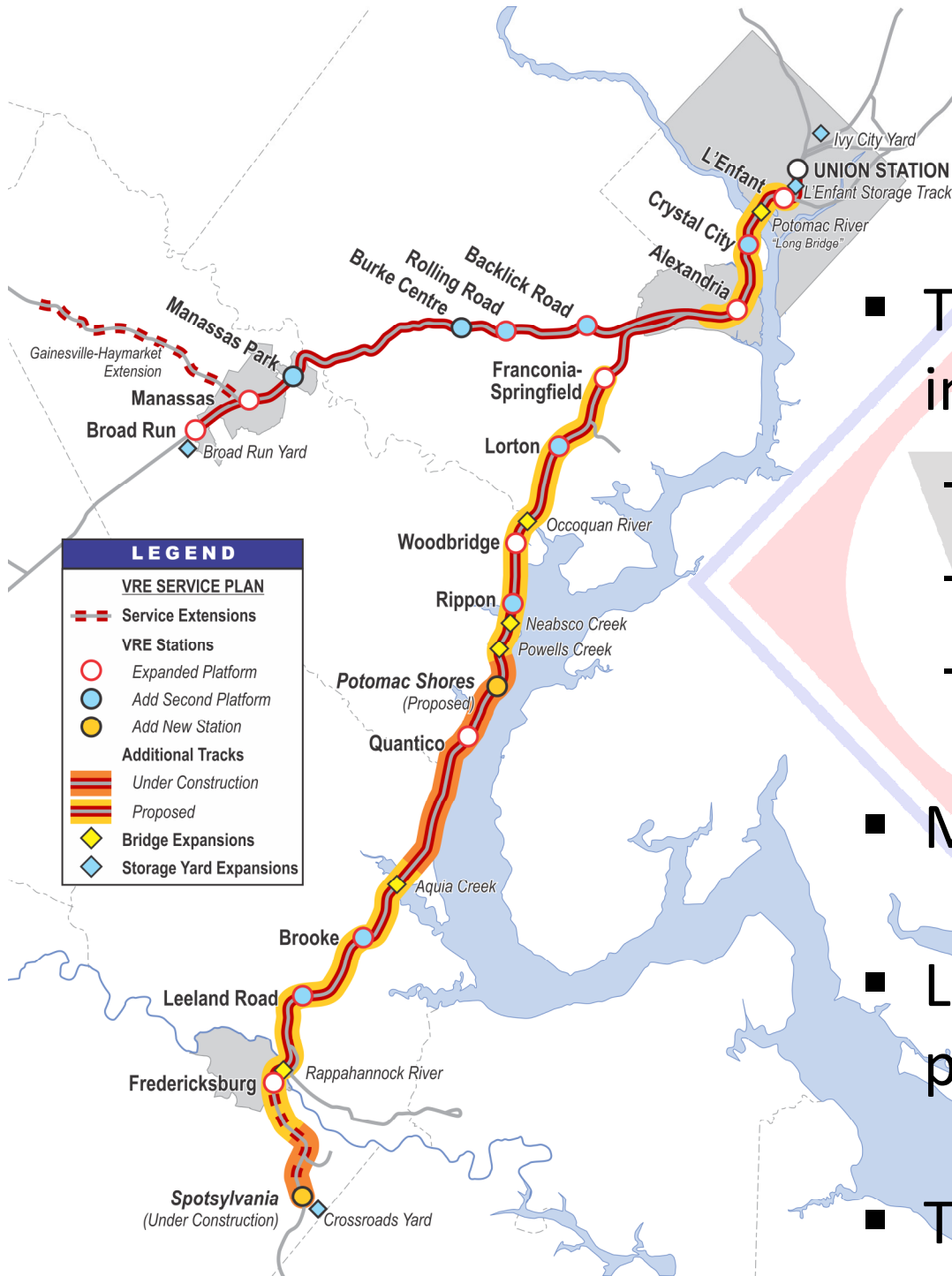
SYSTEM PLAN 2040 ELEMENTS

- Track and signal improvements
 - Add third/fourth track
 - Crossovers
 - Bridge expansions

- More and longer trains

- Longer and second platforms

- Train storage expansion



LEGEND	
VRE SERVICE PLAN	
	Service Extensions
VRE Stations	
	Expanded Platform
	Add Second Platform
	Add New Station
Additional Tracks	
	Under Construction
	Proposed
	Bridge Expansions
	Storage Yard Expansions

LONG BRIDGE

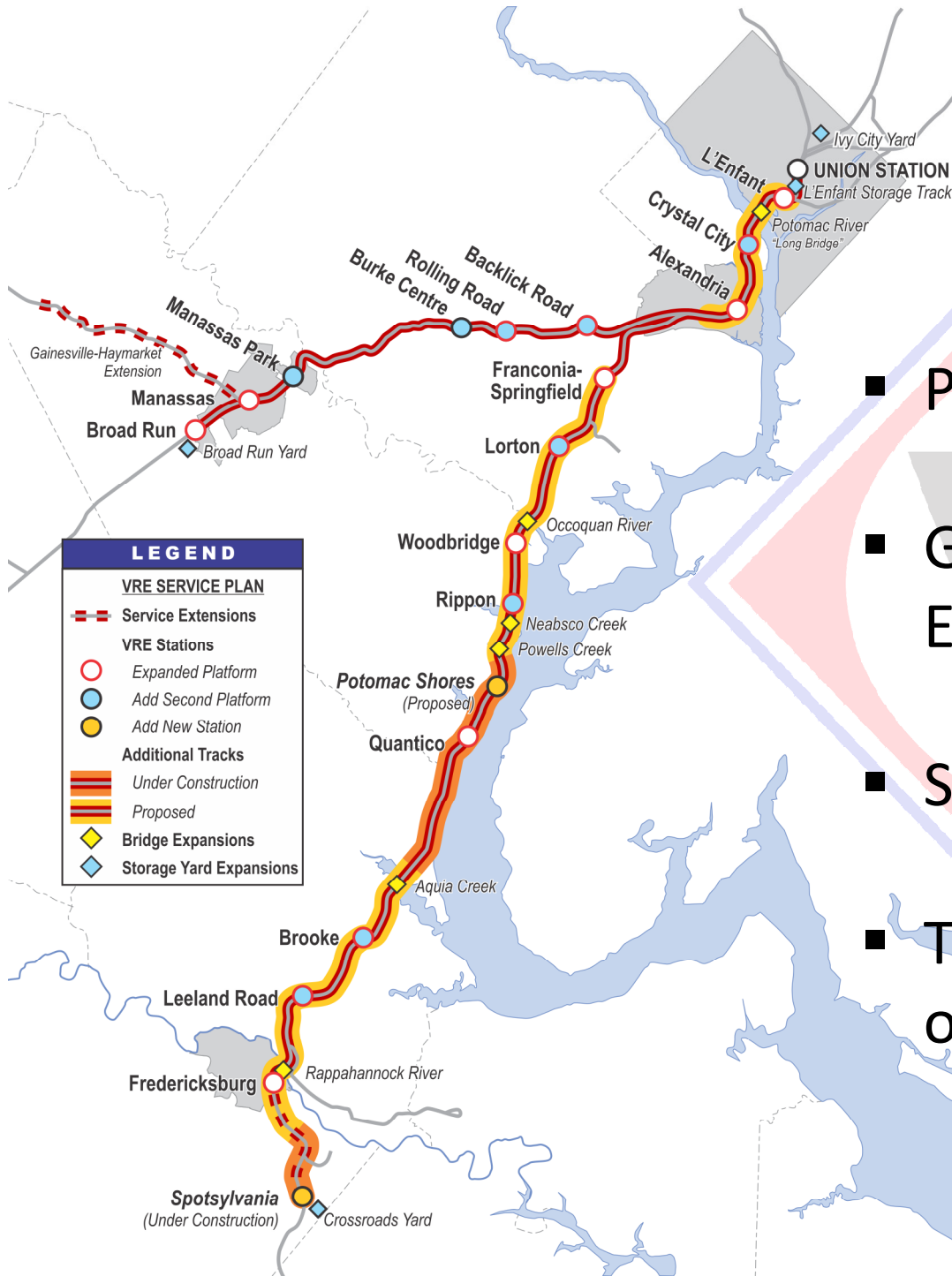


Photo Credit: Mike Schaller - Virginia Railway Express



SYSTEM PLAN 2040 ELEMENTS

- Potomac Shores Station
- Gainesville-Haymarket Extension
- Station Parking
- Total estimated investment of \$2.7B (\$2013)



LEGEND	
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ADVANTAGES OF VRE EXPANSION

- Investment in VRE is cost effective
- No additional ROW requirements
- Fewer environmental challenges, less time
- Relatively modest costs
- Compliments other investment

SUMMARY

- VRE is important to Virginia and the region
- Actionable long-range plans
- Cost-effective investment
- VRE reduces congestion
- Capacity equivalent of 150 lane miles in I-66, I- 95, I-395
- VRE is ready to expand the system, with host railroads, the CTB and DRPT
- Investments in VRE will provide long term dividends for generations

CONTACT INFORMATION

For additional information, please contact:

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The logo for VRE (Virginia Retirement Employees) is a large diamond shape with a light blue border. Inside the diamond is a white oval containing the letters "VRE" in a bold, grey, sans-serif font. The background of the diamond is a light pink color.

VRE



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