

VIRGINIA RAILWAY EXPRESS

ADDING CAPACITY IN CORRIDORS OF STATEWIDE SIGNIFICANCE (COSS)

Commonwealth Transportation Board

July 28, 2016

Doug Allen

Chief Executive Officer

Virginia Railway Express



A BETTER WAY. A BETTER LIFE.

WHO WE ARE

Commuter rail

2 Commissions,
9 Jurisdictions

Safe, Reliable,
High Customer
Satisfaction

4.5 million riders
per year

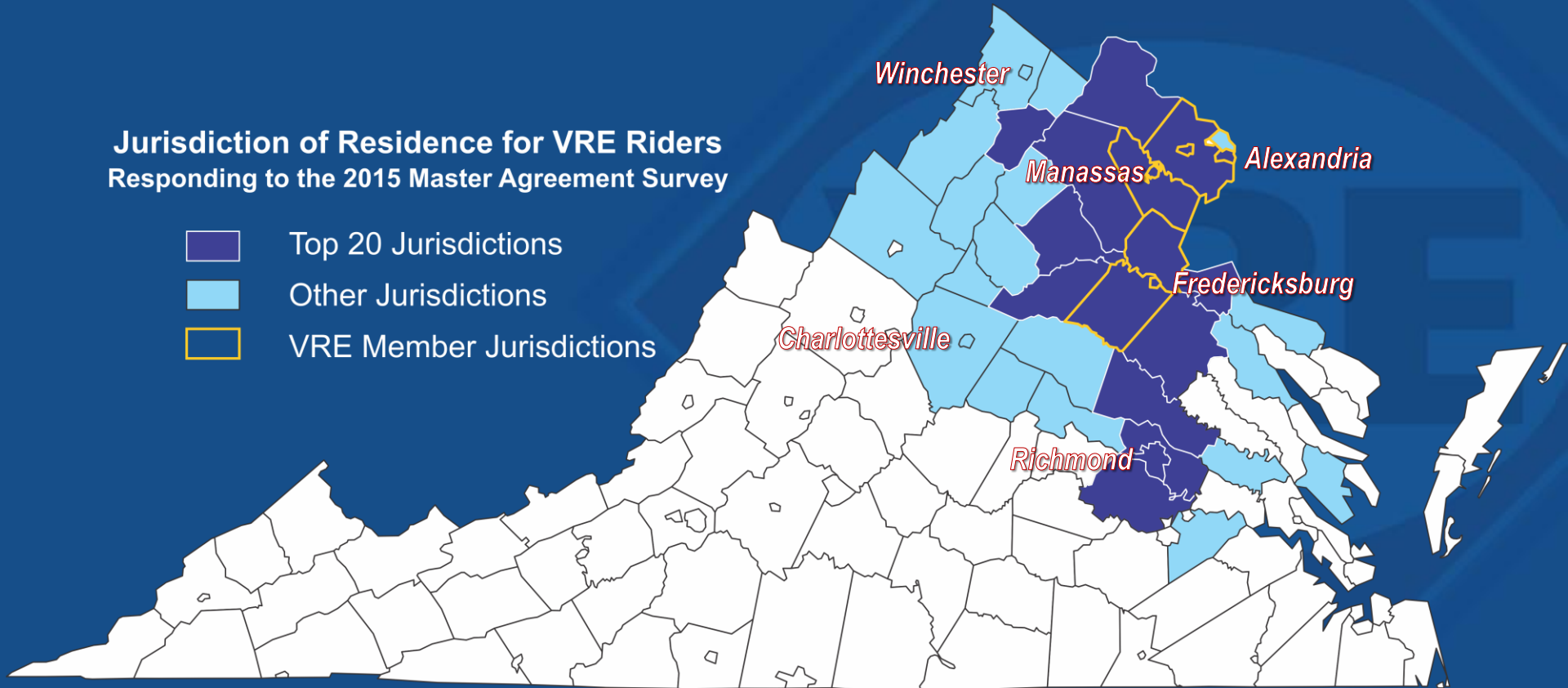


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On a typical weekday VRE draws ridership from 39 Virginia Jurisdictions

Jurisdiction of Residence for VRE Riders
Responding to the 2015 Master Agreement Survey

- Top 20 Jurisdictions
- Other Jurisdictions
- VRE Member Jurisdictions



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WHAT WE DO

We add peak capacity...
Currently 5,400 peak seats/hour

...in corridors of
statewide significance...

I-66, I-95 & I-395

...for longer-distance
commuters...

*Travelers that would otherwise
drive on highways**

...using non-highway
rights-of-way
CSXT, NS & Amtrak



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* Source: Texas A&M Transportation Institute Congestion Relief Provided by Virginia Railway Express

VDOT EFFORTS

...I-95/395 Express Lanes...
*Opened in 2014,
south/north extensions in 2018*

... I-66 inside beltway...
Complete in 2020

...I-66 outside the beltway...
*Two Express lanes/direction
open in 2020*

... total value...
\$2.5B



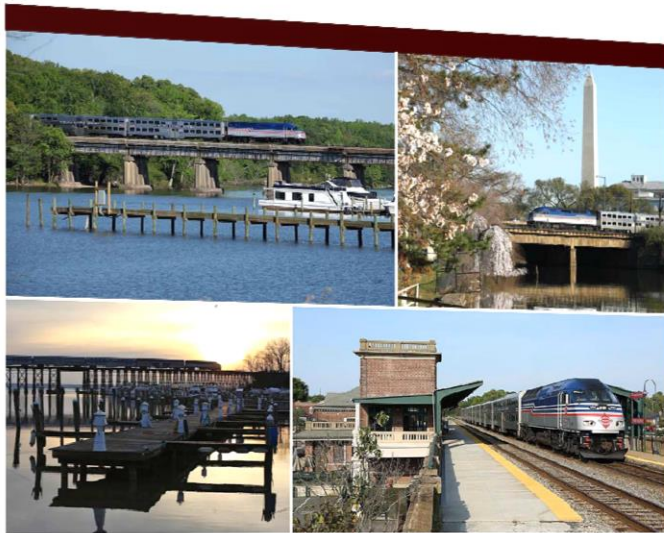
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VRE BENEFITS TO CoSS

“...contribution to congestion relief is significant...”

“...much greater congestion benefit in the evening peak period...”

“...contributes to a delay reduction of between 8 and 18%...”



Congestion Relief Provided by Virginia Railway Express

Analysis Conducted By
Texas A&M Transportation Institute
Texas A&M University System

For
Virginia Railway Express

June 2015



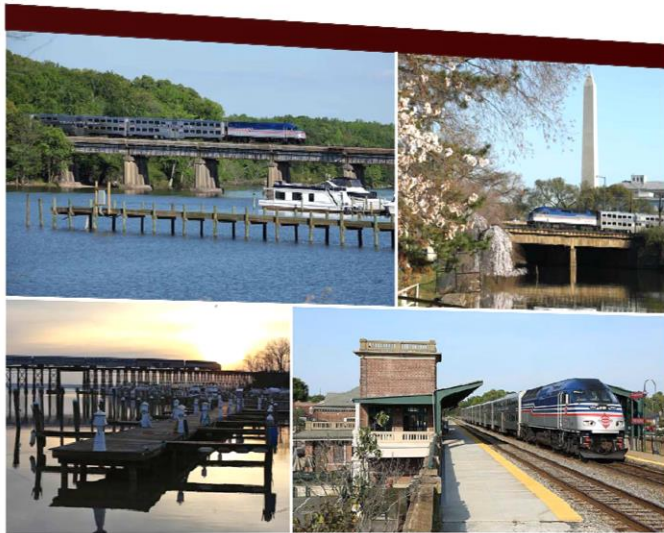
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VRE BENEFITS TO CoSS

“...[VRE] provides capacity for about 5,000 persons per hour...”

“...would require adding at least one freeway lane in each direction in both VRE corridors...”

“...total estimated construction cost required to provide [freeway] capacity to carry VRE passengers is **over \$1 billion.**”



Congestion Relief Provided by Virginia Railway Express

Analysis Conducted By
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Texas A&M University System

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June 2015



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VRE SYSTEM PLAN 2040

- Longer trains
- Longer platforms
- More station parking
- Second platforms
- More trains
- Third track on CSX
- Storage yard expansion
- Gainesville-Haymarket Extension
- Long Bridge



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VRE FINANCIAL PLAN

Complement to System Plan 2040

- Scenarios
 - Focus on Steady State, Natural Growth, System Plan 2040
- Refined cost estimates
- Detailed cost modeling
- Forecast future operating and capital needs
- Forecast revenues by source
- Identified revenue needs
- Key findings to inform decisions, next steps



VRE FINANCIAL PLAN KEY FINDINGS

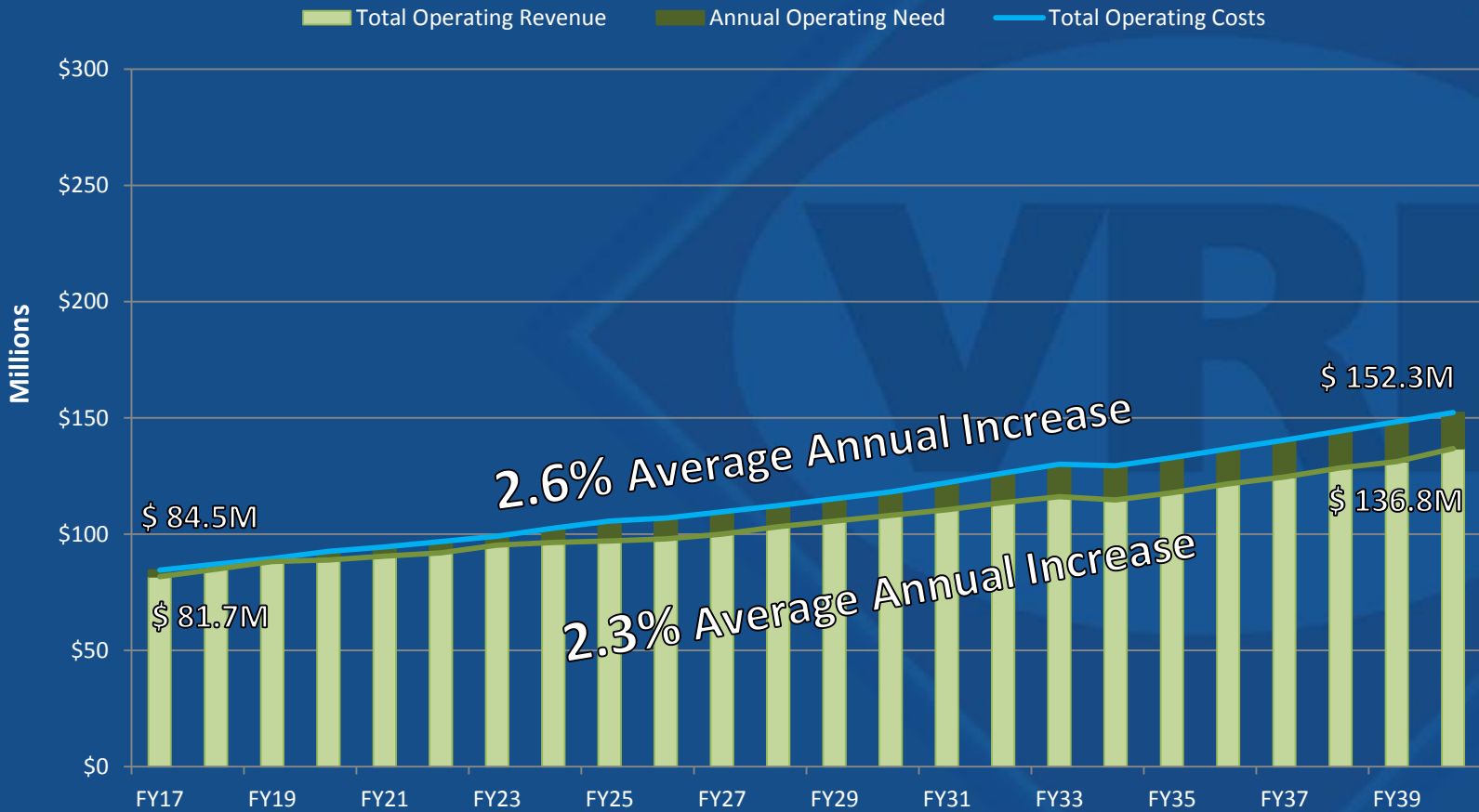
- Operating expenses escalate faster than revenues



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OPERATING COST VS. REVENUE

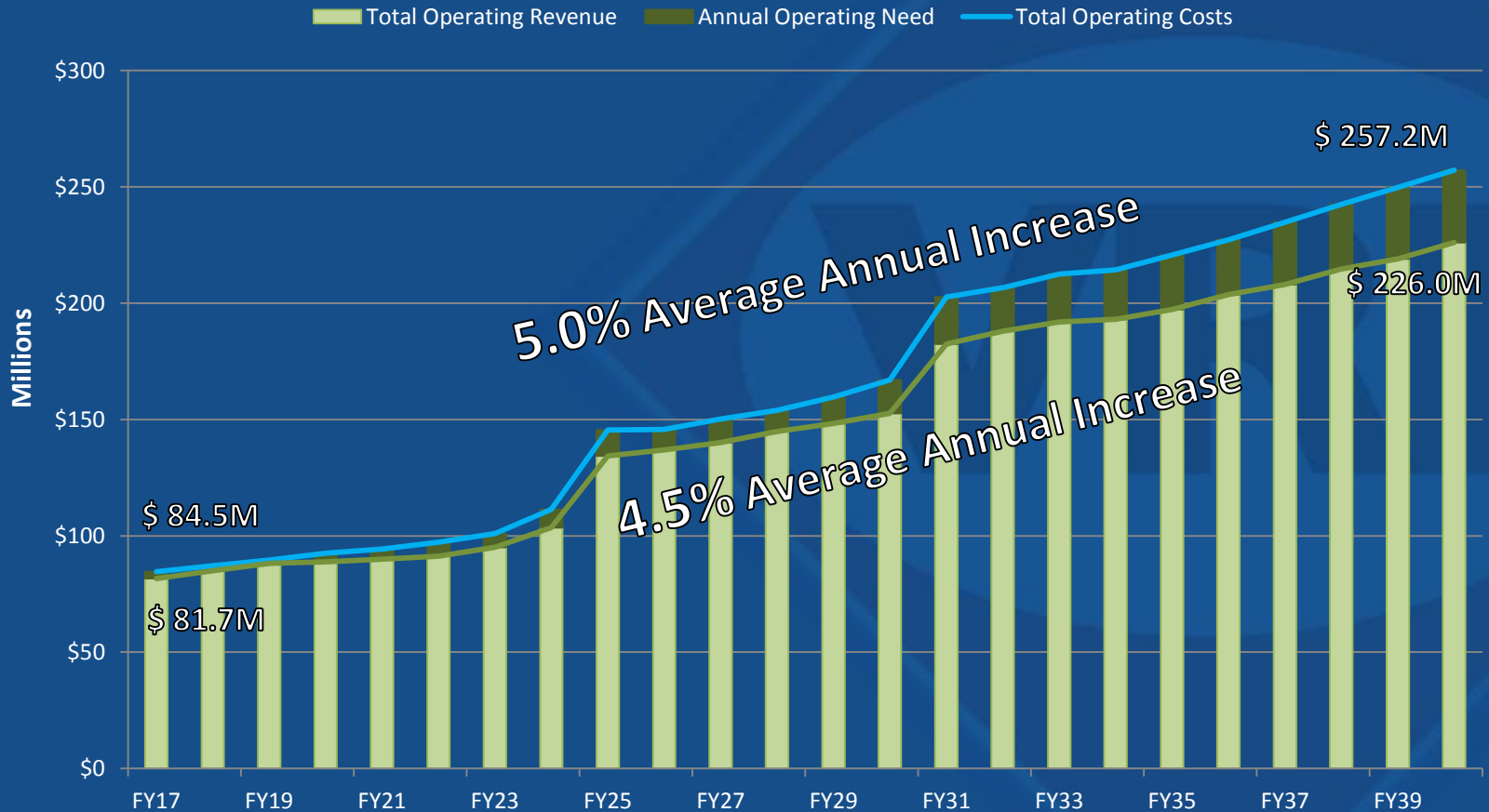
NATURAL GROWTH



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OPERATING COST VS. REVENUE

SYSTEM PLAN



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VRE FINANCIAL PLAN KEY FINDINGS

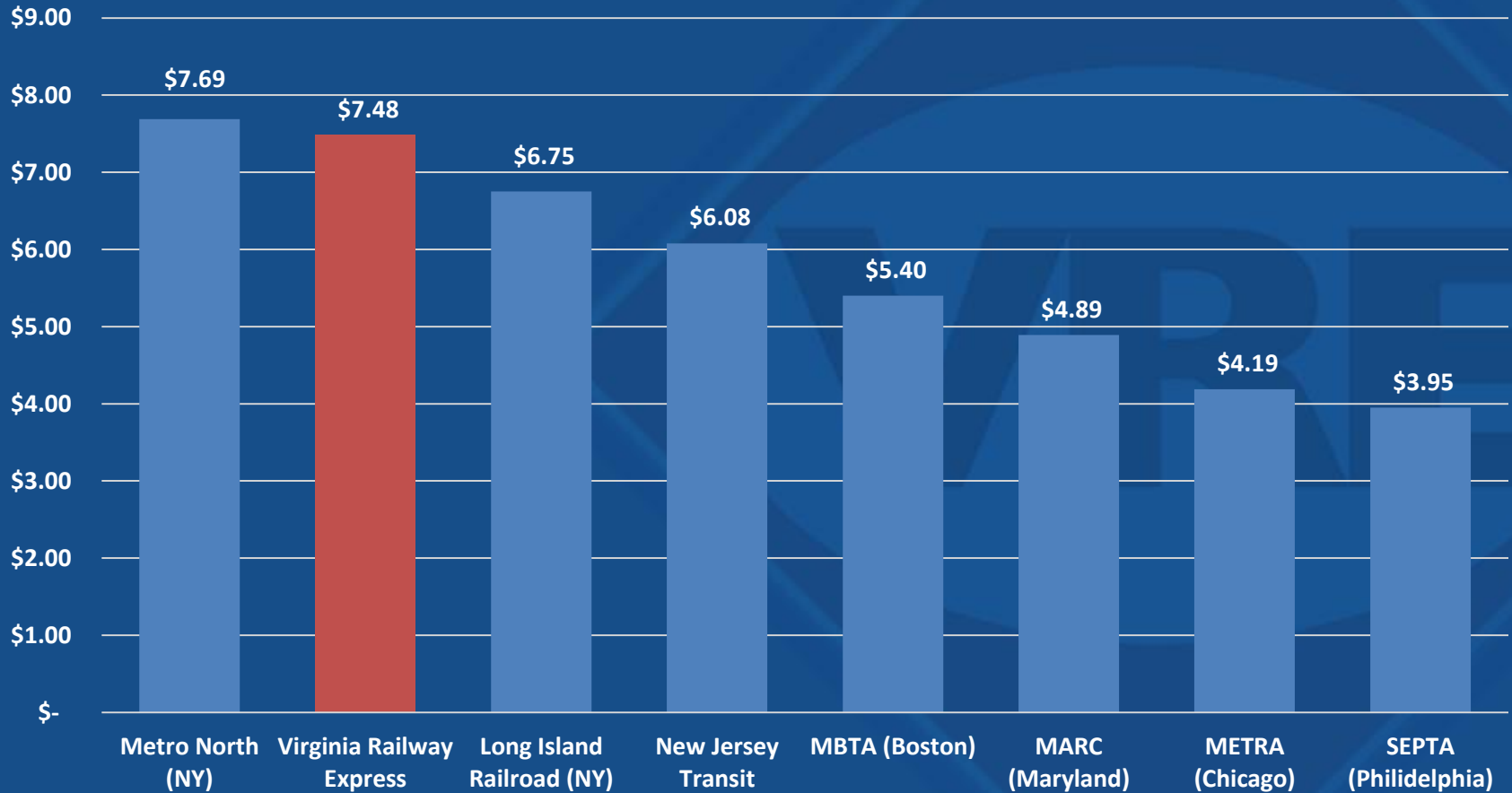
- Operating expenses escalate faster than revenues
- Raising fares alone is not a viable solution



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VRE FINANCIAL PLAN

AVERAGE FARE



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VRE FINANCIAL PLAN

OPERATING SOURCES

Funding from Jurisdictions is Limited

- Arlington, Alexandria — flat fee of approximately \$150k
- Fairfax Co. — VRE funded **thru general fund** (gas tax to WMATA)
- Prince Wm Co. — PRTC bus service and VRE **exceeds gas tax; NVTA**
- M,MP,F — **limited gas tax base**
- Stafford Co. — **gas tax only on VRE**, stopped road projects
- Spotsylvania Co. — **gas tax**, new station opened in 2015



VRE FINANCIAL PLAN KEY FINDINGS

- Operating expenses escalate faster than revenues
- Raising fares alone is not a viable solution
- Capital costs exceed expected sources, particularly in non-NVTA jurisdictions

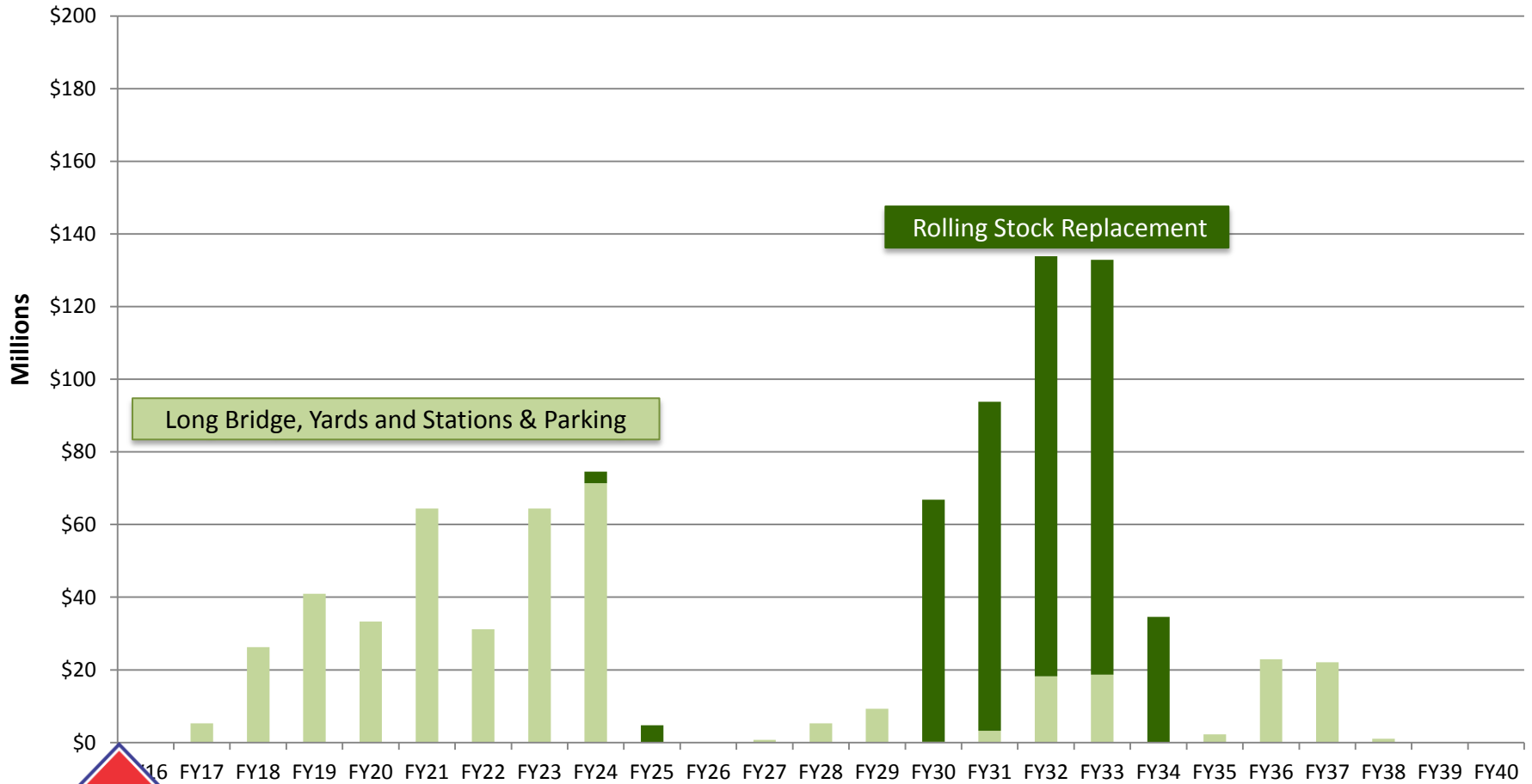


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VRE FINANCIAL PLAN

NATURAL GROWTH SCENARIO

Unfunded Capital Requirements by Fiscal Year

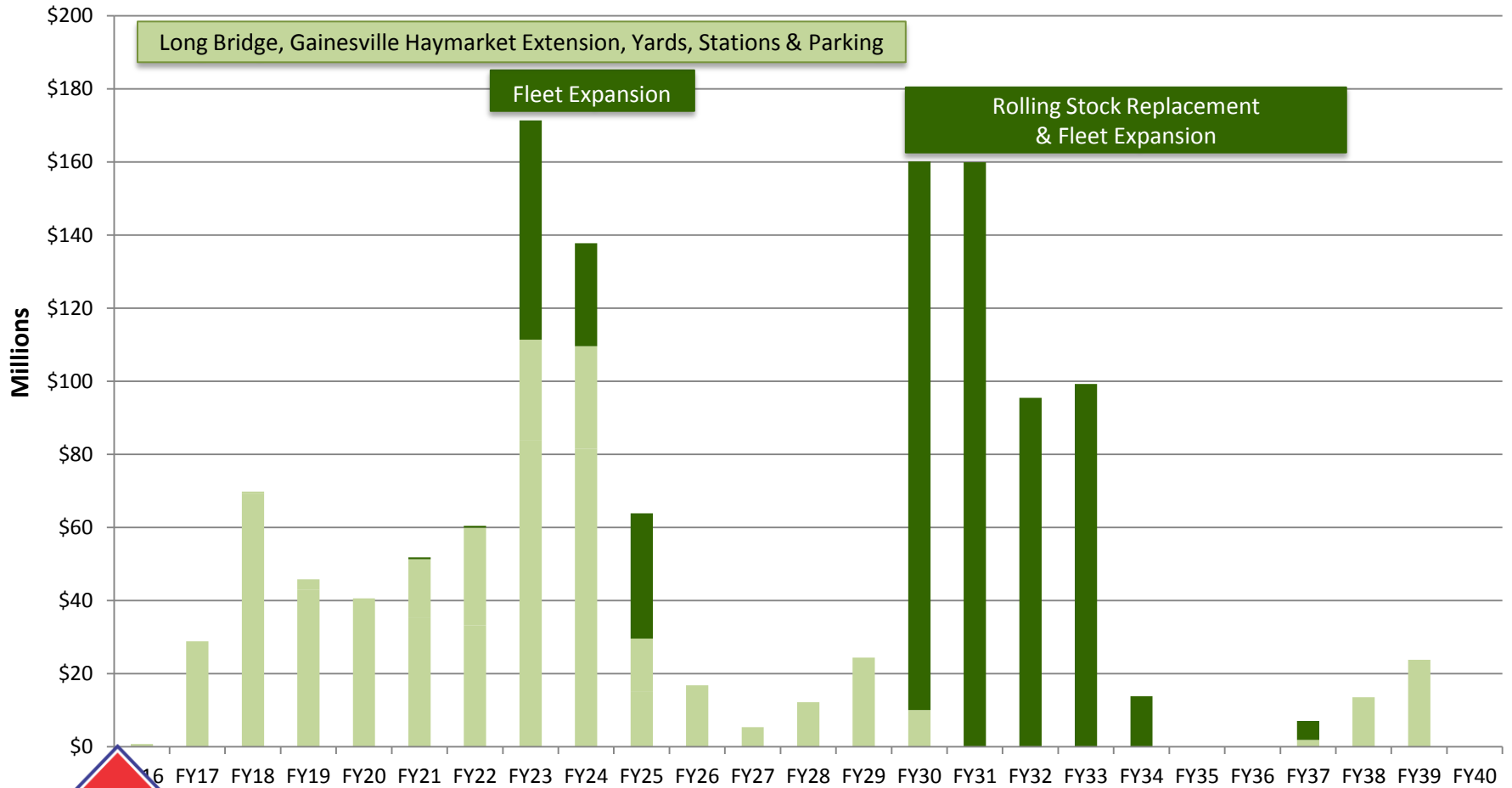


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VRE FINANCIAL PLAN

SYSTEM PLAN SCENARIO

Unfunded Capital Requirements by Fiscal Year



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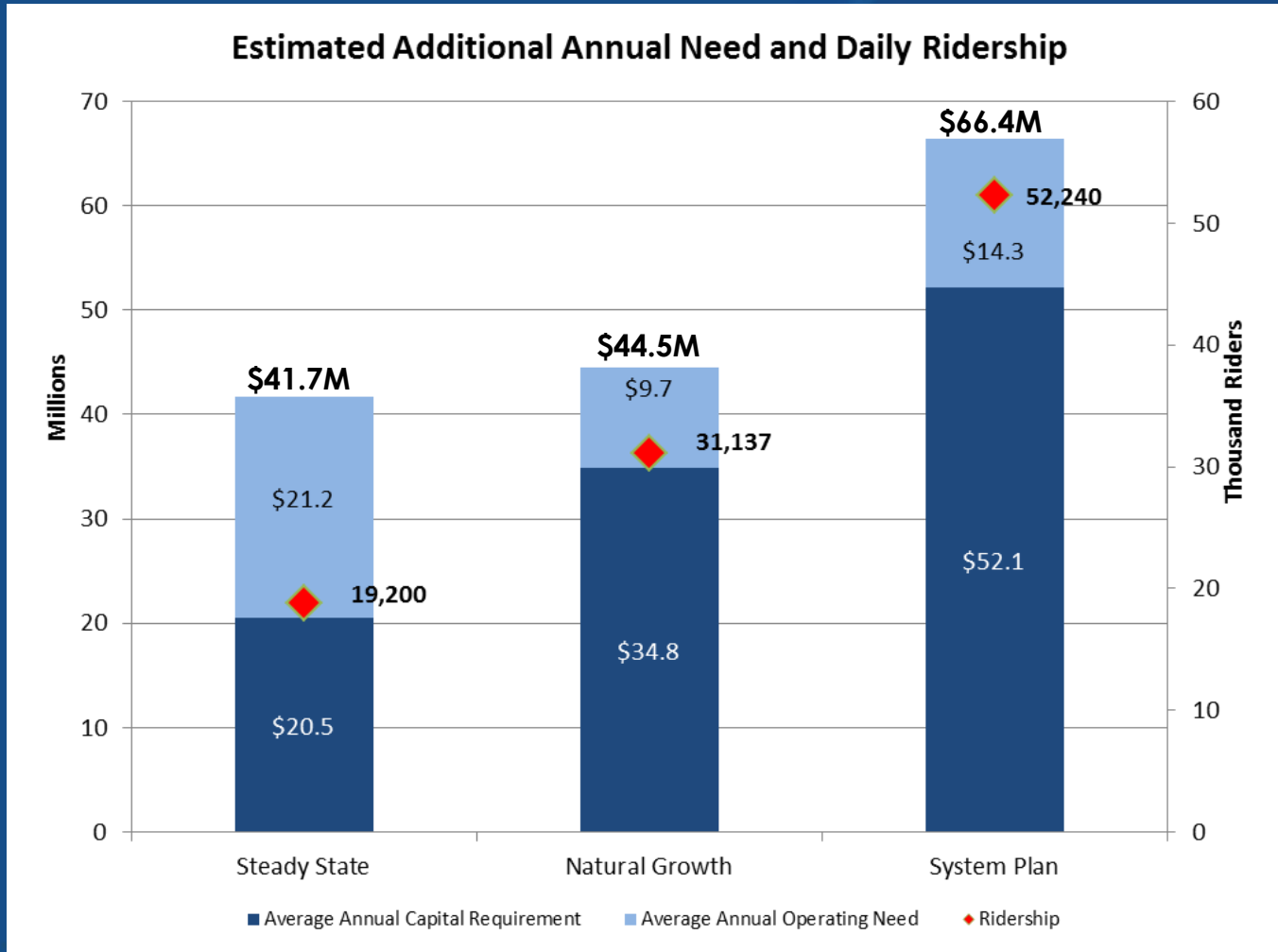
VRE FINANCIAL PLAN KEY FINDINGS

- Operating expenses escalate faster than revenues
- Raising fares alone is not a viable solution
- Capital costs exceed expected sources, particularly in non-NVTA jurisdictions
- **Today's service is not sustainable over time**
- **Additional funding results in more riders**



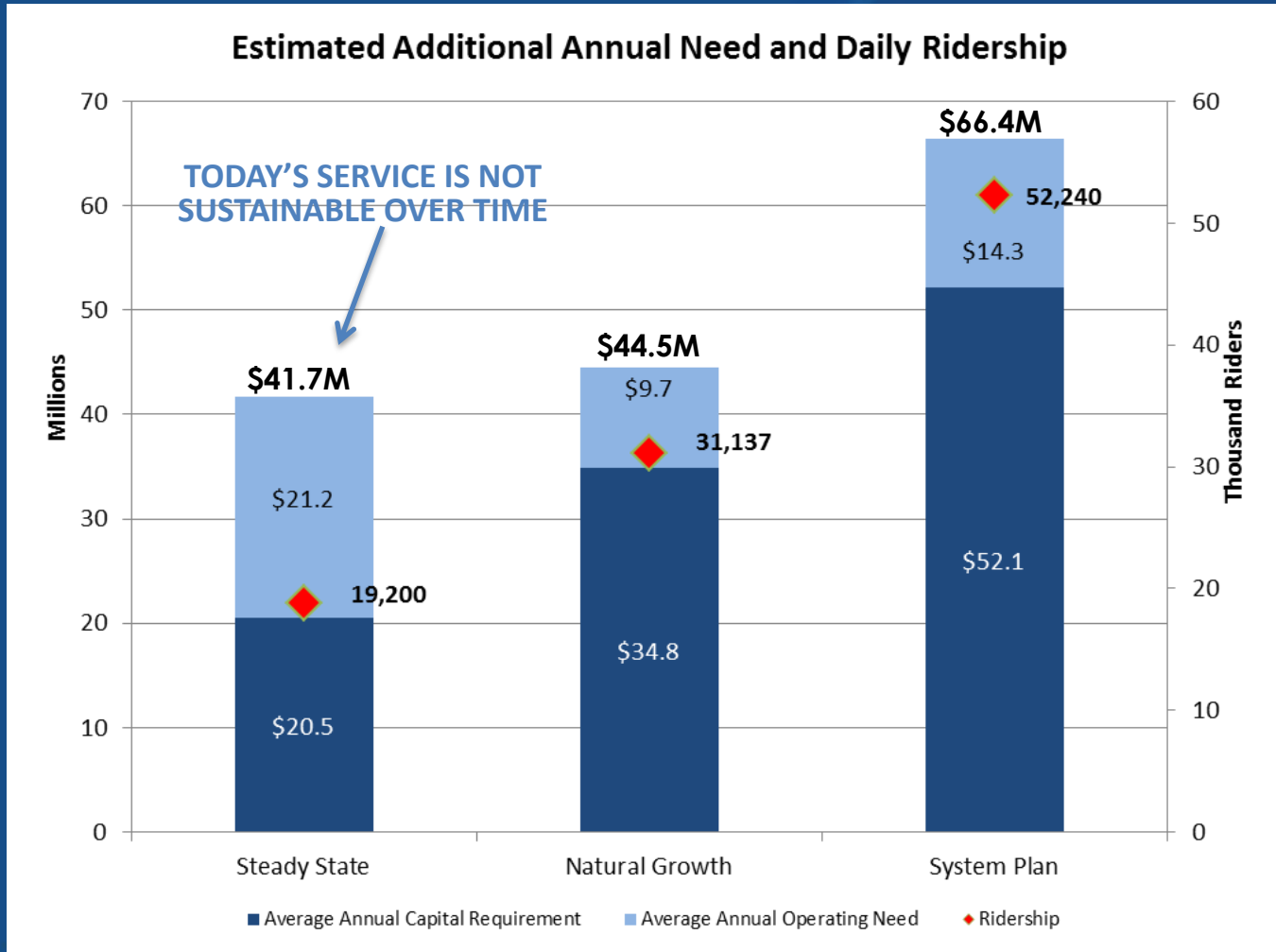
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VRE FINANCIAL PLAN SUMMARY OF FINDINGS



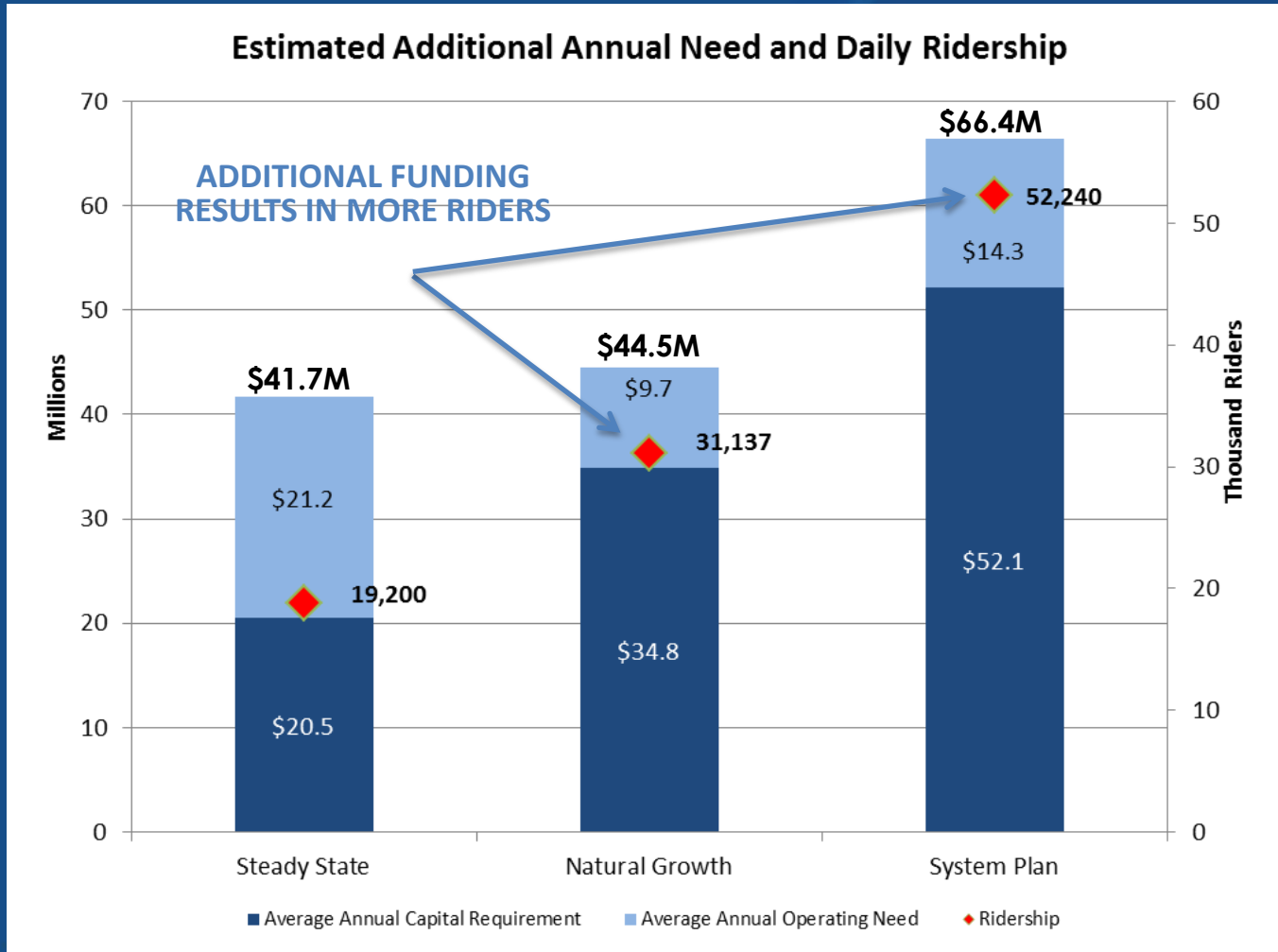
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VRE FINANCIAL PLAN SUMMARY OF FINDINGS



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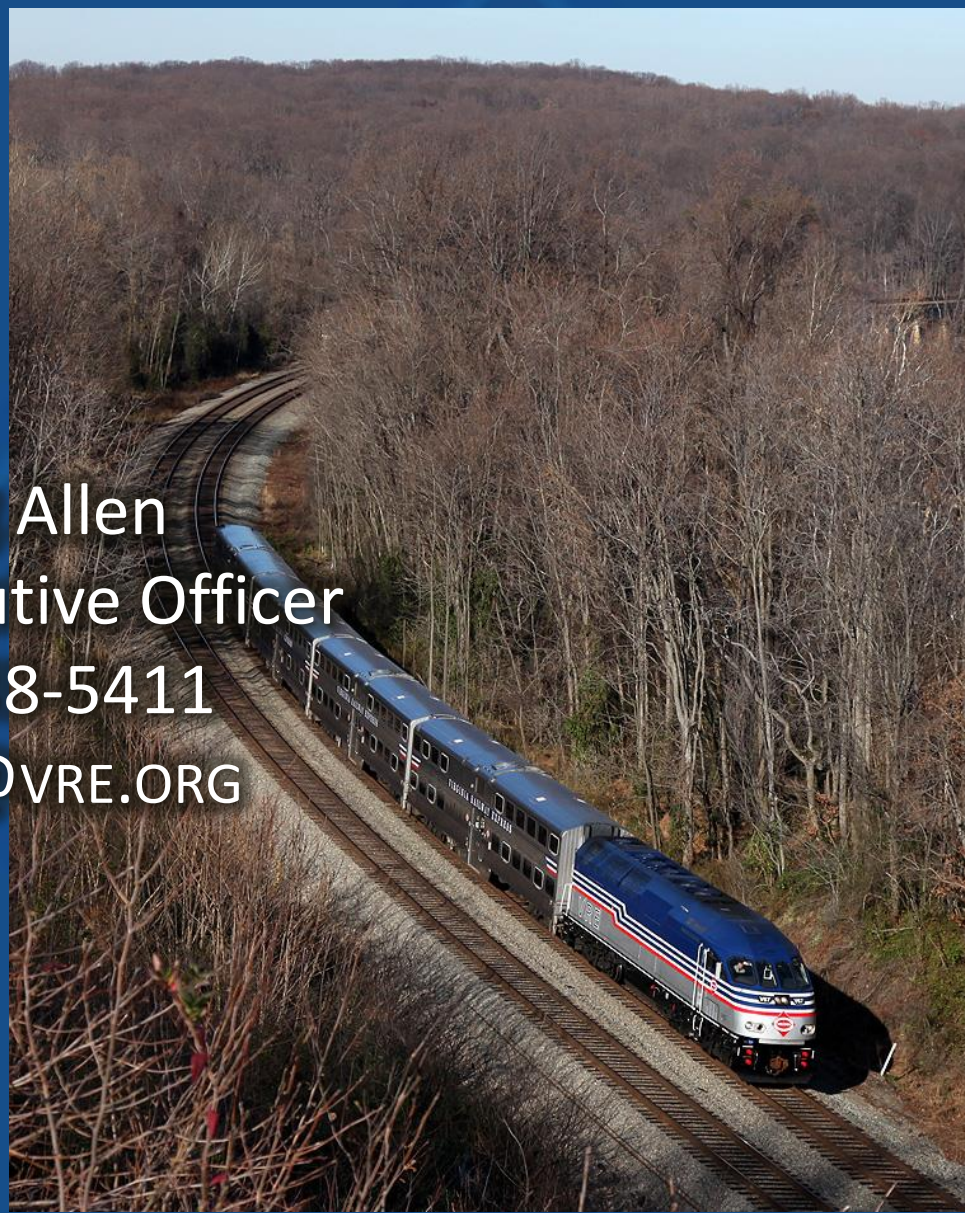


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CONCLUSIONS

1. VRE is a **vital component** of the Commonwealth's transportation system.
2. VRE **provides significant capacity** during the rush hours in the I-66, I-95 and I-395 corridors.
3. The **cost to replace VRE capacity** in these CoSS would be **substantial**.
4. The **most cost effective way to increase capacity** in these CoSS is to expand VRE.
5. VRE needs **additional investment from the Commonwealth to continue and expand capacity** in the I-66, I-95 and I-395 CoSS.





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SUMMARY OF KEY POINTS

- The I-66, I-95 and I-395 CoSS are some of the most congested in Virginia.
- VDOT has/will max out capacity in these corridors.
- VRE is the only viable option for significant additional capacity in these corridors.
- VRE is limited by existing sources of funding.
- VRE needs dedicated funding to continue and to provide significantly more capacity in these CoSS.

