



# VIRGINIA RAILWAY EXPRESS SYSTEM PLAN 2040

## Goals of the VRE System Plan

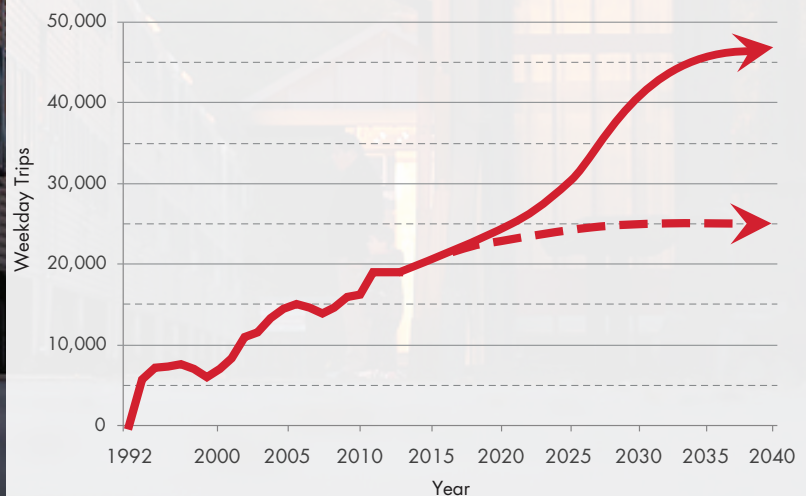
- Provide passengers with rolling stock, stations, and service maintained to the highest quality.
- Improve and expand service for current VRE passengers.
- Address emerging ridership markets.
- Advance VRE's role as part of a multimodal regional mobility network.
- Invest in partnerships to add capacity in multi-use rail corridors.



## VRE's Growth Potential

VRE ridership has doubled since 2000, reaching 19,000 weekday trips in 2013. Over the next 25 years, VRE can more than double its ridership again by offering more choices to travelers in the region and delivering substantial mobility improvements in the congested I-95 and I-66 corridors.

System investments proposed in Phase I of the System Plan will expand capacity to carry up to 25,000 weekday passengers. More major improvements are identified for Phases II and III to support VRE service expansion by relieving critical operational bottlenecks such as the Long Bridge over the Potomac River and other water crossings as well as adding more tracks throughout the corridor. With these and other investments, the long-term growth potential for VRE rises to 50,000 weekday passengers to keep pace with identified demands for service.



... Maximizing Regional Mobility

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

## 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.

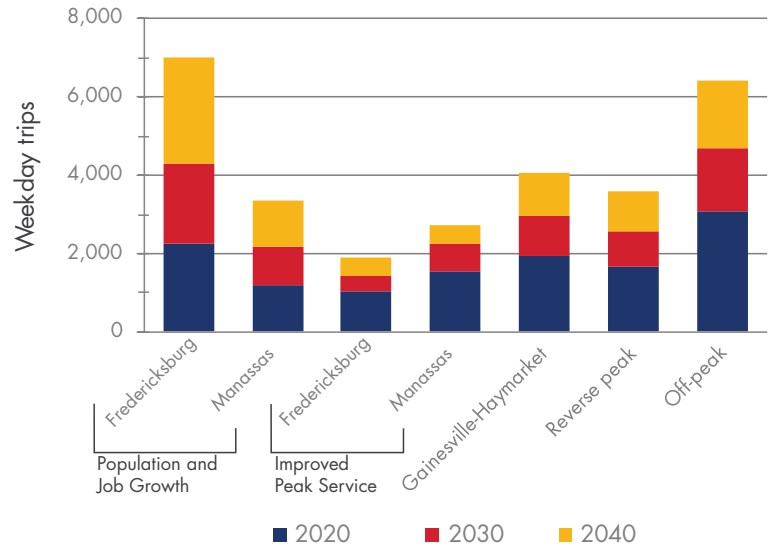
## System Plan Timeline

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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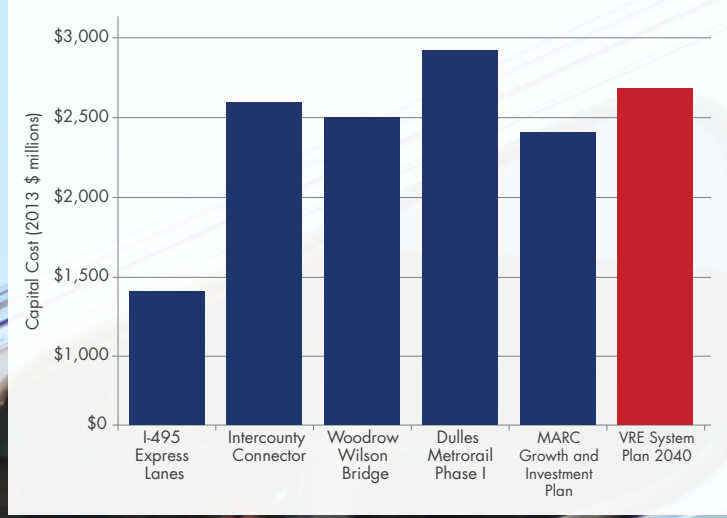
## VRE's Role in the Regional Rail Network

With the service improvements realized through VRE System Plan investments, VRE becomes a critical link in the regional rail travel network centered on Washington DC. Better integration of VRE with MARC and Amtrak services will enhance travel for longer-distance commuters as well as for business and leisure travelers, offering more attractive and varied alternatives to travel by car. Enhanced connectivity to Metrorail and other high-capacity public transit services improve the reach of rail throughout the region.



## VRE is a Cost-Effective Investment

Improvements in VRE capacity can be achieved in less time and at a comparable cost to other highway and rapid transit projects constructed in the region. Investment in the railroad corridors will enable VRE to provide a rush hour passenger-carrying capacity equivalent to two traffic lanes in the I-95 and I-66 corridors while also augmenting freight railroad capacity and supporting future expansion of intercity passenger rail services.



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