

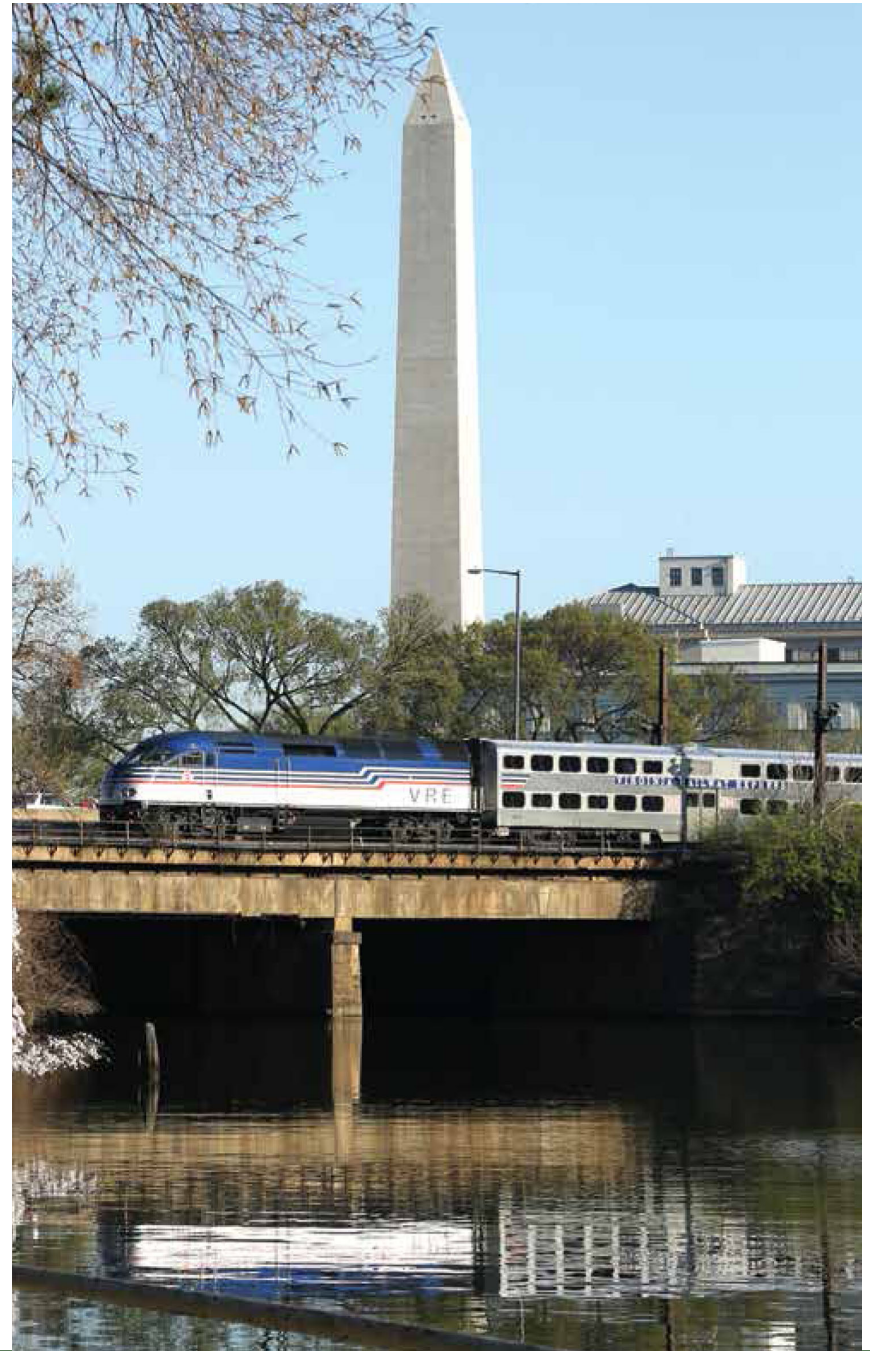
VIRGINIA RAILWAY EXPRESS
MOVING DC TOWARDS REGIONAL RAIL



A BETTER WAY. A BETTER LIFE.

TODAY'S PRESENTATION

- The Case of Regional Rail
- Philadelphia Center City Commuter Connection (1984)
- Virginia Railway Express
 - Overview
 - Moving from commuter rail towards regional rail



VIRGINIA RAILWAY EXPRESS

FOCUS ON LONGER-DISTANCE TRAVEL MARKETS



Rail Rapid Transit — High-Density, Urban/Suburban Travel Markets



Station Spacing: ½ to 2 miles System Extent: 15 to 20 miles
Typical Maximum Speed: 65 mph Average Speed (with stops): 25 mph



Commuter Rail — Lower-Density, Suburban/Exurban Travel Markets



Station Spacing: 1 to 4 miles System Extent: 20 to 75 miles
Typical Maximum Speed: 79 mph Average Speed (with stops): 45 mph



Intercity Rail — Regional, Longer Distance Travel Markets



Station Spacing: 20 to 30 miles System Extent: 50 to 300 miles
Ideal Maximum Speed: 110 mph Average Speed (with stops): 55 mph



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REGIONAL RAIL vs. COMMUTER RAIL



- Service philosophy espoused by Paris' *Réseau Express Régional*
 - "Regional Express Network" or "RER"
 - Integration of rapid transit operating principles using commuter rail technology
 - Bi-directional, all day service
 - Less frequent but faster and longer distance than travel by Metro
 - Five Parisian commuter rail lines converted since 1977



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REGIONAL RAIL vs. COMMUTER RAIL



- A shift in VRE operating practice
 - More frequent, two-way service
 - Reverse-peak train service
 - Connecting DC & NoVA residents with jobs in Virginia
 - Midday & evening train service
- North American examples
 - SEPTA (Philadelphia)
 - GO Transit (Toronto)
 - NJ Transit (New York City)
 - MTA (New York City)
 - MBTA (Boston)
 - Caltrain (San Francisco)



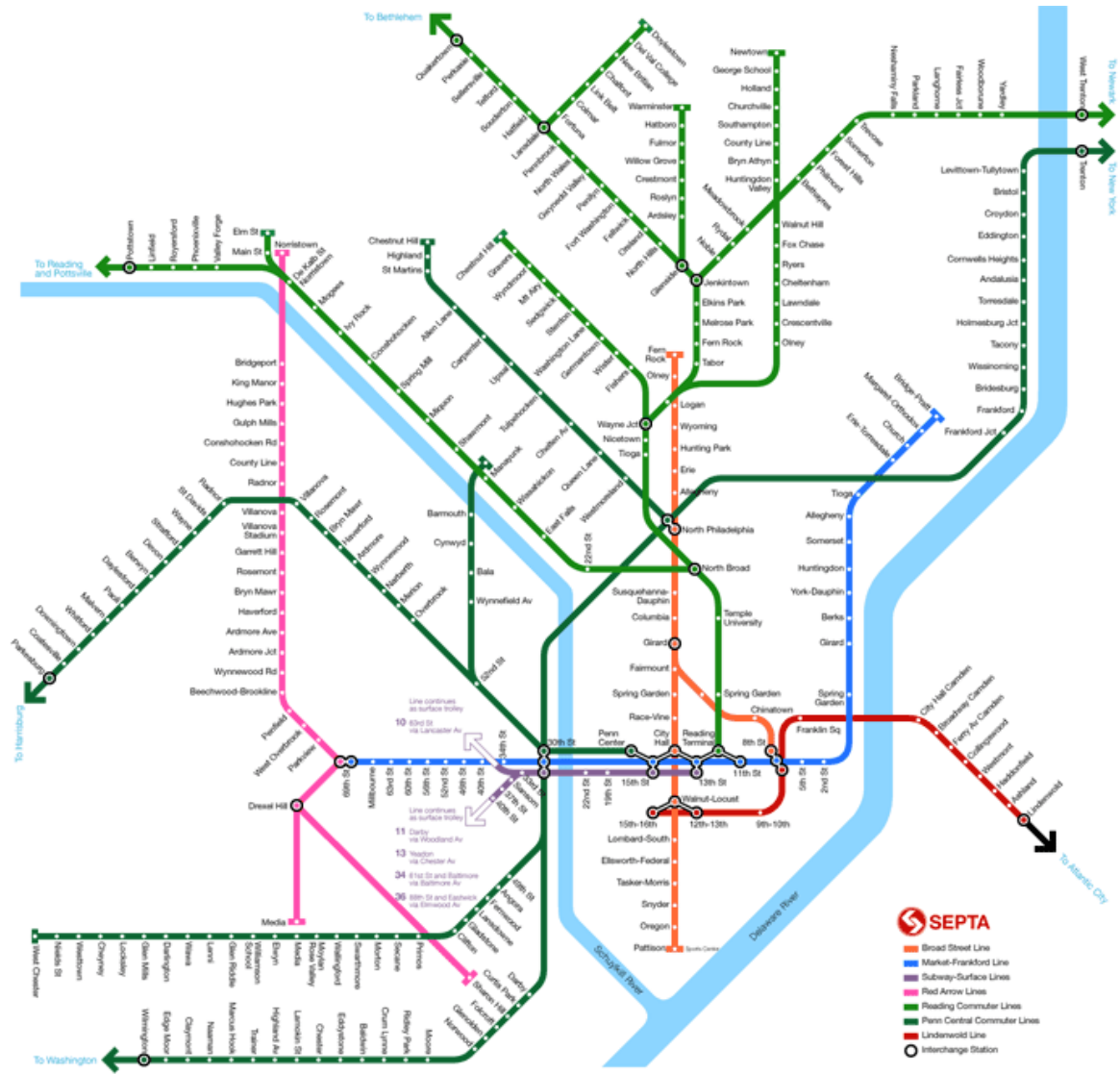
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SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SEPTA)



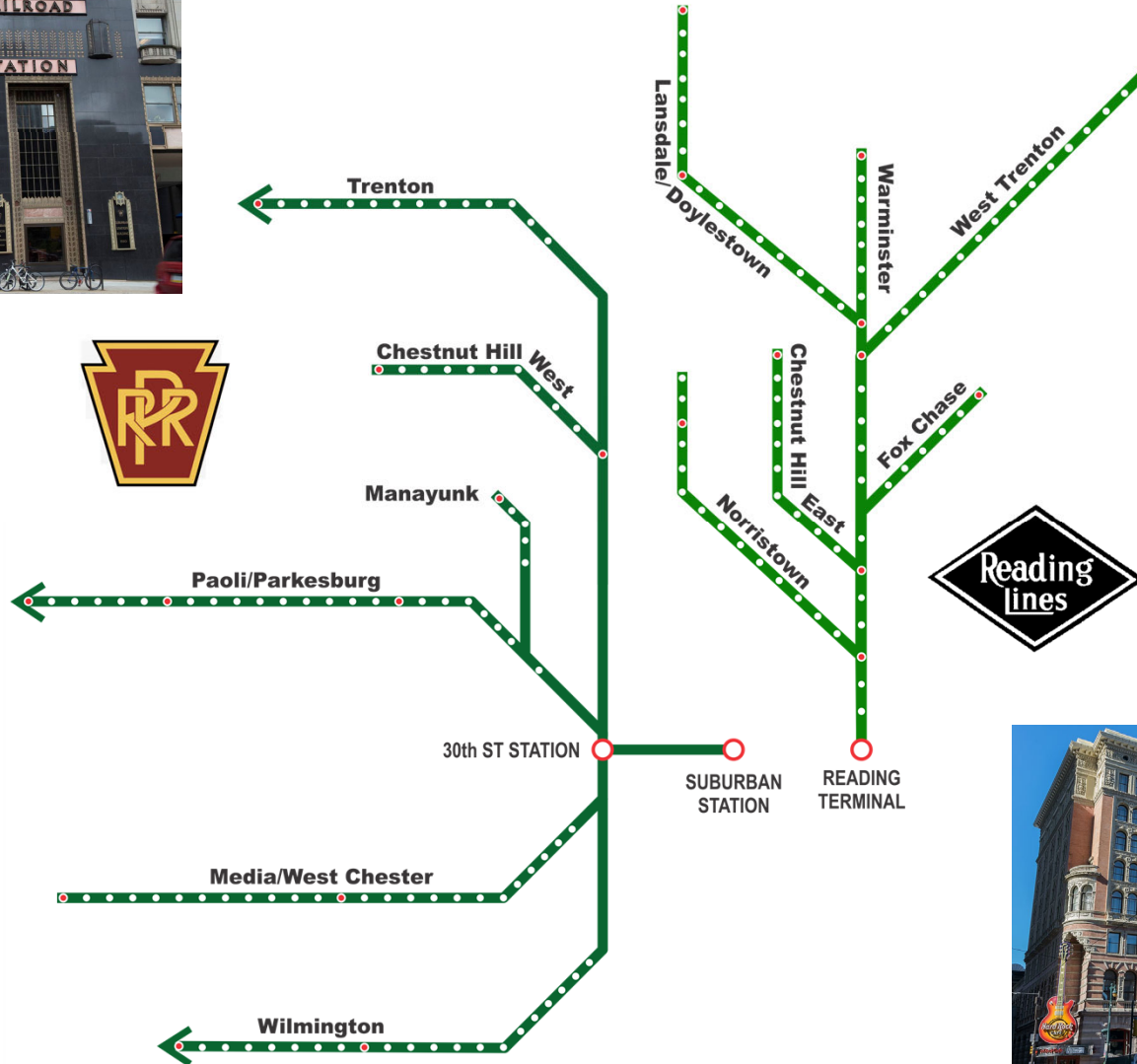
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SEPTA RAPID & COMMUTER RAIL



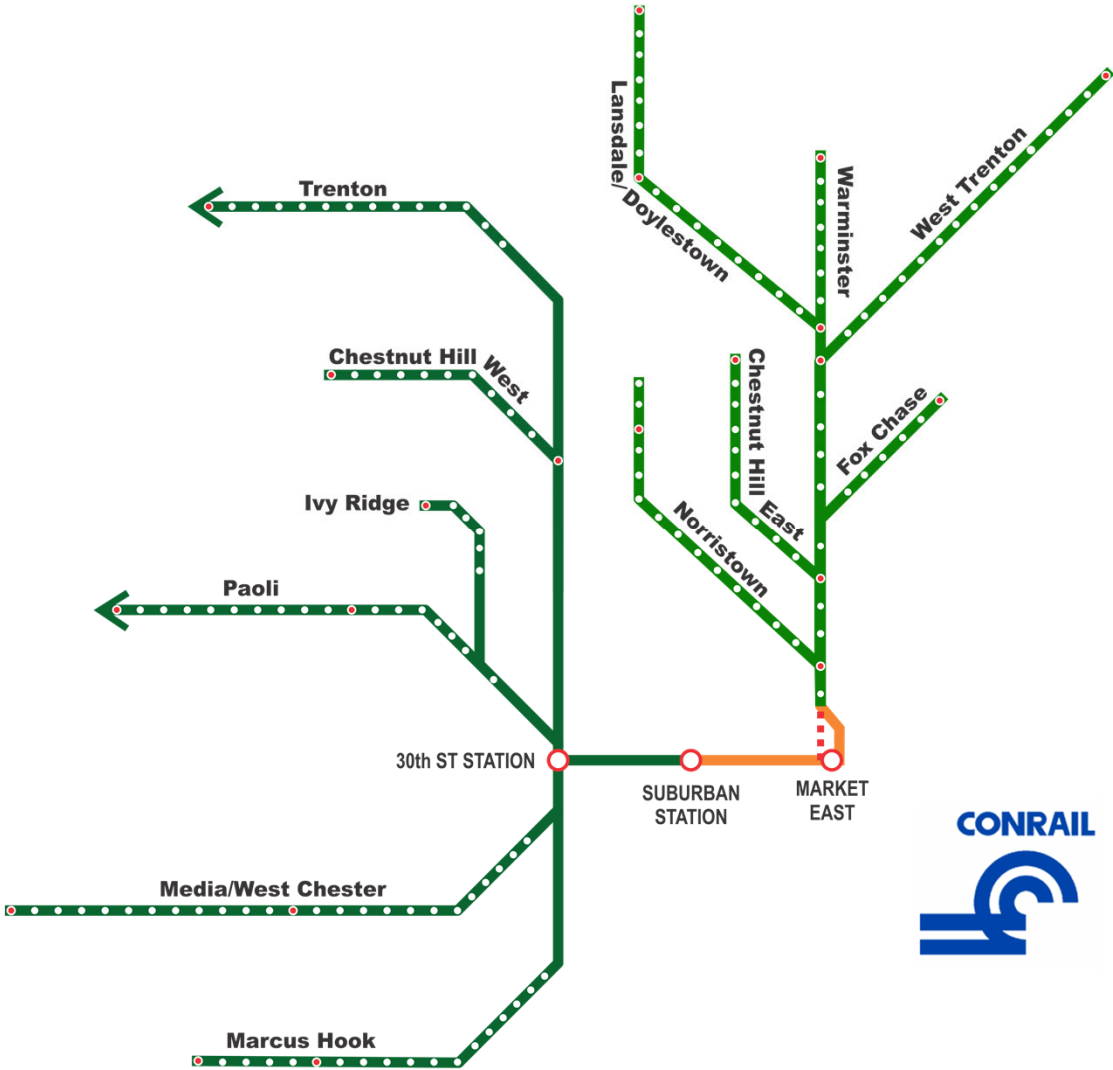
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SEPTA COMMUTER RAIL (1982)



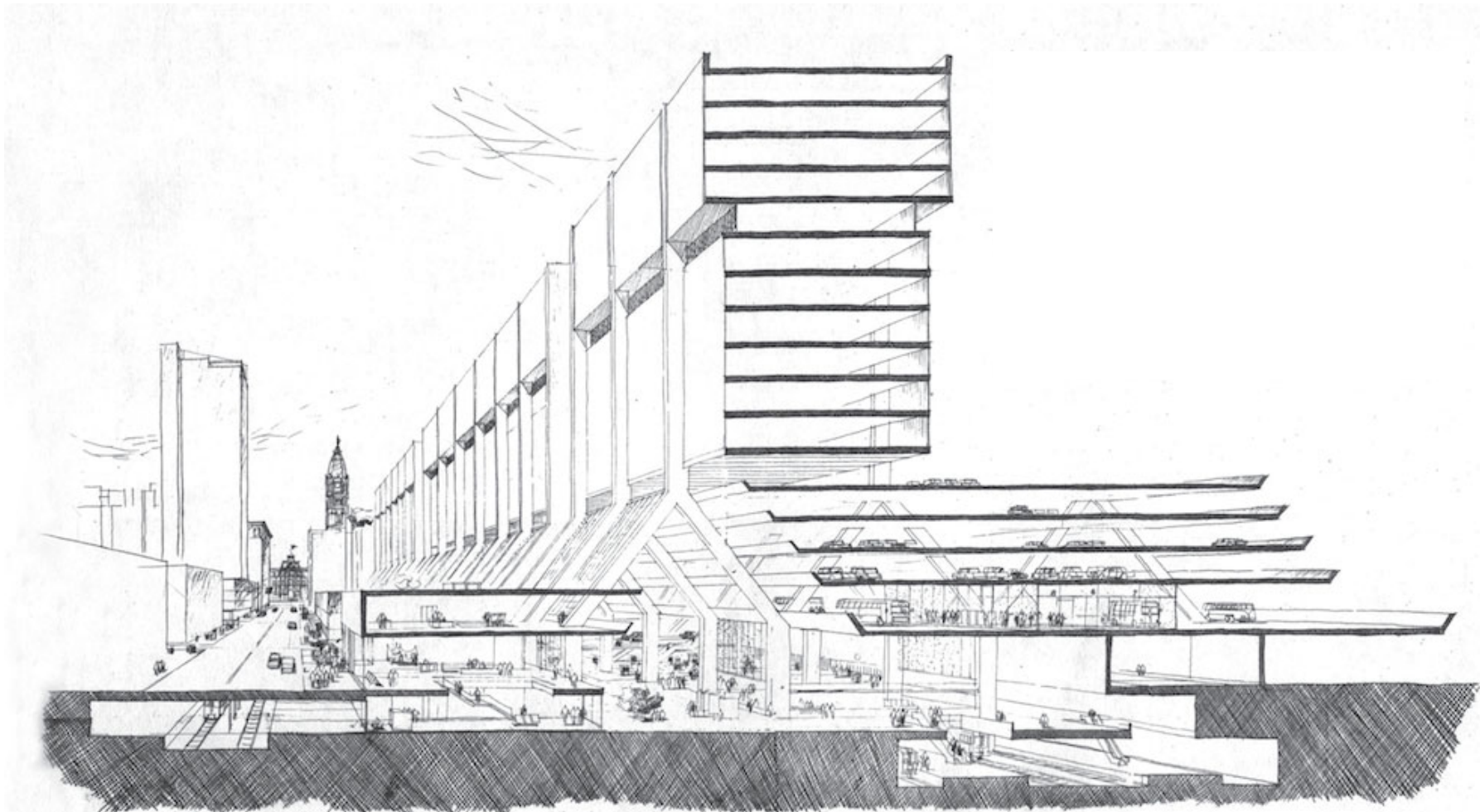
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CENTER CITY COMMUTER CONNECTION



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VISION OF MARKET EAST REDEVELOPMENT



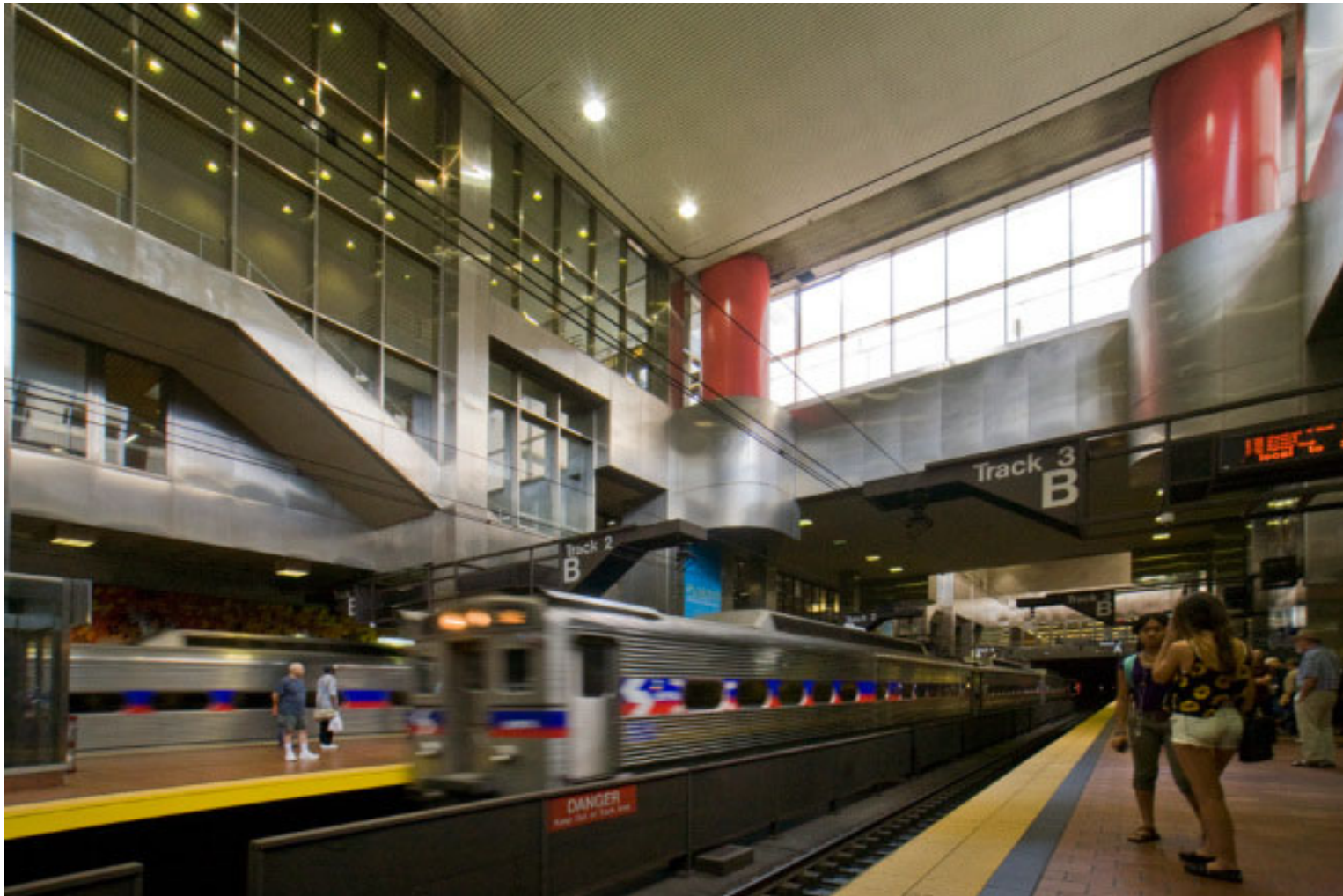
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CENTER CITY COMMUTER CONNECTION



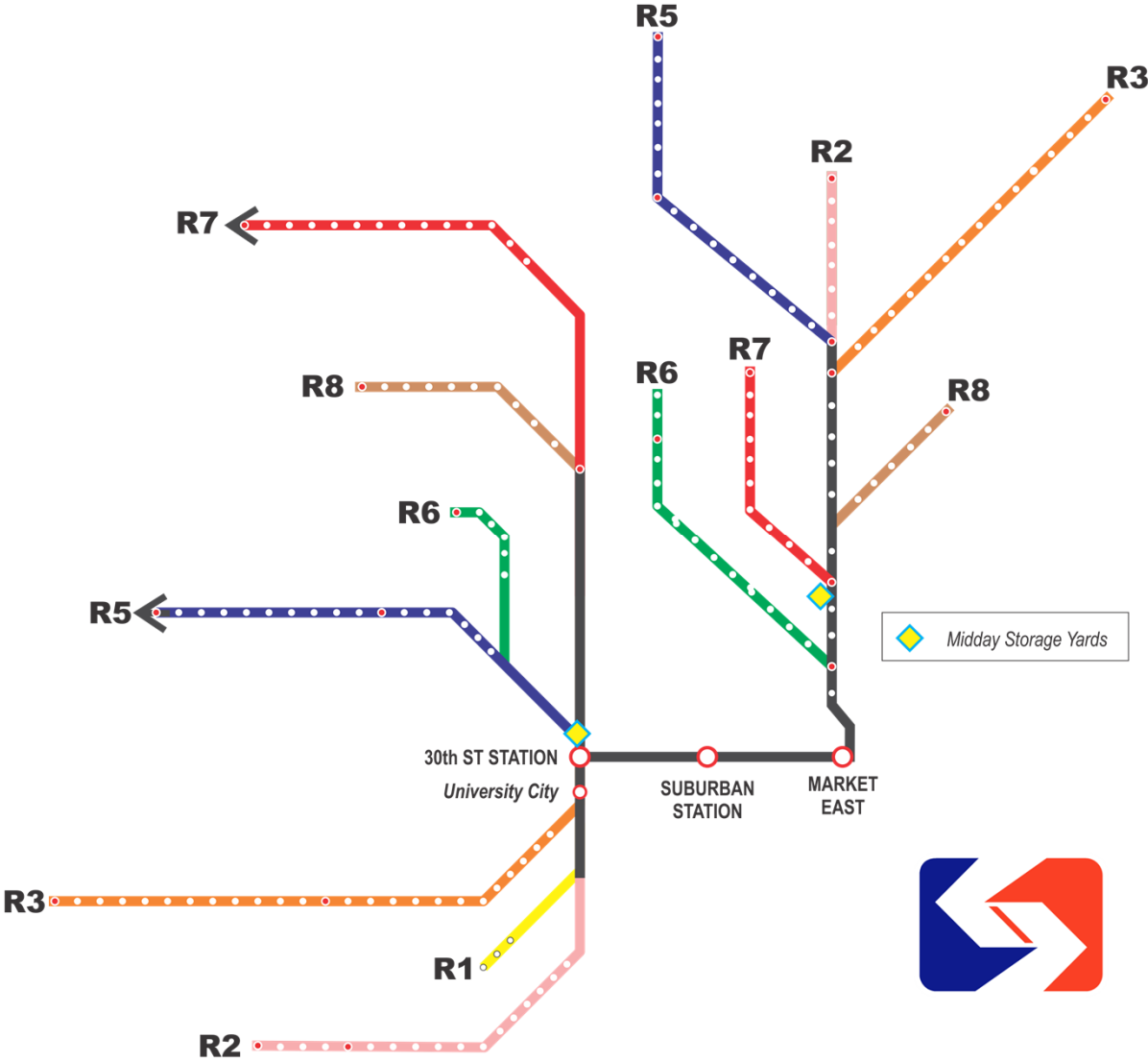
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CENTER CITY COMMUTER CONNECTION



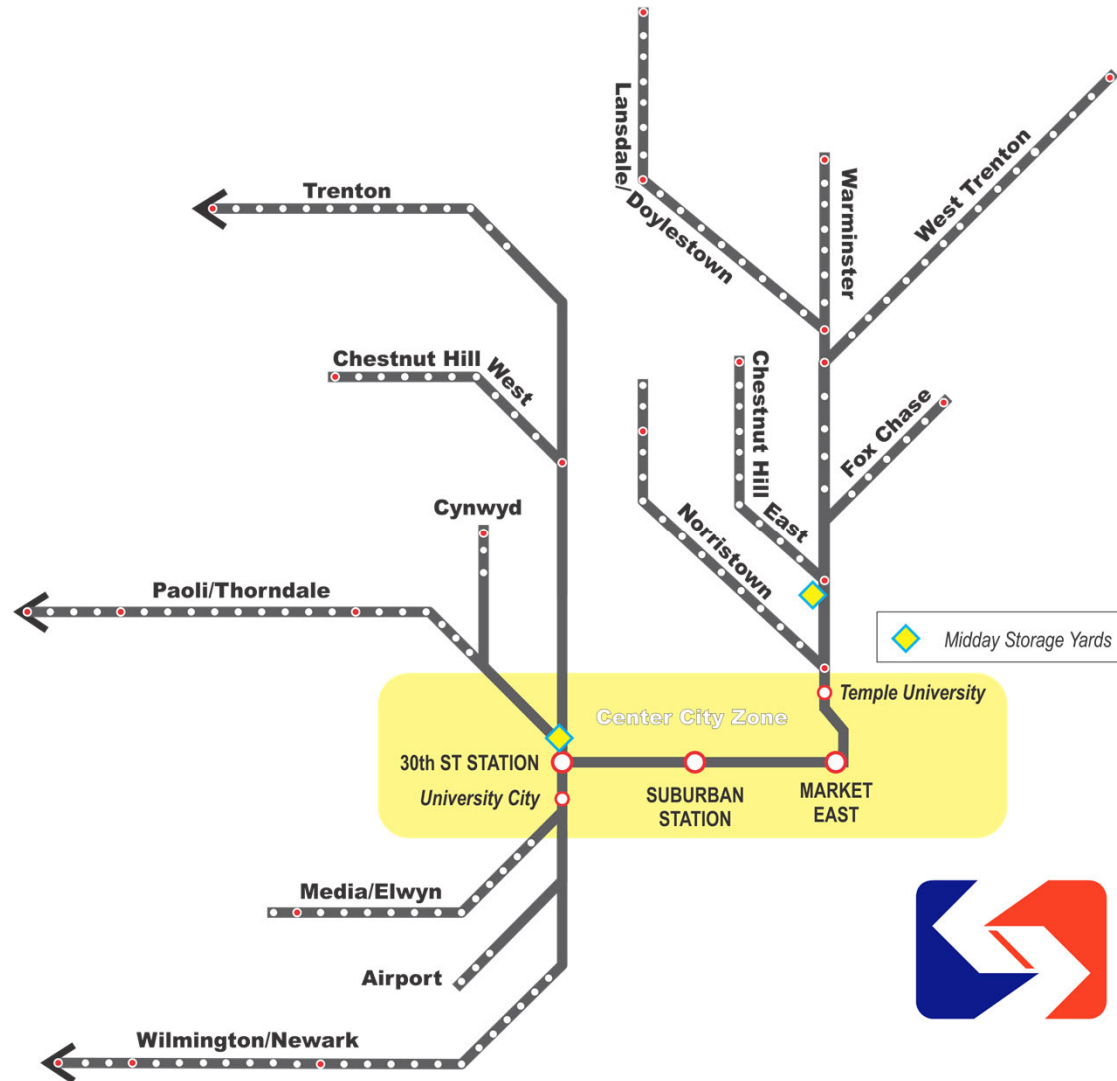
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SEPTA REGIONAL RAIL (1985)



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SEPTA REGIONAL RAIL (TODAY)



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IMPACT ON REDEVELOPMENT



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WHO WE ARE

A commuter rail system

Running on existing railroad tracks

Serving Washington DC and
Northern Virginia

*Carrying long-distance commuters
to DC, Arlington & Alexandria*

Two lines, 90 miles

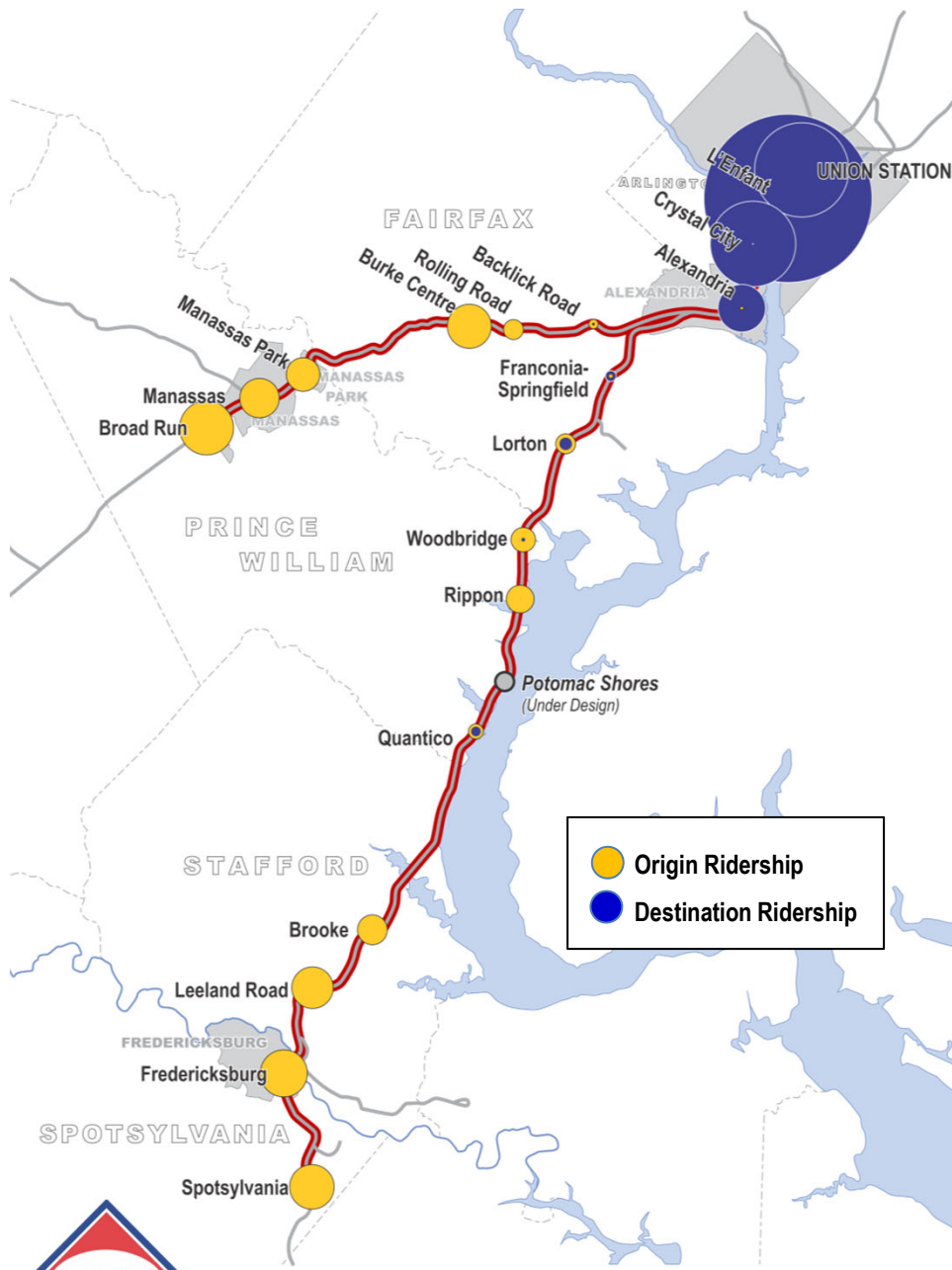
*Adding peak capacity to
I-95, I-395 & I-66 corridors*

20,600 daily trips

*Commuters that would
otherwise drive alone in cars*



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WHERE OUR RIDERS GO

- L'Enfant busiest station
 - Primary destination
 - Nearby offices
 - Metro connections
- Crystal City, Union Station & Alexandria
 - Next three busiest destinations
- Busiest origin stations are at the end of lines
 - Big park-ride lots
 - Most VRE passengers have a car available*

REGIONAL COLLABORATION

WMATA Metrorail

*WMATA expands the reach of VRE
17% VRE riders presently transfer*

Amtrak Virginia Trains

*Step-Up fares available
Faster ride for longer trips*

MTA/MARC Train Service

*Fare Integration
Exploring Through-Running
Opportunities*

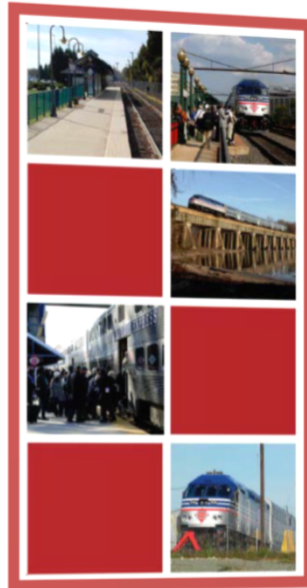
***Long Bridge and other infrastructure improvements
needed to further regional rail expansion***



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SYSTEM PLAN 2040

- Adopted by VRE Operations Board in January 2014
- Outlined phased approach to capacity and service improvements
- Adapts VRE service to meet the challenges of a growing, rapidly changing region
 - Transition to “Regional Rail”
 - More bidirectional and frequent peak service
 - More midday and evening service
 - Double ridership by 2040



VRE System Plan
Summary

January 2014



VIRGINIA RAILWAY EXPRESS



VRE SYSTEM PLAN 2040

Add rail capacity to grow to 50,000+ daily riders

PHASE 1: *Run Longer Trains*

- More railcars
- More station parking
- More train storage tracks
- Second & longer platforms

PHASE 2 & 3: *Run More Trains*

- Earn additional slots through capacity improvements
 - Additional CSXT tracks
 - Long Bridge Expansion
 - More parking, railcars, yards
 - Broad Run Expansion
was Gainesville-Haymarket Extension



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