VIRGINIA RAILWAY EXPRESS
MOVING DC TOWARDS REGIONAL RAIL
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
FOCUS ON LONGER-DISTANCE TRAVEL MARKETS

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

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

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

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

Intercity Rail — Regional, Longer Distance Travel Markets

- Station Spacing: 20 to 30 miles
- Ideal Maximum Speed: 110 mph
- System Extent: 50 to 300 miles
- Average Speed (with stops): 55 mph
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
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)
SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SEPTA)
SEPTA COMMUTER RAIL (1982)
CENTER CITY COMMUTER CONNECTION
VISION OF MARKET EAST REDEVELOPMENT
CENTER CITY COMMUTER CONNECTION
CENTER CITY COMMUTER CONNECTION

VIRGINIA RAILWAY EXPRESS
SEPTA REGIONAL RAIL (TODAY)
IMPACT ON REDEVELOPMENT
VIRGINIA RAILWAY EXPRESS
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
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*

* Source: Texas Transportation Institute, Virginia Railway Express Congestion Relief Contribution; 2014
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

VIRGINIA RAILWAY EXPRESS
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 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*