VIRGINIA RAILWAY EXPRESS

VRE Update

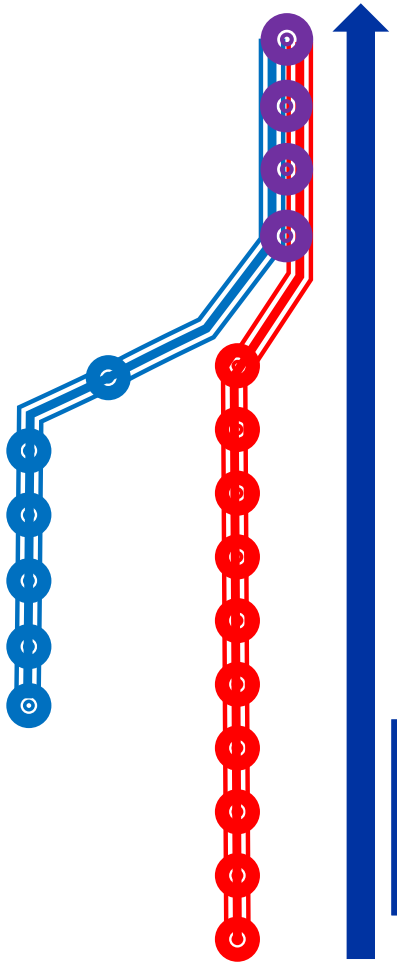
June 16, 2026

Katie J. Choe, CCM
VRE CEO



ABOUT VRE

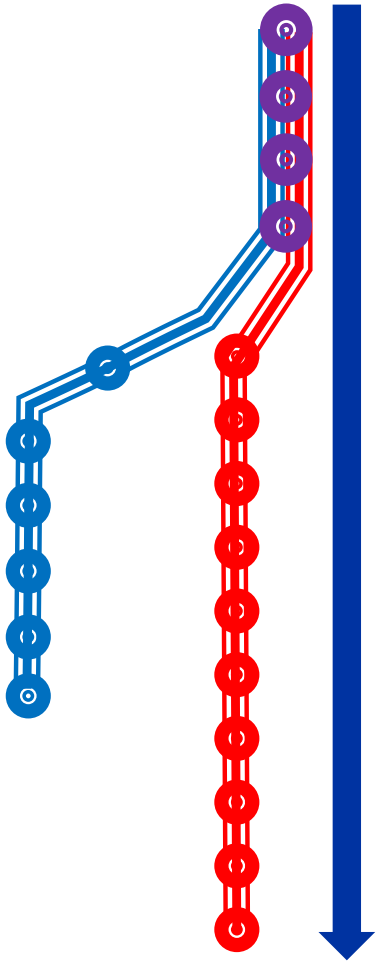




AM Service:

- 15 northbound trains
- 1 reverse flow (Departing Union Station at 6:35 AM)
- **4:50 AM – 9:05 AM**

Long Bridge Work Window:
8:15 AM – 1:00 PM
Last four VRE trains of AM service end at Alexandria



PM Service:

- 15 southbound trains
- 1 reverse flow (Departing Broad Run at 3:28)
- **1:30 PM – 8:37 PM**

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THE VALUE OF VRE



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AN ECONOMIC ENGINE

VRE connects communities and increases the geographic shed from which businesses draw potential customers and employees



CONGESTION RELIEF

- VRE carries the equivalent of one lane of I-95 traffic every day, for a fraction of the cost to build and maintain highways.
- 60 million annual passenger miles



HOUSING AFFORDABILITY

- VRE riders call over 120 zip codes and 35 Virginia jurisdictions home, able to unlock opportunities in affordable communities while maintaining jobs in the region's core employment hubs.
- VRE riders' **average trip length is 35 miles.**

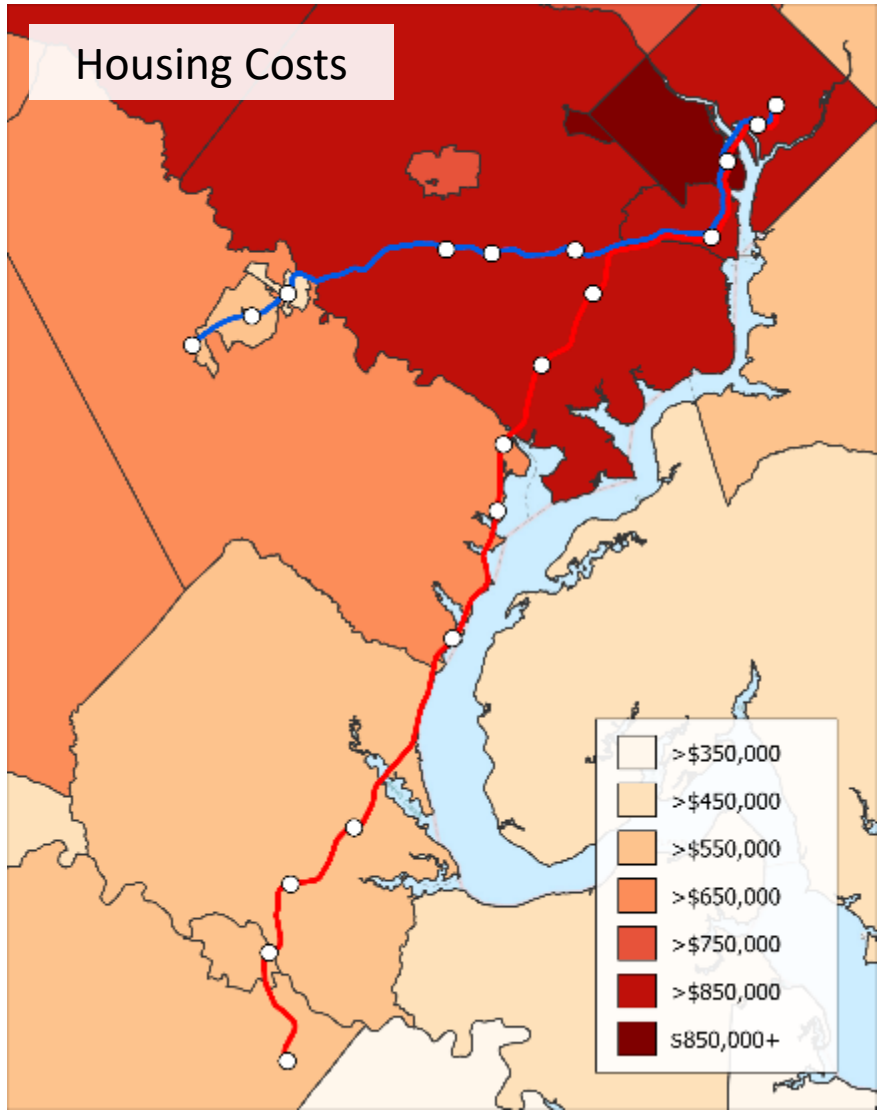


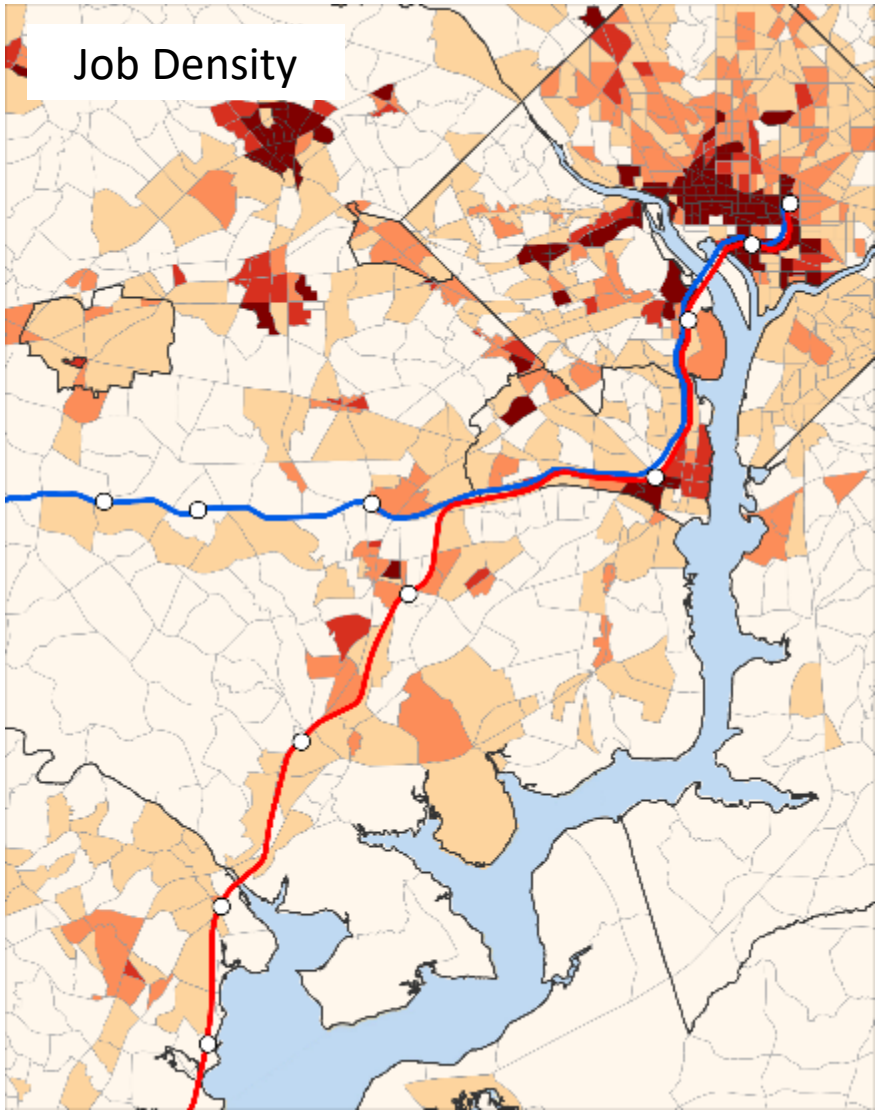
ECONOMIC DEVELOPMENT

- Northern Virginia transit (VRE, Metro, local bus) generates $1.5 billion annually to Virginia's tax base, nearly 5 percent of the general fund.
- With direct connections to many job and activity centers, employers can reach a broad talent pool with attractive commute options.

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VRE CONNECTS RESIDENTS TO OPPORTUNITIES





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AN AFFORDABILITY SOLUTION

VIRGINIA RAILWAY EXPRESS

Fredericksburg Line:

VRE 5 days per week:

VRE from Spotsylvania to L'Enfant* → **SAVINGS: $4,645**

VRE 3 days per week:

VRE from Spotsylvania to L'Enfant → **SAVINGS: $1,992**

Manassas Line:

VRE 5 days per week:

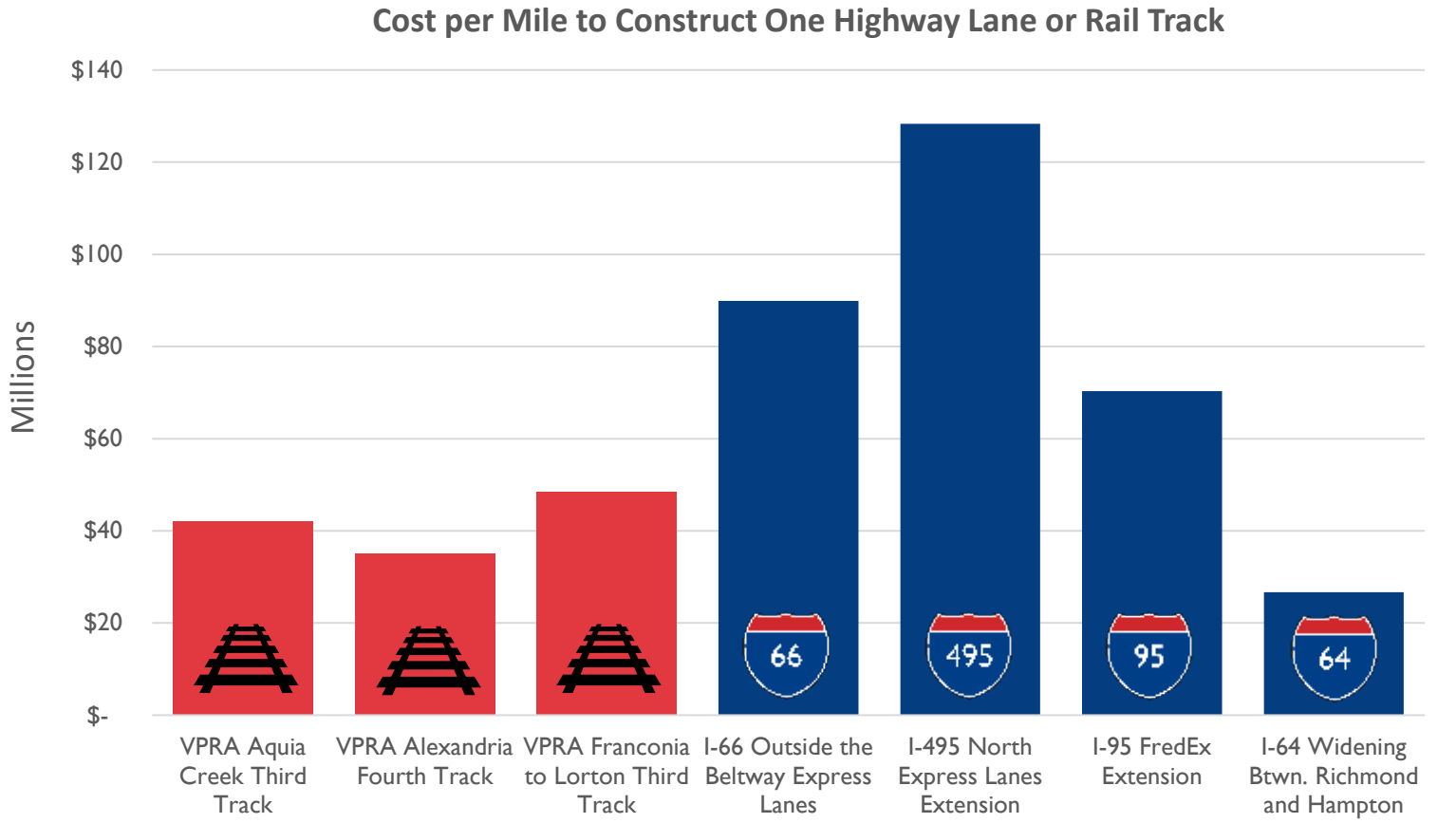
VRE from Broad Run to L'Enfant → **SAVINGS: $1,998**

VRE 3 days per week:

VRE from Broad Run to L'Enfant → **SAVINGS: $545**

**Annual savings calculated using 2025 gas prices and AAA data*

VRE: A COST-EFFECTIVE WAY TO MOVE MORE PEOPLE



Source: Virginia Department of Transportation and Virginia Passenger Rail Authority

GREENHOUSE GAS EMISSIONS BY MODE

Commuter/Regional Rail

- 800 passengers per 8-car train
- 133 total grams CO_2/mile



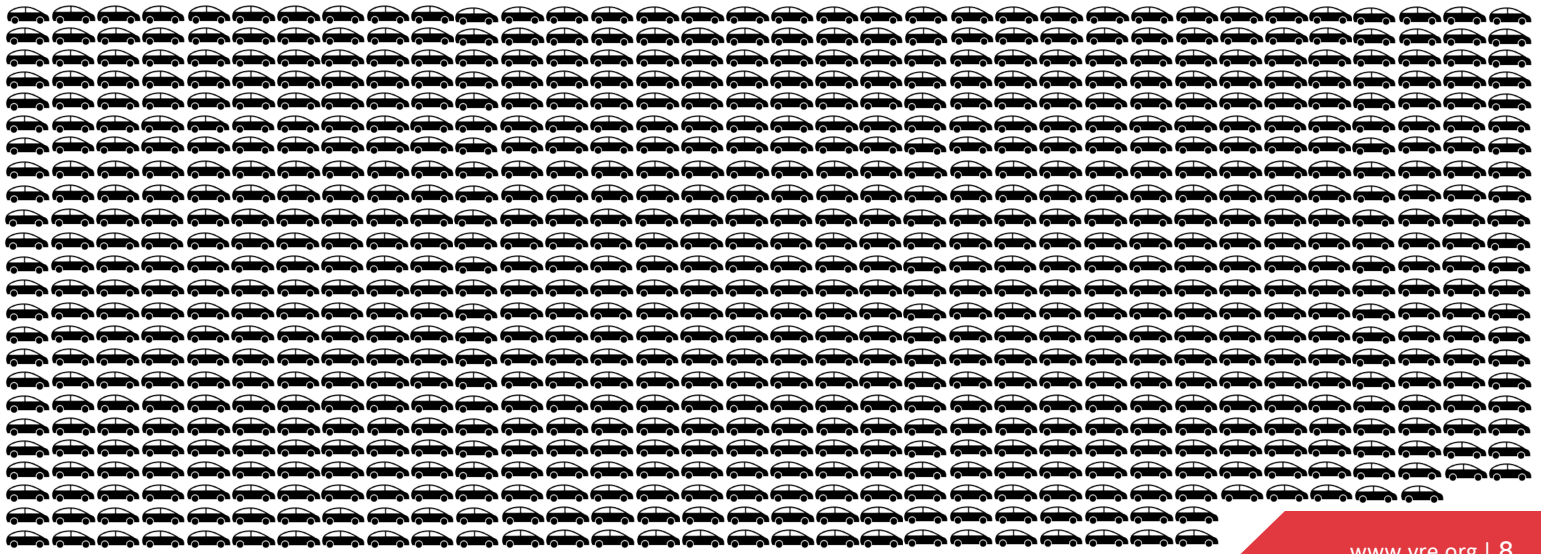
Commuter Bus

- 55 passengers/bus
- 66 grams CO_2/mile/bus
- 15 total buses
- 990 total grams CO_2/mile



Single-Occupancy Car

- 1 passenger/vehicle
- 400 grams CO_2/mile/vehicle
- 800 total vehicles
- 320,000 total grams CO_2/mile



Source: US EPA, Greenhouse Gas Emissions from a Typical Passenger Vehicle and GHG Emission Factors Hub

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VRE AS THE REGION'S SPINE

CURRENT



SAFETY FIRST

Safely delivering riders to their destinations and back home each day is at the core of VRE's mission

- Safety is VRE's top priority
  - ***Rail is the safest mode of surface transportation.***
- Crime and safety-related incidents are exceptionally rare on VRE.
- VRE maintains close relationships with area law enforcement and other public safety agencies, as well as host railroads, to ensure a safe environment throughout all VRE facilities and across the system.



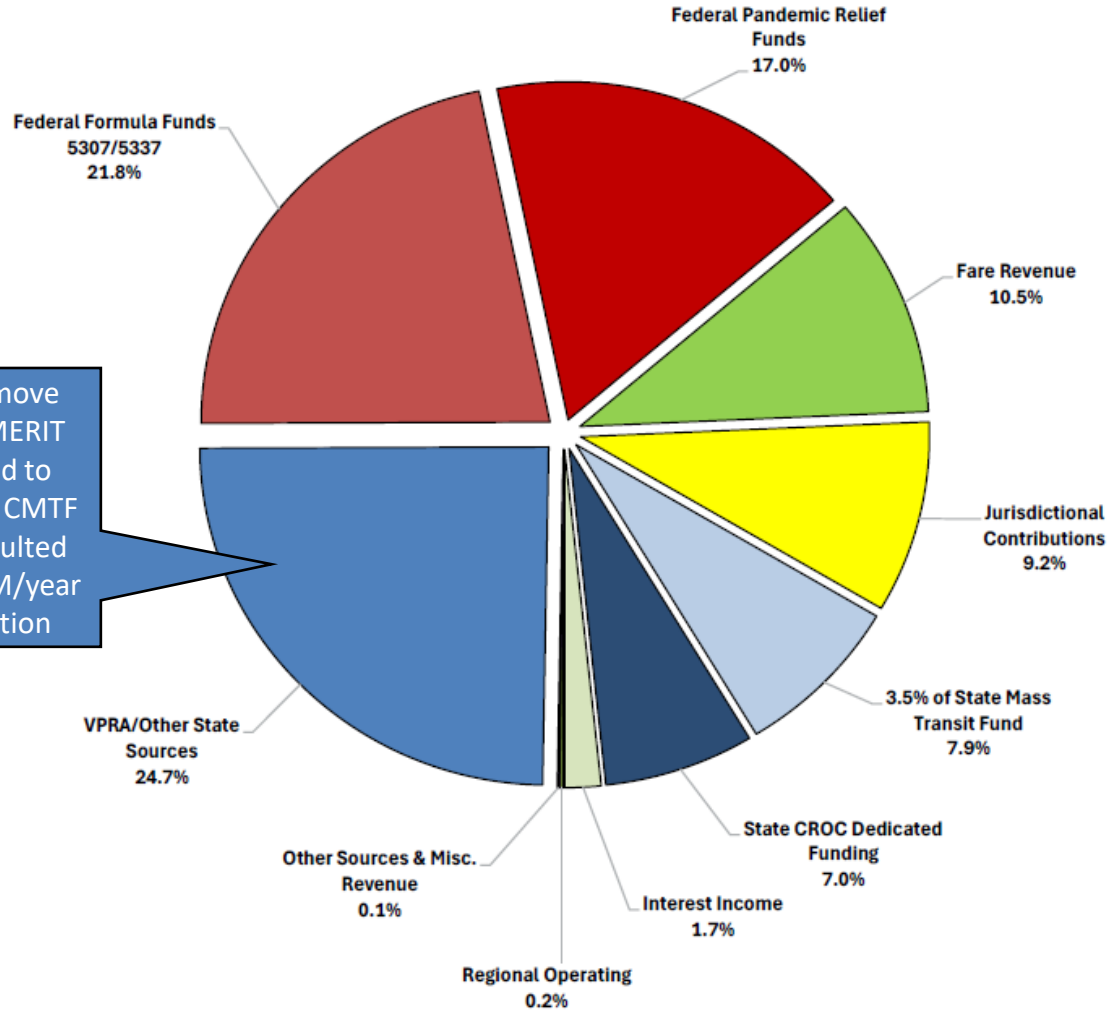




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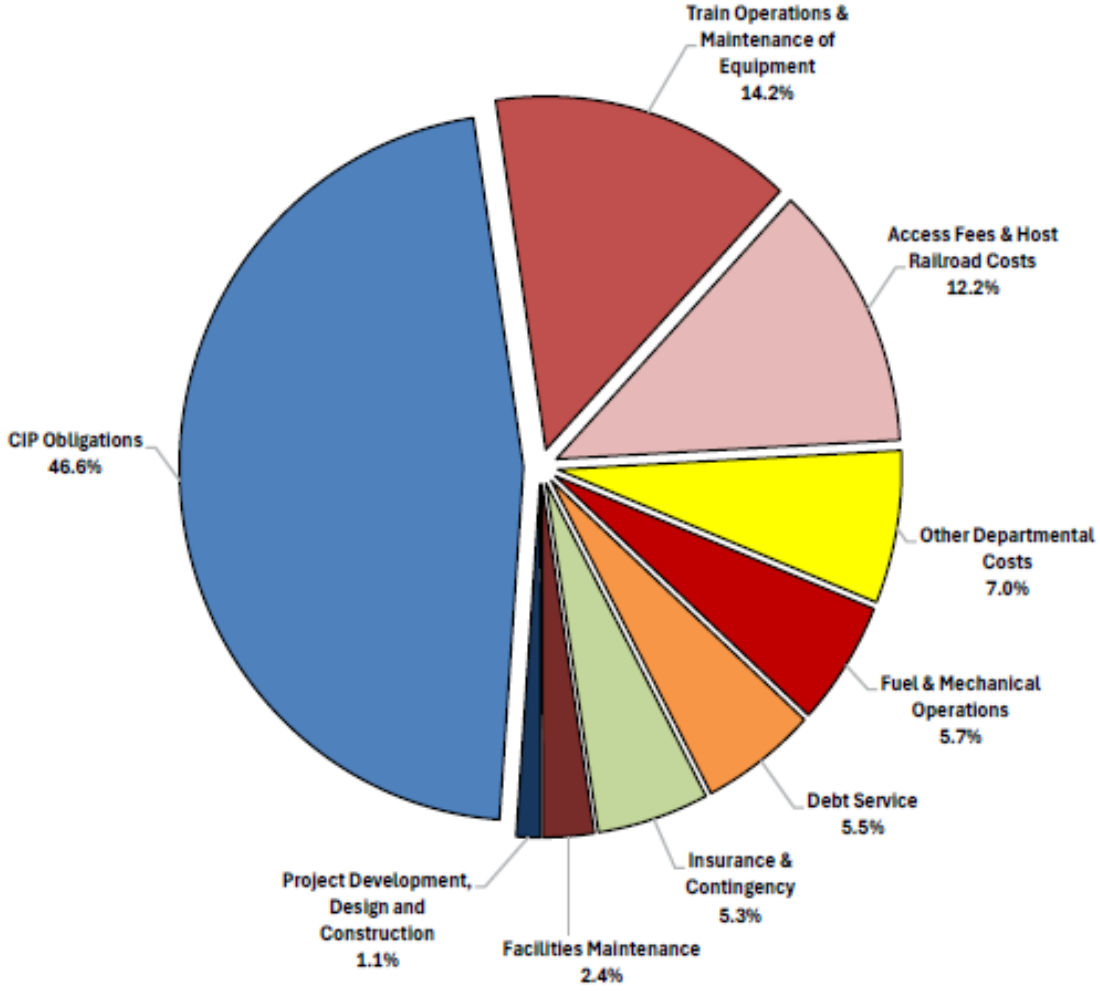
FUNDING SOURCES AND USES

FISCAL YEAR 2027 SOURCES OF FUNDS



FY25 move from MERIT funded to 3.5% of CMTF has resulted in $4-5M/year reduction

FISCAL YEAR 2027 USES OF FUNDS



PLANNING FOR 2030

Major CIP projects



Alexandria

Construction began Q1 2026
Completion est. 2028



L'Enfant and Fourth Track

Est. completion 2030



Crystal City

Est. completion Q1 2029



Franconia-Springfield

Est. completion 2028



Locomotives

Procurement to support 2030 plan



Railcars

Delivery in 2027

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2027 – 2032 CAPITAL IMPROVEMENT PROGRAM

VIRGINIA RAILWAY EXPRESS

By Program Area:

Program Name	Cost of Projects	Funded	Unfunded
Asset Management/State of Good Repair	$92.4	$92.4	$0.0
Information Security and Technology	$4.5	$4.5	$0.0
Maintenance and Storage Facilities	$278.1	$230.7	$47.5
Station Parking	$494.8	$434.1	$60.7
Property Acquisition	$155.0	$150.0	$5.0
Rolling Stock	$95.5	$95.5	$0.0
Passenger Station Facilities	$2.7	$2.7	$0.0
Track and Structures	$151.8	$0.0	$151.8
TOTAL	**$1,274.9**	**$1,009.8**	**$265.0**

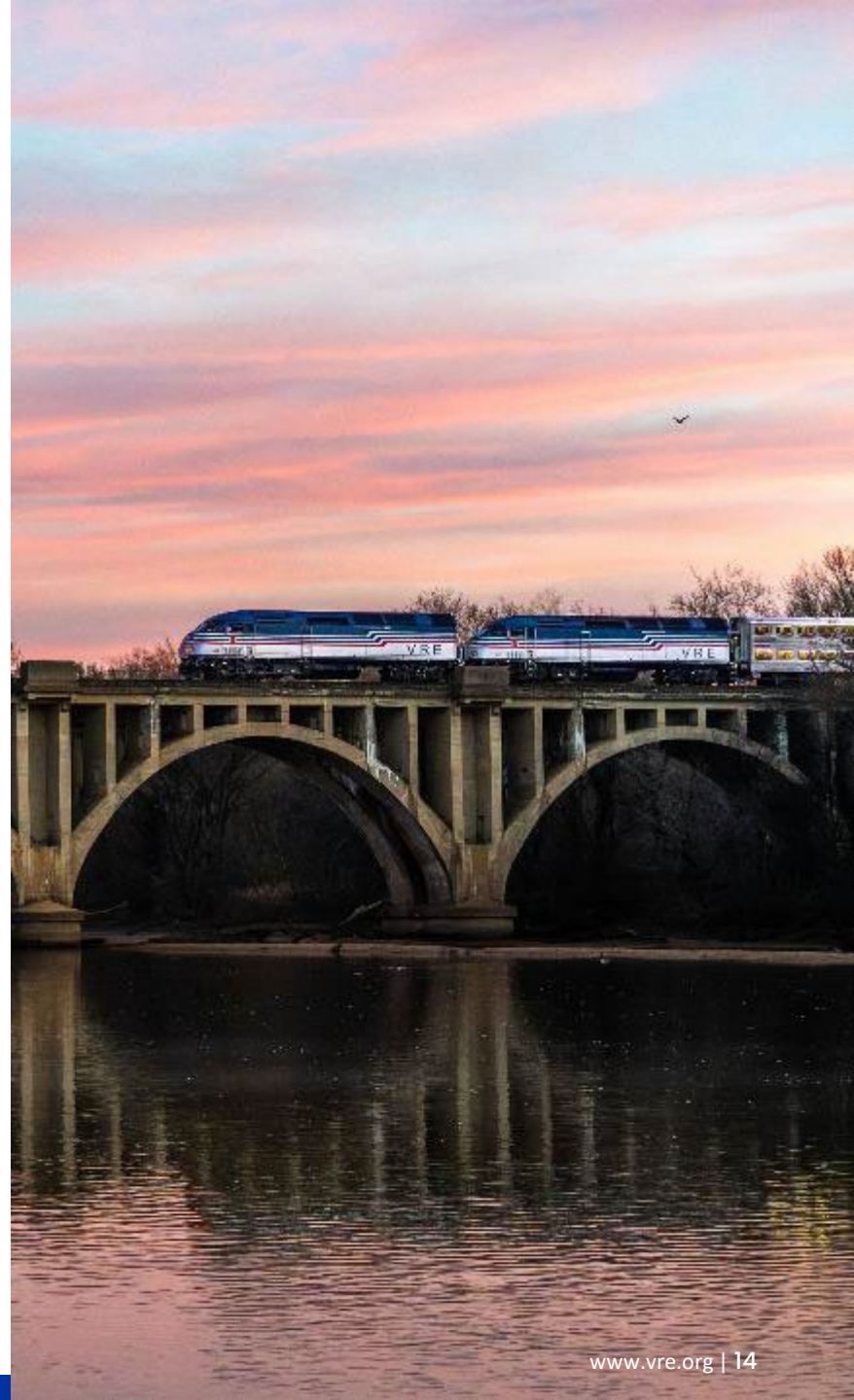
By Funding Type:

Source	Amount	Share
COMMITTED AND EXPECTED FUNDS		
Federal	$478.9	37%
State	$408.2	32%
Regional (NVTA/Comm. Choice)	$61.8	4.8%
Local	$41.0	3.2%
VRE (CROC/Match/Other)	$20.0	1.6%
TOTAL COMMITTED AND EXPECTED	**$1,009.8**	79.2%
UNFUNDED (TO BE DETERMINED)	**$265.0**	20.8%
TOTAL CIP FUNDING	**$1,274.9**	**100%**

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VRE LOOKING FORWARD

- VRE's current Capital Improvement Program is at its peak investment period – preparing our system for the Commonwealth of Virginia's massive investment into rail through "Transforming Rail in Virginia".
- Gaps in CIP capital and operating finances do exist, and we are working on strategies to address them, which we will share with CTB in coming months and years.
- With the completion of these complementary infrastructure projects, VRE will be able to dramatically expand service, with service implementation milestones currently set for 2030 and beyond.
    - Limited weekend service starting in 2026 pending CSX coordination and Board approval
    - By 2030, when Long Bridge is completed, we'll be able to run 60 percent more weekday service.
    - By 2040 and 2050, we can further increase service – more on this to come.



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CTB SUPPORT FOR VRE

- Thank you to the members of the Commonwealth Transportation Board for your support to date.
- Future funding for VRE maximizes return on investments into rail infrastructure while aiding local jurisdictions grappling with constrained budgets.







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VIRGINIA RAILWAY EXPRESS

Thank You!

Together, we're driving progress and building a stronger, more connected future for our community.

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