

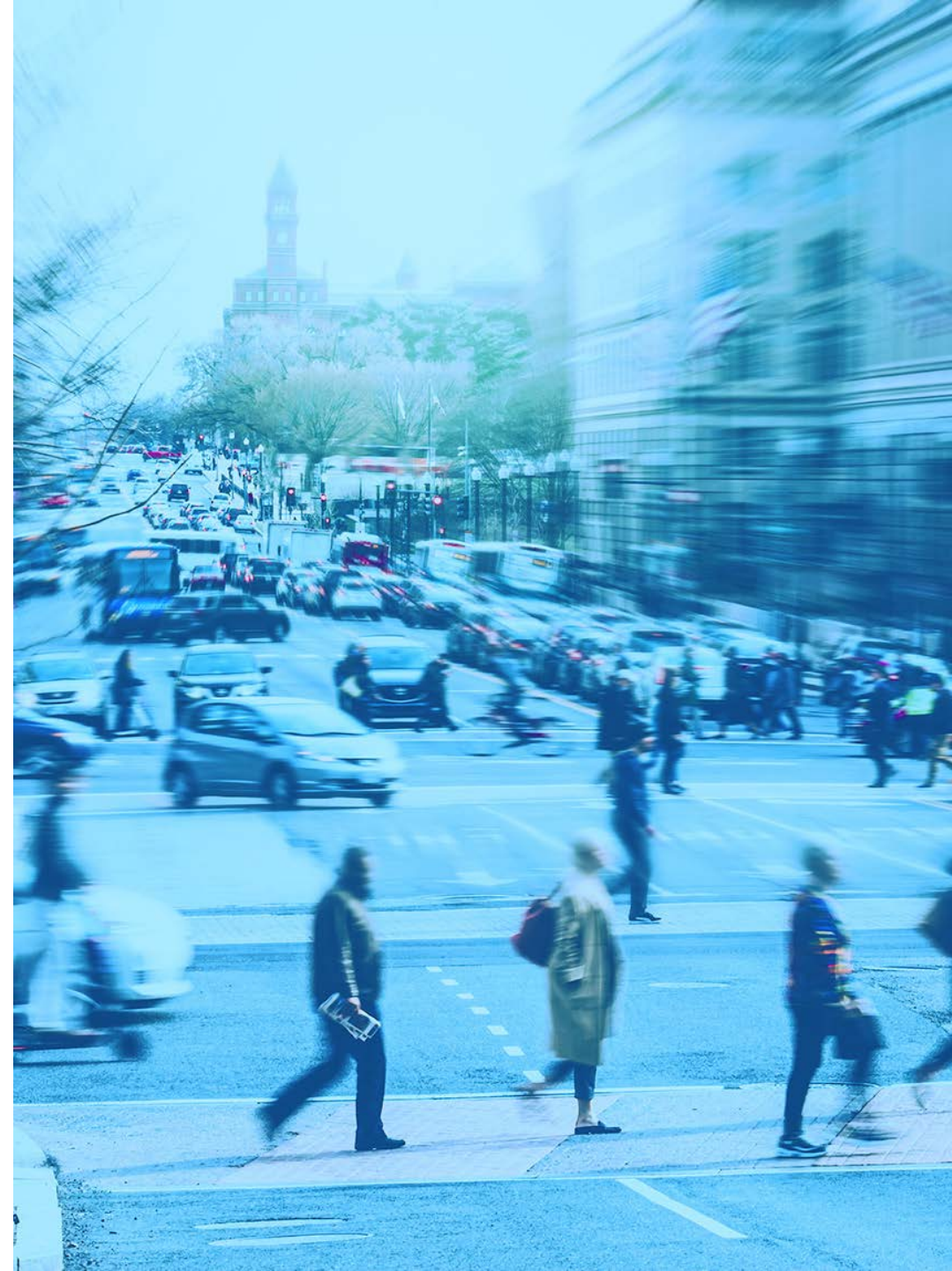


Moving our region forward, together.

Regional Rail Meeting

October 24, 2025

Union Station East Hall



REGIONAL RAIL MEETING

October 24th 9:30 A.M. – 12:00 P.M.
Union Station – East Hall
Washington, DC 20002

AGENDA

- 9:30 A.M. Breakfast & Networking**
- 10:00 A.M. Welcome**
Charles Allen, DMVMoves Co-Chair, District of Columbia Councilmember
Paul Smedberg, DMVMoves Co-Chair, Metro Board Vice Chair
- 10:05 A.M. Union Station Redevelopment Corporation Update**
Doug Carr, Union Station Redevelopment Corporation President & CEO
- 10:20 A.M. Amtrak Regional Rail Infrastructure and Station Management**
Gretchen Kostura, Amtrak AVP, Commercial Development & Major Stations
- 10:30 A.M. Virginia Passenger Rail Authority**
DJ Stadtler, Virginia Passenger Rail Authority Executive Director
- 10:50 A.M. Virginia Railway Express**
Dallas Richards, Acting CEO and Chief Engineer
- 11:10 A.M. Maryland Area Regional Commuter**
Darrell J. Smith, Maryland Transit Administration Director of Statewide Planning
- 11:35 A.M. Metrorail and Bus Connectivity**
Randy Clarke, Washington Metropolitan Area Transit Authority General Manager & CEO
- 11:50 A.M. Regional Rail Connectivity – Bringing it All Together**
Nick Donohue, DMVMoves Facilitator
- 12:00 P.M. Adjourn and Optional Guided Tours of Union Station and MARC Train**



Union Station

REDEVELOPMENT CORPORATION

Douglas Carr, President and CEO





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August 2025

Washington Union Station

FY25 Recap



Retail Leasing

Since August 2024, **fifteen (15)** retail tenants **opened** at Washington Union Station



Operational Improvements

Launched more than 30 projects and completed more than 20 projects including opening a passenger ticketed waiting area and completing lighting upgrades throughout the station.



Ticketed Waiting



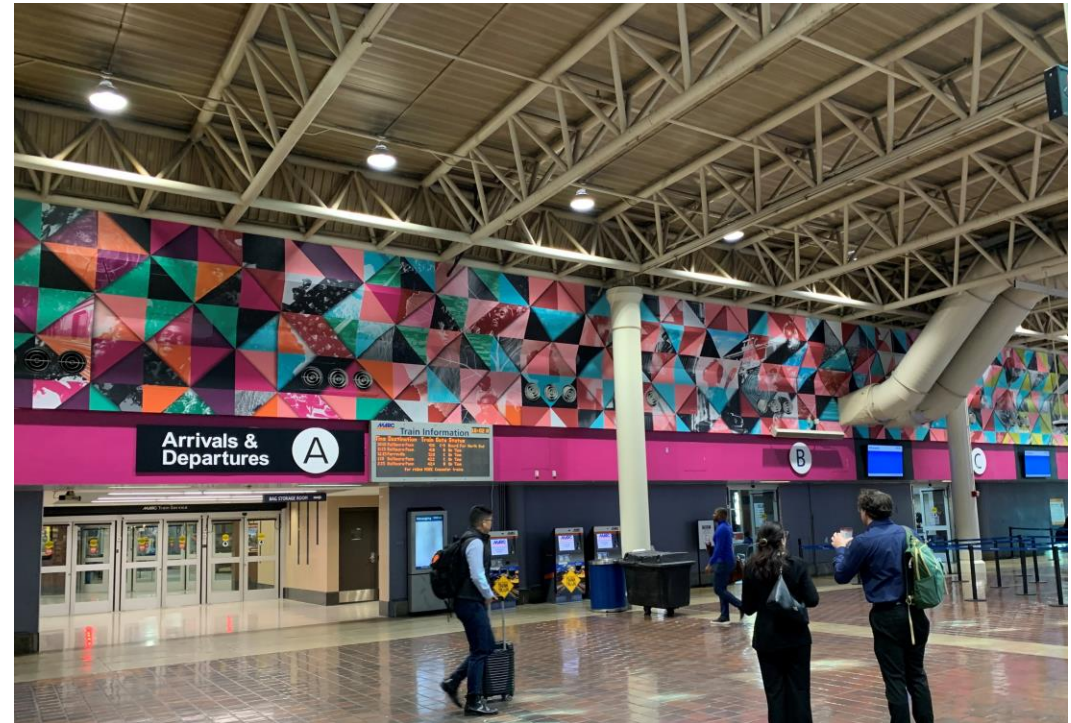
Concourse Lighting

Operational Improvements

Launched more than 30 projects and completed more than 20 projects including opening a passenger ticketed waiting area and completing lighting upgrades throughout the station.



Ticketed Waiting



Concourse Lighting/Signage

Operations Improvements

Other Highlights – Planned, Designed, and Launched:

- Gate A/Baggage Claim Refresh Including the Concourse ceilings.
- Platforms 17-20 New Coating Refresh completed in advance of the Acelabration.
- Cosmetic refreshes station-wide on plaster, painting, brass polishing, high dusting
- Satellite Commissary(Capital Delivery)
- Significant safety and security investment – both in terms of resources and infrastructure



Gate A refresh

Track 22 Reactivation

In August, added a new track and platform at Washington Union Station that expands service capacity and improves the overall customer experience





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Virginia Passenger Rail Authority

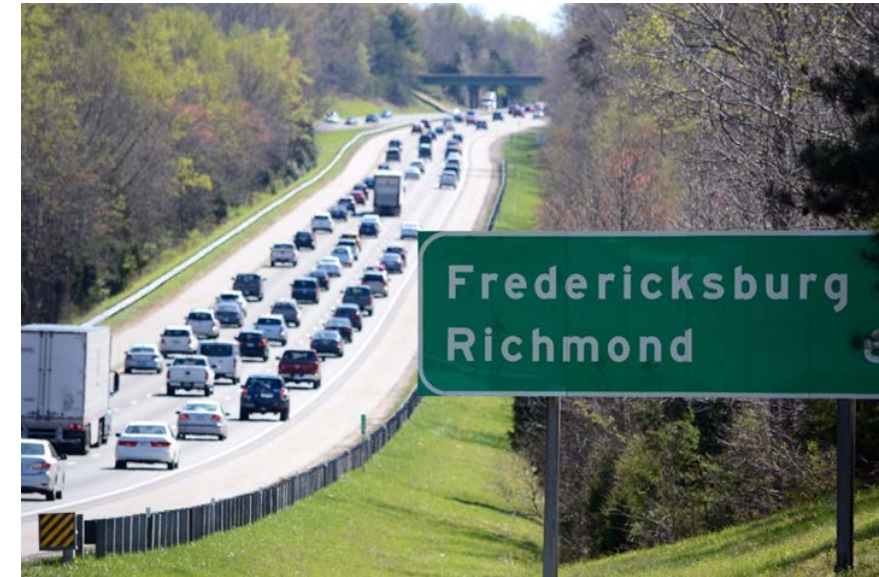
DJ Stadtler, Executive Director, VPRA

**DMV Moves Regional Rail Meeting
October 24, 2025**



Why does VPRA exist?

- **Virginia's interstate congestion is growing at unsustainable pace**
 - I-95 from Fairfax County to Fredericksburg is the most congested stretch of highway in the U.S.
- **Cost of adding one lane to I-95 between I-495 and Thornburg: \$12.6 Billion**
 - Within 10 years, congestion would be worse than today's conditions
- **Currently, Passenger Rail cannot grow due to bottleneck between Virginia and DC**
 - Existing two-track Long Bridge across the Potomac River is shared by CSX, Amtrak, and VRE
 - Long Bridge is at 98% capacity during peak hours



Virginia Passenger Rail Authority

- Independent political subdivision created by 2020 General Assembly – fully governmental
- Given all powers necessary for carrying out its statutory purposes:
 - Design, build, finance, and maintain rail facilities
 - Direct recipient of USDOT Grants
 - Eminent domain powers
- Owns rail assets and right of way
- Partners with Amtrak and VRE to operate passenger and commuter rail service
- Governed by a 15-Member Board



Virginia Passenger Rail Network 2025

Jan' 2026:
planned
service
changes

Existing Virginia Passenger Rail Network is a result of dedicated, bipartisan funding since 2006

PASSENGER ROUTES



Virginia State-Supported Services

- Washington-Roanoke (Route 46)
- Washington-Newport News (Route 47)
- Washington-Norfolk (Route 50)
- Washington-Richmond (Route 51)

Host Railroads

- CSX - CSX Transportation
- NS - Norfolk Southern
- BBRR - Buckingham Branch
- Passenger Station

Other Services

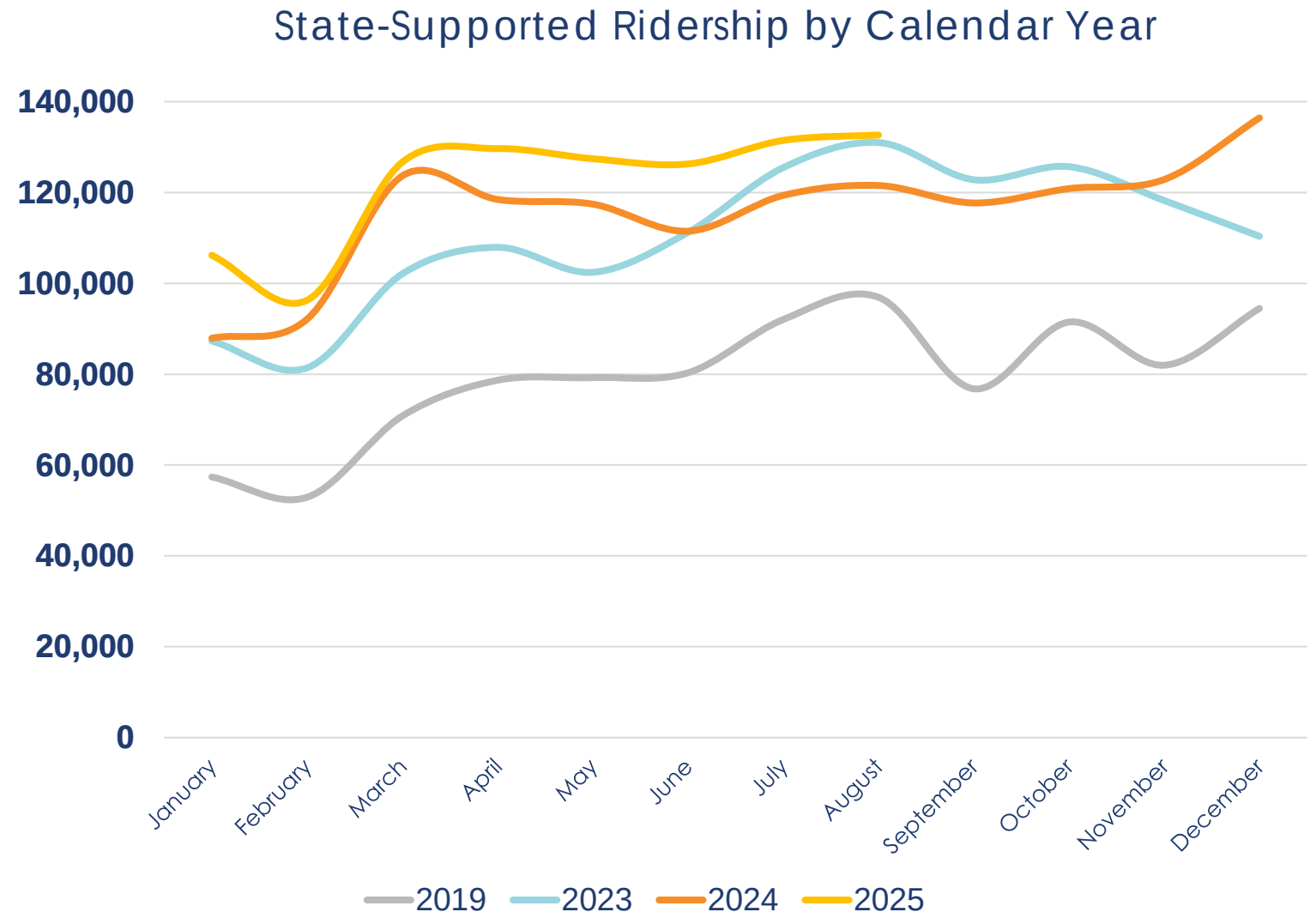
- Other Amtrak State-Supported
- Amtrak Long-Distance
- VRE Commuter Rail
- Thruway Bus



- **Four State-Supported Amtrak Routes:**
8 daily roundtrips
 - o Roanoke: 2
 - o Richmond: 1
 - o Newport News: 2
 - o Norfolk: 3
- **Six Amtrak Long-Distance Roundtrips**
- **One NC State-Supported Roundtrip**
- **Two Virginia Railway Express (VRE) Commuter Routes:**
16 daily roundtrips
 - o Manassas: 8
 - o Fredericksburg: 8

Virginia-Supported Amtrak Ridership

- All-time-high ridership records:
 - o 2019
 - o 2022
 - o 2023
 - o 2024
- 1,389,840 passengers in 2024, 46% higher than in 2019



Transforming Rail in Virginia (TRV)

Promote, sustain, and expand the availability of passenger and commuter rail service in the Commonwealth of Virginia.



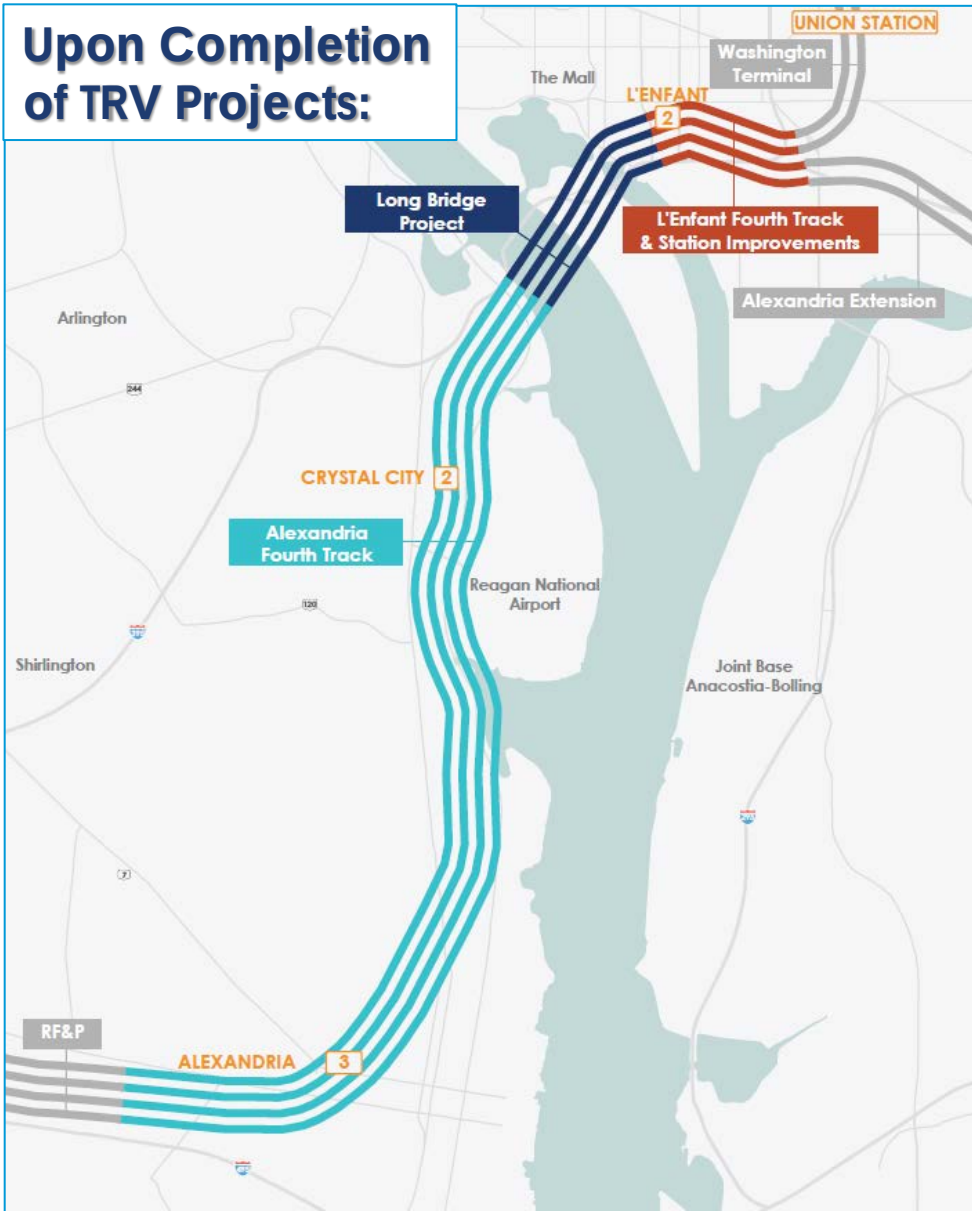
TRV Projects

- New Long Bridge for Passenger Rail
- Franconia-Springfield Bypass
- Partnering with CSX to construct sections of additional track for increased fluidity
 - Alexandria Fourth Track
 - Franconia to Lorton Third Track
 - Three-mile Sidings between Richmond and Northern Virginia
- Partnering with VRE on station enhancements



Northern Virginia Projects

Upon Completion of TRV Projects:



L'Enfant Fourth Track

- VRE-led project will construct an island platform at L'Enfant Station

Long Bridge

- VPRA constructing new passenger rail bridge to increase capacity by separating passenger and freight service
- Completion in 2030 unlocks additional Amtrak VA and VRE service (nights and weekends)

Crystal City

- VRE constructing new Crystal City Station with close connection to WMATA's station entrance under construction
- Pedestrian bridge under design to connect Crystal City and Reagan National Airport

Alexandria

- CSX constructing fourth track to separate passenger and freight service – completion in 2027
- VRE leading improvements to Alexandria Station

Washington – Fredericksburg Projects

Program Highlights

RF&P Corridor

Half CSX ROW between Washington, DC and Richmond, VA (145mi) & 44 mi of track

Phase 1

22.9 mi of new track

Phase 2

7.7 mi of new track

RF&P Corridor
Improvements

Legend



Passenger Stations



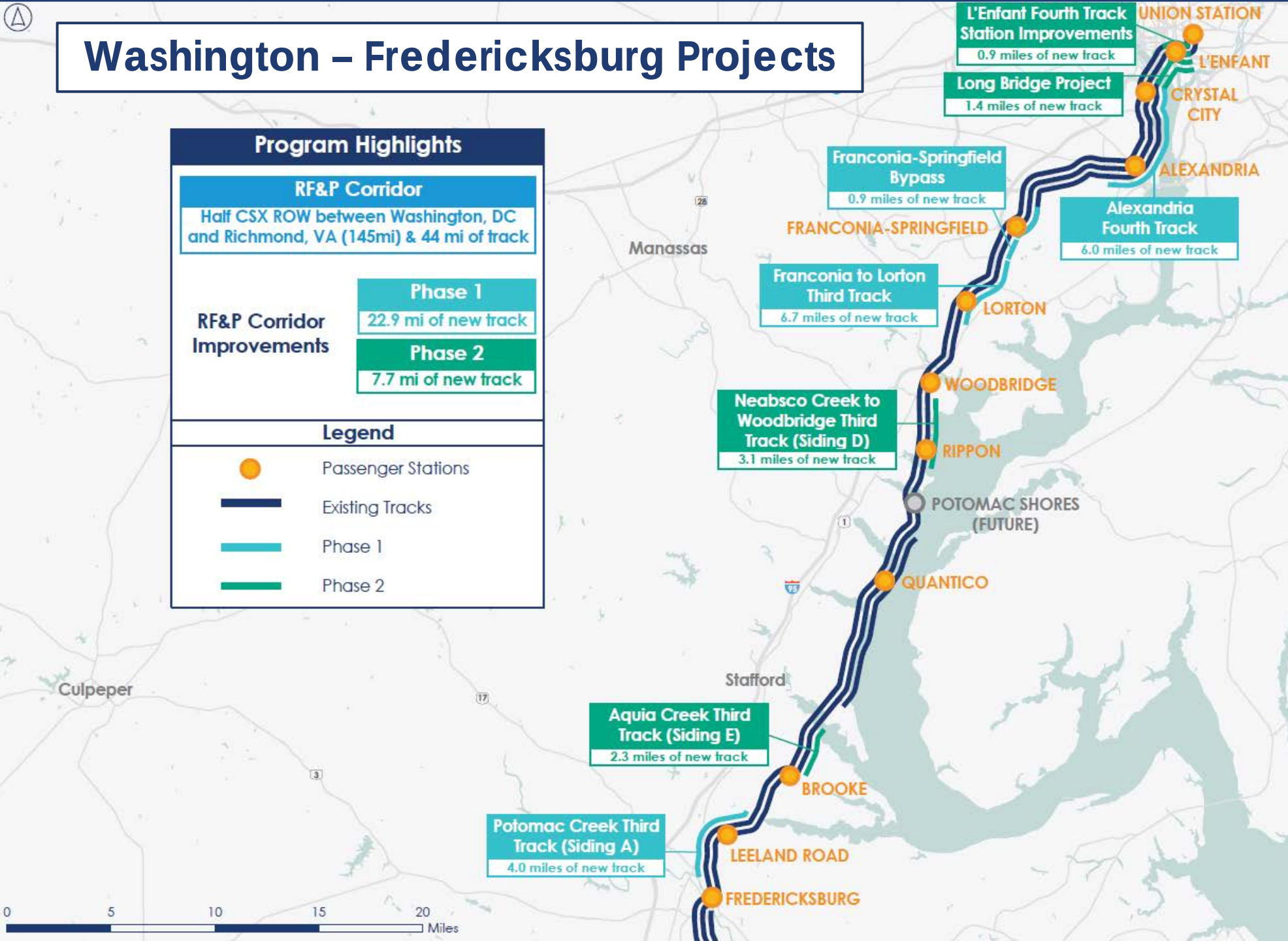
Existing Tracks



Phase 1

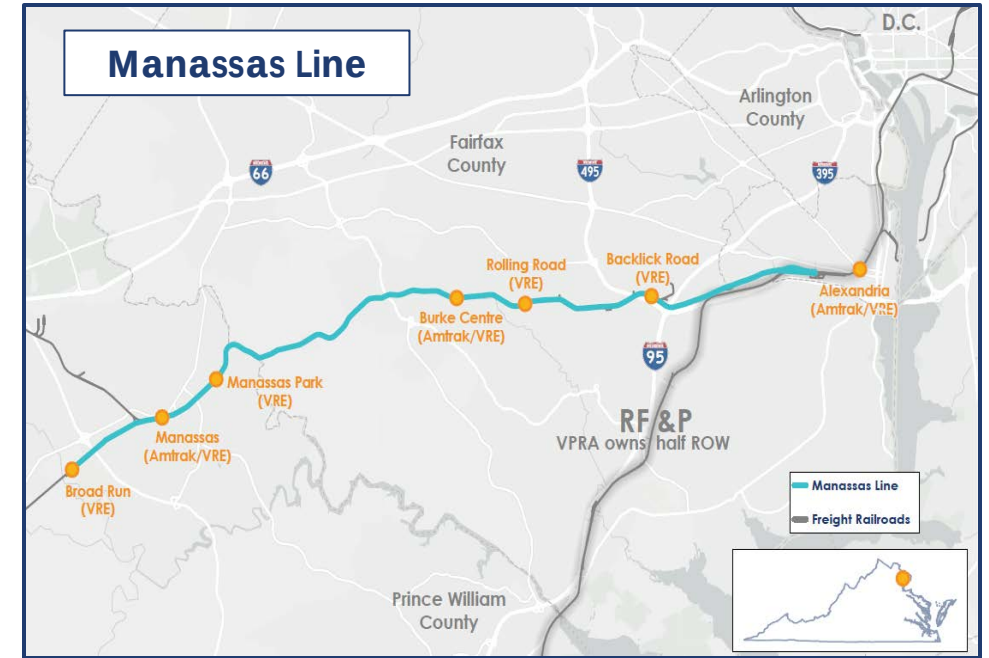


Phase 2



Manassas Line

- In 2024, VPRA purchased the Manassas Line from Norfolk Southern (NS).
 - This allows Virginia to control its own destiny. Upon completion of the new Long Bridge for passenger rail, VRE will begin running additional night and weekend service.



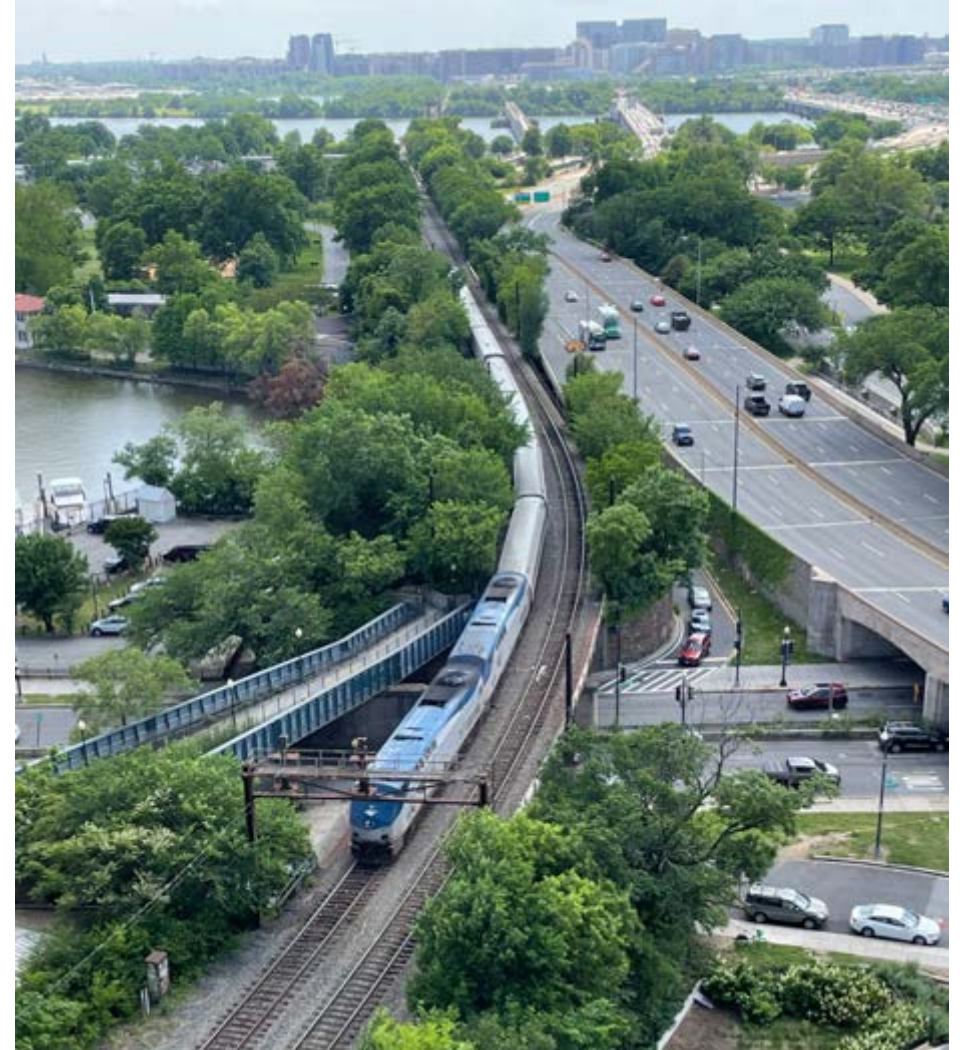
New River Valley

- VPRA is also extending Amtrak Virginia service from Roanoke to the New River Valley. Norfolk Southern is currently constructing a station site and layover facility.
- Two daily roundtrips will begin serving the New River Valley in 2027.



THANK YOU

Questions?





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VRE OVERVIEW

FOR DMV MOVES RAIL SYMPOSIUM

October 24, 2025

Union Station, Washington, DC

VRE PARENT COMMISSIONS

- VRE is a joint *project* of NVTC (established 1964) and PRTC (established 1986)
- 15 Representatives from 3 NVTC jurisdictions, 6 PRTC jurisdictions, and the Commonwealth



VRE HISTORY

Service Launches
(1992)



Groundbreakings
for Lorton &
Franconia-Springfield
Stations (1993)



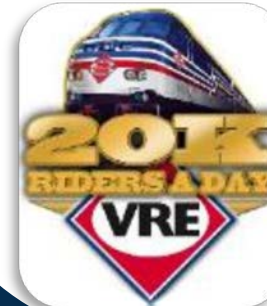
1st Santa Trains
(1997)



Quantico Bridge
Opens (2007)



Ridership Record
(2011)



Spotsylvania Station
Opens (2015)



C-ROC Fund
Established (2018)

Dedicated Funding

LOU Facility
Opens (2023)



Fredericksburg
Station Rehab (2024)



Quantico Station
Rehab (2024)



VRE OPERATIONS

- Revenue Trains:
 - 16 trains on Fredericksburg Line (CSX/VPRA line)
 - 16 trains on Manassas Line (NS/VPRA line)
- Mid-Day Storage at Ivy City Coach Yard
- Access Agreements Amtrak, CSX, NS, VPRA
- Contract Operations by Keolis Rail Services Virginia
- VRE Staff of 58
- Operating Budget of \$118.4 (FY25)
- Account for a lane of traffic on I-95 & I-66



ROLLING STOCK



20 MP36 diesel-electric locomotives



49 Gallery IV Trailer Cars
(132 seats)

30 Gallery IV Trailer Cars
(148 seats)



21 Gallery IV cab cars
(123 seats)

21 new railcars
from Alstom
(148 seats)



CAPITAL IMPROVEMENTS

- VRE's \$1.3 billion CIP
- >\$500M related to TRV
- Includes:
 - Track
 - Center Platforms
 - Railcars
- Improves
 - Safety
 - Efficiency / Reliability
 - Convenience



System Plan 2050 Vision

VRE will grow to serve the region as the transportation service of choice, creating meaningful connections and economic opportunities in a safe, sustainable, and equitable manner.

VRE Yesterday, Today, and Tomorrow

	2019	2025*	2030 Build	2050 Build
ADR	18,311	10,788	15,315	28,100
Round Trips	16	16	26	58
Locomotives	20	20	24	31
Cab Cars	21	21	21	28
Cars	79	79	97	178
Operating Budget	\$88.3	\$118.4	\$201.7	\$748.3

* April through September



What's in the Plan?

2050 System Plan

2030 Service Plan

2050 Service Vision

Financial
Forecasts
(Aggregate and
in FY)

Identification of
Capital Needs
(including rolling
stock)

2050 Service
Plan

Financial
Forecasts
(Aggregate and
in FY)

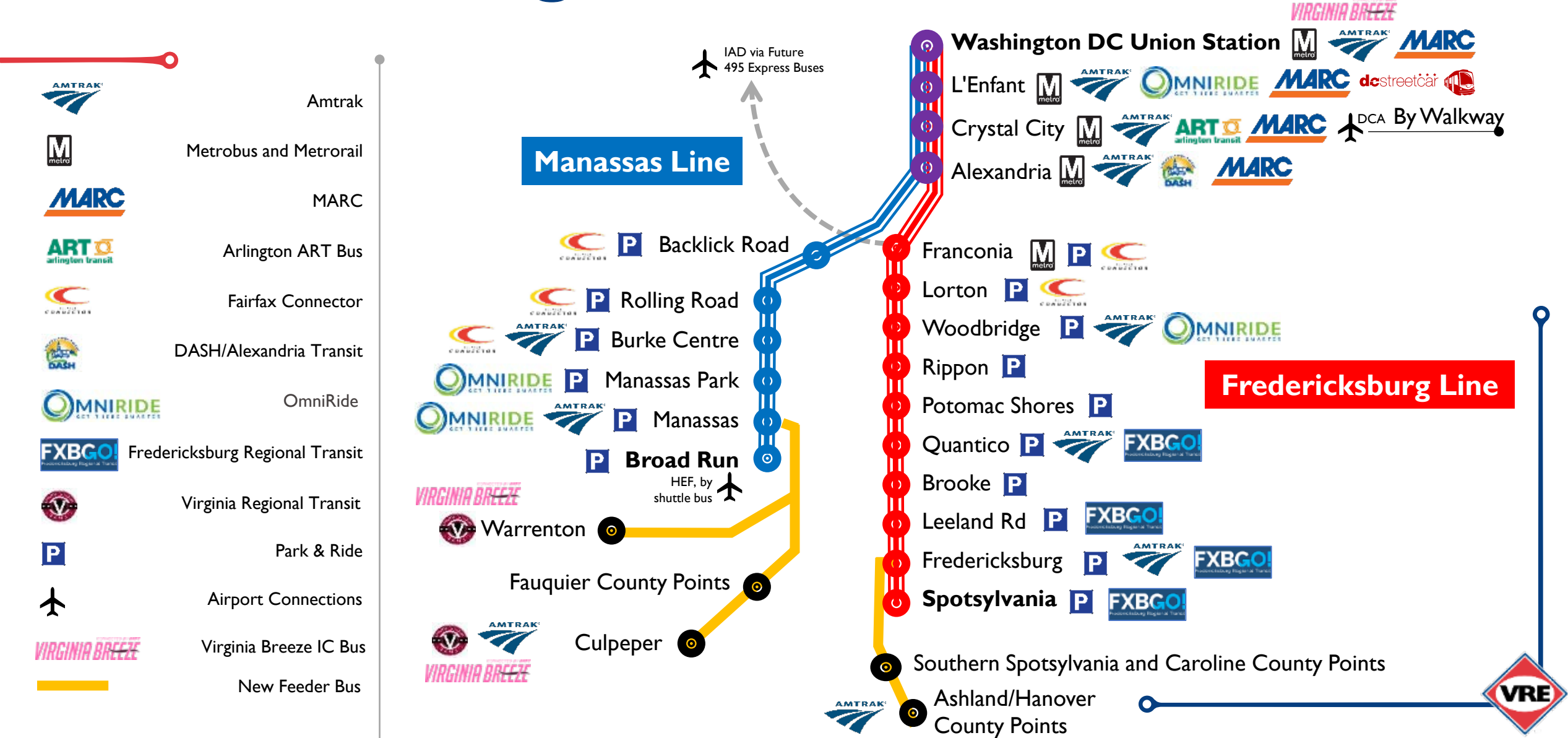
Identification of
Capital Needs
(including rolling
stock)

**Moves VRE
closer to
the Plan's
Vision
Statement**

- This Plan is not a budget or commitment to provide specific funding for this desired service plan
- Commissions/Operations Board approval for specific service implementation and capital improvements will be sought separately



VRE as the Region's Backbone in 2050



DISCUSSION & QUESTIONS

Dallas Richards, PE
drichards@vre.org



[VRE.ORG](https://vre.org)





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MARC and the Growth and Transformation Plan

DMV Moves Regional Rail Meeting
October 24, 2025



MARC Train Service's Origins

The State of Maryland began subsidizing commuter rail service provided by:

the **B&O Railroad**
(Camden/Brunswick) in **1974**



Conrail (Penn Line) in 1976



DO NOT EVER cross Penn Line tracks! Safety standards in 1977 weren't what they are today!

Once the State began a more direct role in MARC Train service, improvements came quickly, with the MARC brand adopted in 1984-85

MARC Today

- **202** route-miles of commuter rail services
- **48** locomotives
- **177** commuter rail coaches
- **42** Stations, MD, DC & WV
- **96** trains per weekday
 - 18 Brunswick Line (+ 1 Fri.)
 - 21 Camden Line
 - 57 Penn Line
- **18** Saturday, **12** Sunday
 - Penn only



MARC is a “virtual railroad”

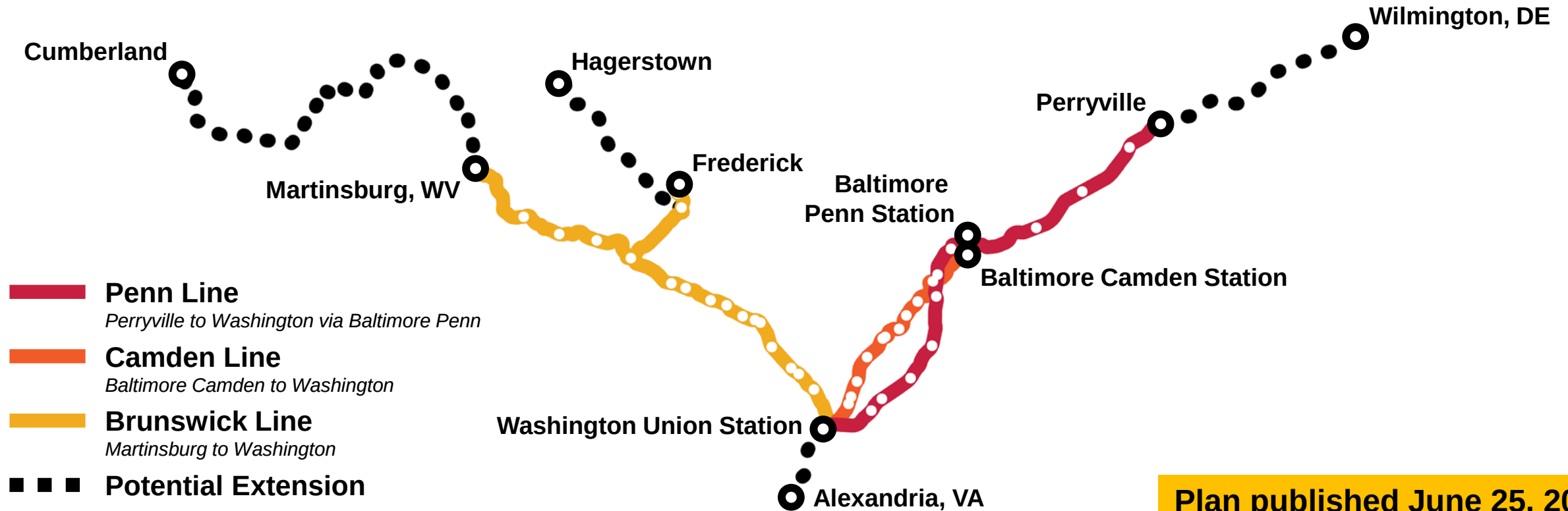
- MARC itself does not own any track, except for the 3.2-mile Frederick Branch
- MARC itself does not employ any train or mechanical crews or dispatch or any trains
- Contracts with:
 - **Alstom** – maintains fleet, operates Brunswick & Camden lines
 - **CSX Transportation** – owns/maintains Brunswick & Camden Lines track
 - **Amtrak** – maintains fleet, operates Penn Line, owns/maintains Penn Line track



MARC Growth & Transformation Plan Overview

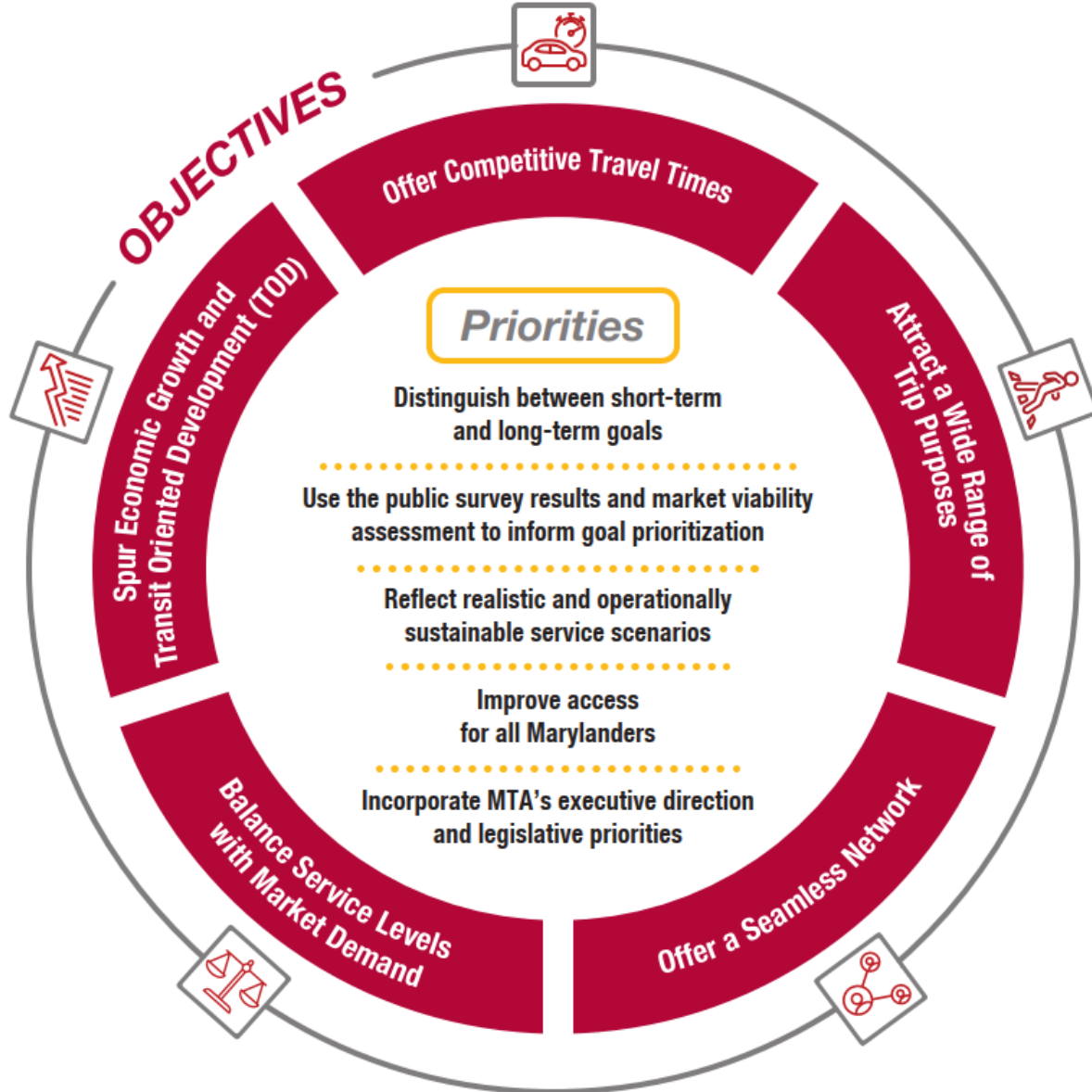
The MARC Growth and Transformation Plan includes:

- MARC's existing three lines (Penn, Camden, and Brunswick)
- Potential extensions into Virginia, Delaware, and Western Maryland



Plan published June 25, 2025

Plan Overview



Objectives, Priorities, and Metrics

Offer Competitive Travel Times

Attract a Wide Range of Trip Purposes

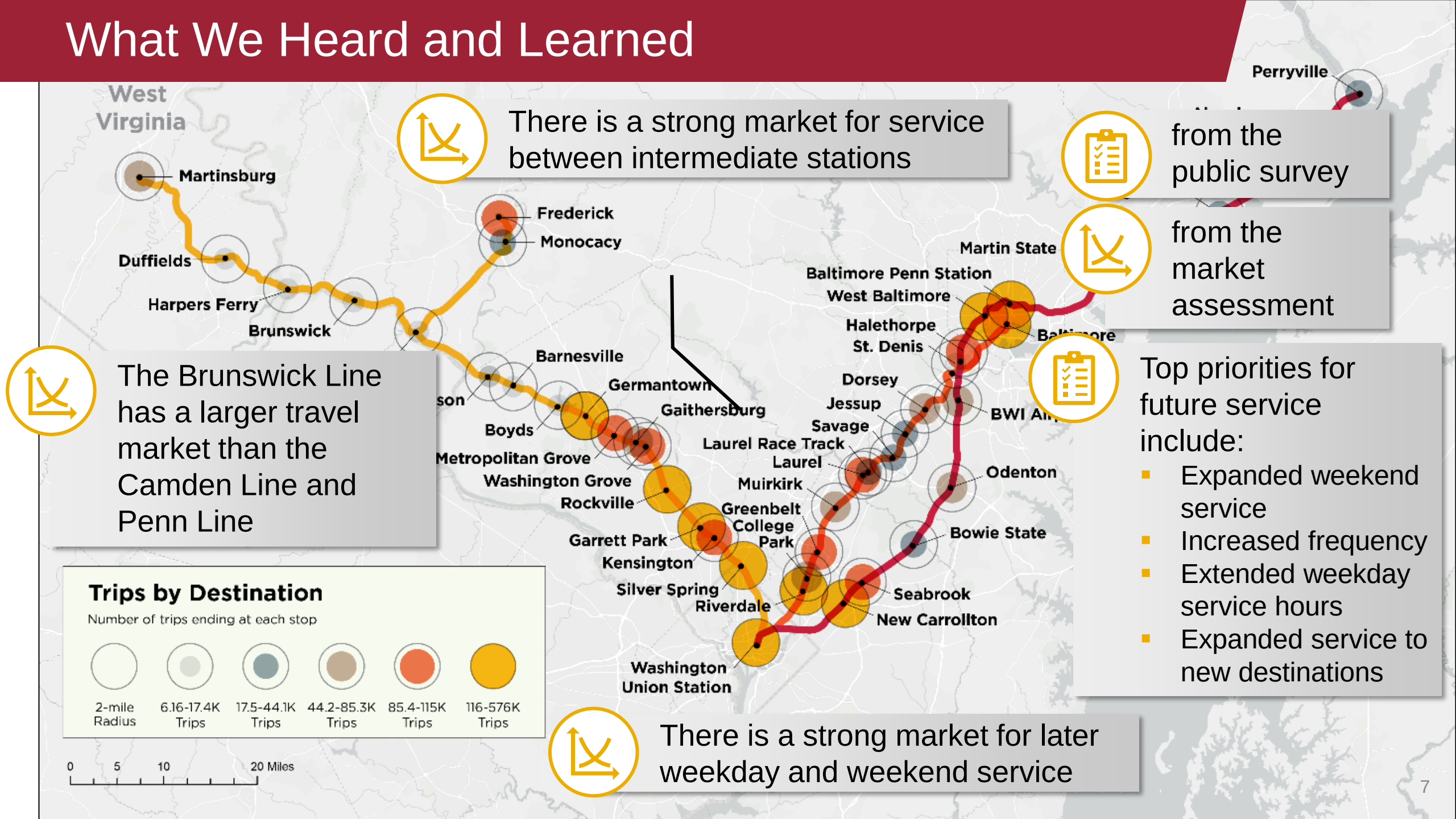
Offer a Seamless Network

Balance Service Levels with Market Demand

Spur Economic Growth and TOD

Each objective has one or more metrics that informed decision-making for future service plans

What We Heard and Learned



Future Service Plan

Developing Future Service Plans



Phasing Strategy

5-Year Plan:
FY2026-2030

15-Year Plan:
2031-2040

Unconstrained Plan:
FY2041 and Beyond

Future Service Plan: Systemwide

The Future MARC System

- **Transformational, market-oriented service** that recognizes constraints
- **More equitable, frequent, all-day service** (including weekends) across the system to serve changing and new travel markets
- **Improved system connectivity** between MARC lines, other MTA services, Amtrak, WMATA, VRE, and SEPTA
- **Expansions into Virginia, Delaware, and Western Maryland**



Future Service Plan: 5-Year Service Plan



Weekday Peak

- Peak-direction, hourly Brunswick-DC
- Peak-direction, hourly Frederick-DC (Camden)
- All stop Germantown, Rockville, Silver Spring
- 20-to-30-min Penn Line (WAS-MSA)
- 30-min Camden Line service



Off-Peak

- 2 mid-day round trips Brunswick Line
- Hourly Penn Line (WAS-PRY)
 - Weekends 60-min WAS-BAL
- Hourly Camden Line Bus Service



Service Hours

Overall Weekday:

- 5 AM – 11 PM

Weekday Peak: Camden

- 5 AM – 9 AM
- 3 PM – 8 PM

Penn and Brunswick

- 5 AM – 10 AM
- 3 PM – 9 PM

Future Service Plan: 15-Year Service Plan



Weekday Peak

- Peak-direction, hourly Brunswick-DC (2 trips VA)
- Peak-direction, hourly Frederick-DC (Camden)
- All stop Germantown, Rockville, Silver Spring
- 20-min Penn Line (WAS-MSA)
- 30-min Camden Line service



Off-Peak

- Brunswick Line 2 mid-day round trips weekday, every 2 hours weekends
- 30-min Penn Line (WAS-MSA)
 - Weekends 30-min WAS-BAL
 - Camden via Penn to No. VA
- Hourly Camden Line Bus Service



Future Service Plan: Unconstrained Service Plan



Weekday Peak

- Hourly Brunswick-DC
- Hourly Frederick-DC (Camden)
- Extensions – 1 to Martinsburg, 2 to VA
- 30-min Camden Line service
- 20-min Penn Line (WAS-MSA)



Weekday Off-Peak and Weekend

- Hourly Brunswick-DC (2 from Cumberland)
- Hourly Frederick-Silver Spring
- All stop Germantown, Rockville, Silver Spring
- 30-min Penn Line (WAS-MSA)
- Hourly Camden Line Bus or Train Service



Service Hours

Overall Weekday:

- 5 AM – 12 AM

Weekday Peak:

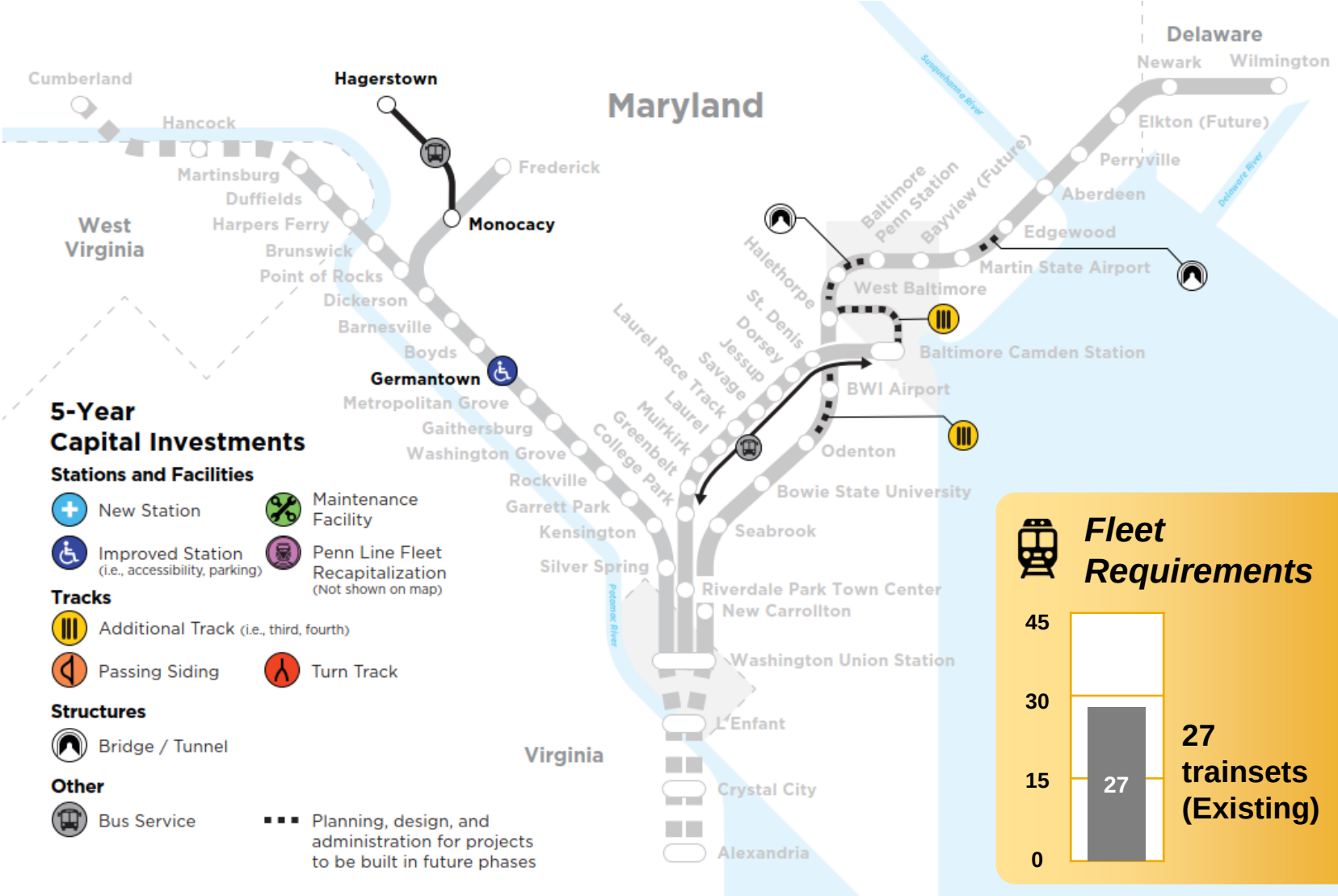
- 5 AM – 10 AM
- 3 PM – 9 PM

Capital Investments: 5-Year Phase

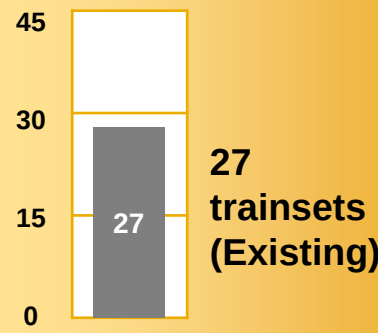
Key Projects

Brunswick Line	Hagerstown-Monocacy Bus, Germantown Station Impr., P&D for Silver Spring Turnback and Terminal Impr.
Camden Line	Off-peak Camden Bus, PCC P&D
Penn Line	BWI Fourth Track and FDT P&D

 **Cost Estimate = \$885 million***



Fleet Requirements



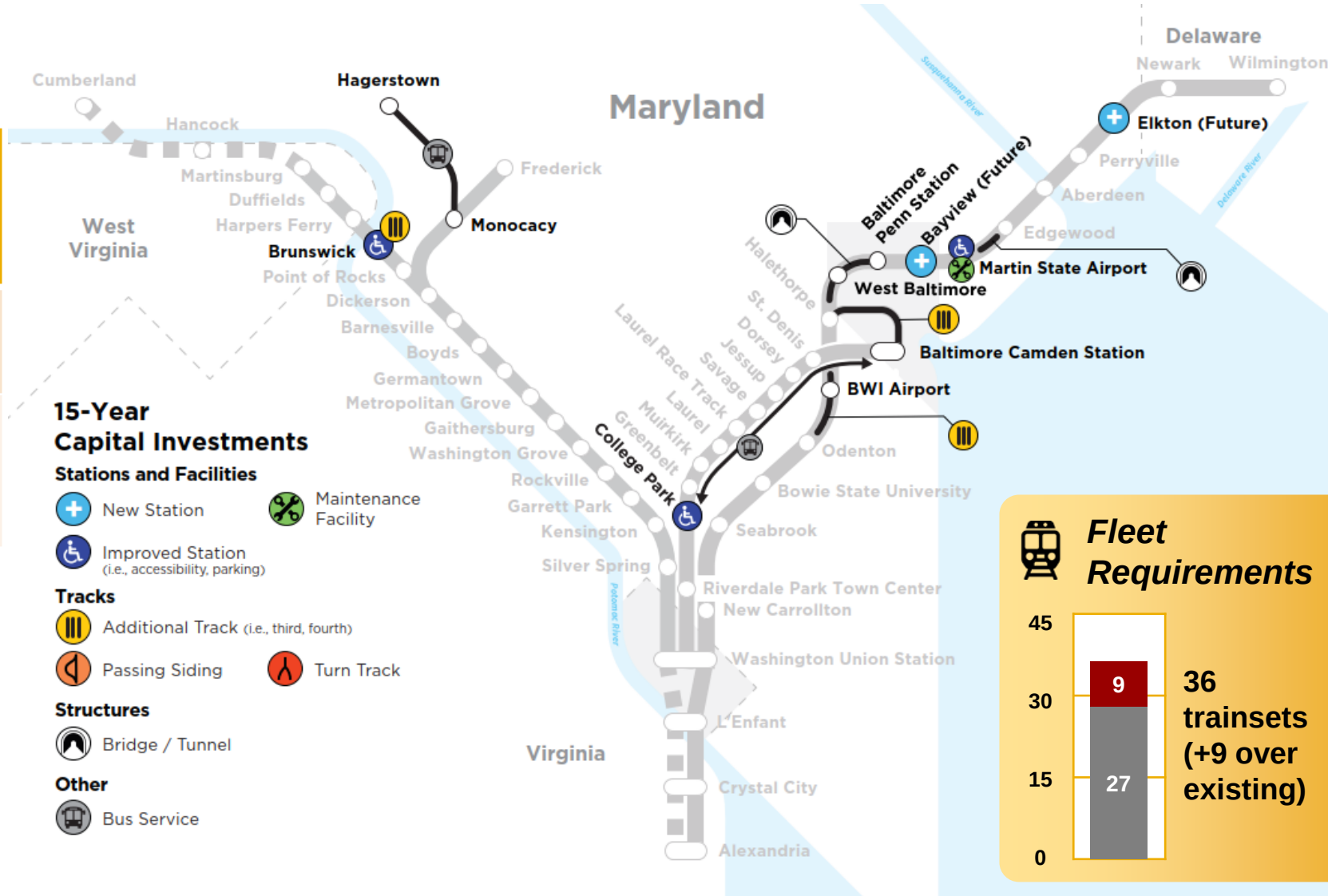
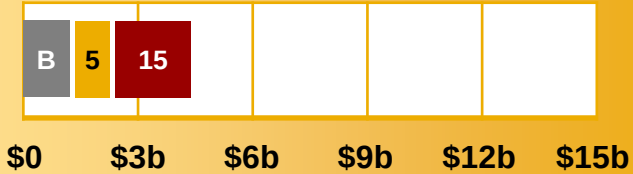
*Information subject to change.

Capital Investments: 15-Year Phase

Key Projects

Brunswick Line	Brunswick Yard and Station Improvements
Camden Line	College Park Station Improvements, PCC
Penn Line	BWI 4th Track, FDT, Martin Airport Sta. Improvements

 **Cost Estimate = \$3.8 billion***



*Information subject to change.

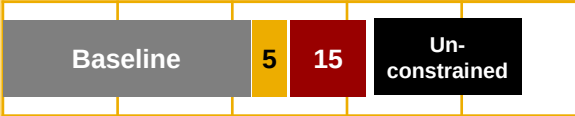
Capital Investments: Unconstrained Phase

Key Projects

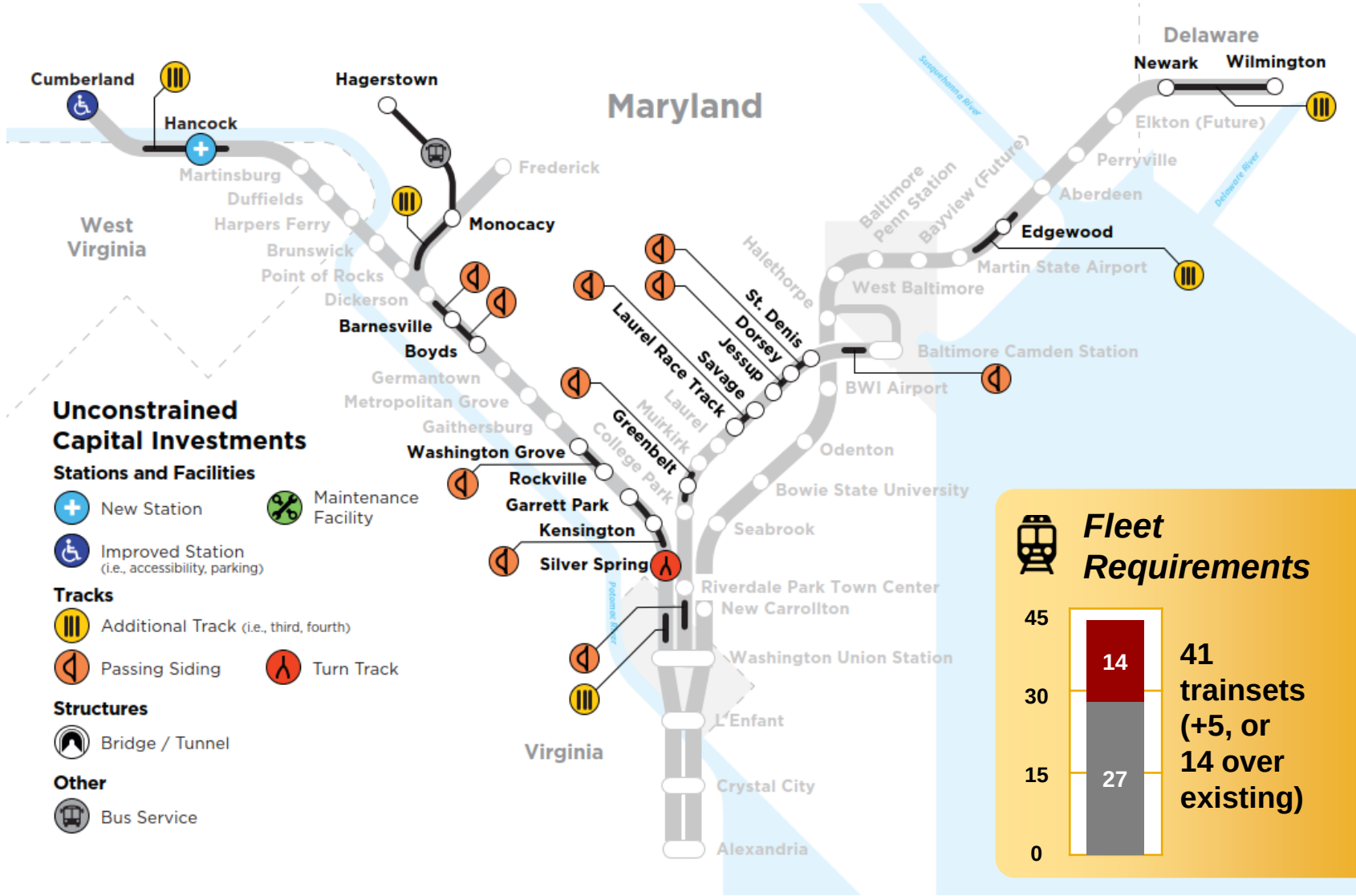
Brunswick Line	Silver Spring Turnback, Washington Terminal Impr., Additional track/passing sidings, Cumberland
Camden Line	Passing sidings
Penn Line	Edgewood, Newark-Wilmington track



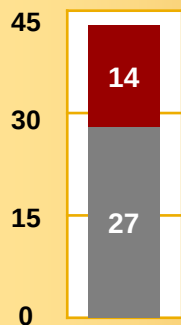
Cost Estimate = \$13.7 billion*



\$0 \$3b \$6b \$9b \$12b \$15b



Fleet Requirements



41 trainsets (+5, or 14 over existing)

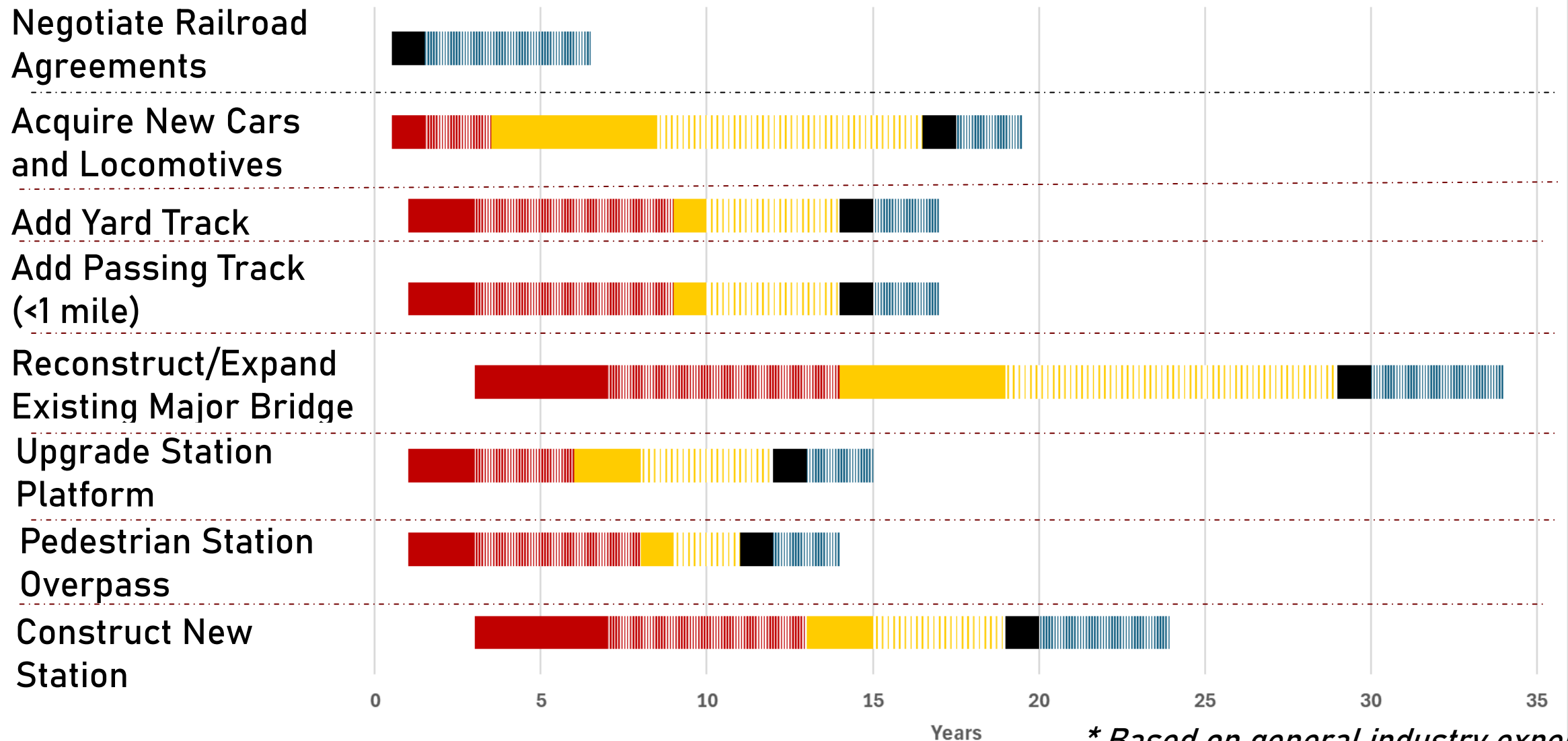
*Information subject to change.

Future Service Plan: Capital Costs

- Plan's total capital cost is \$13.7 billion
 - \$7.12 billion in baseline investments for existing service
 - \$6.58 billion investment to support growth
- 5-Year Phase total capital cost is \$885.4 million
 - \$476.3 million in baseline investments for existing service
 - \$409.1 million investment to support growth
 - \$116.8 million current gap for growth

Project	5-Year Funding Gap
Brunswick Line	
Silver Spring Turnback	\$1,803,400
Germantown Station Area Impr.	864,000
Hagerstown-Monocacy Bus Svc.	185,000
Washington & Brunswick Terminal	12,681,800
Kensington Station Siding	22,999,200
Subtotal	\$38,533,400
Camden Line	
Camden Line Bus Service	\$646,000
College Park Station Impr.	252,700
Subtotal	\$898,700
Penn Line	
Penn-Camden Connector	\$8,250,900
Martin's Yard and Shop Electr.	2,802,600
Fleet Recapitalization	66,324,800
Subtotal	\$77,378,300
TOTAL	\$116,810,400

Capital Delivery Timeframes*



* Based on general industry experience.

■ Planning & Design (short) ■ Planning & Design (long) ■ Construction (short) ■ Construction (long) ■ Implementation (short) ■ Implementation (long)

Further Efforts

- **Fleet Plan**
- **Penn-Camden Connector Design**
- **Martin State Airport**
Maintenance Facility Storage Tracks, Station Design
- **College Park Station Design**
- **Silver Spring Turnback Design**
- **Capital Regional Rail Coordinating Committee**



Thank You!

(please visit our train on display)

For more information, please visit:
mta.maryland.gov/marc-growth-plan





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Randy Clarke
General Manager & CEO





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