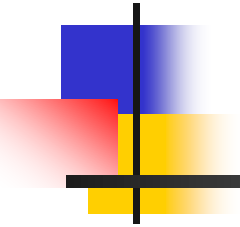


# Options for Potential VRE Service Expansion

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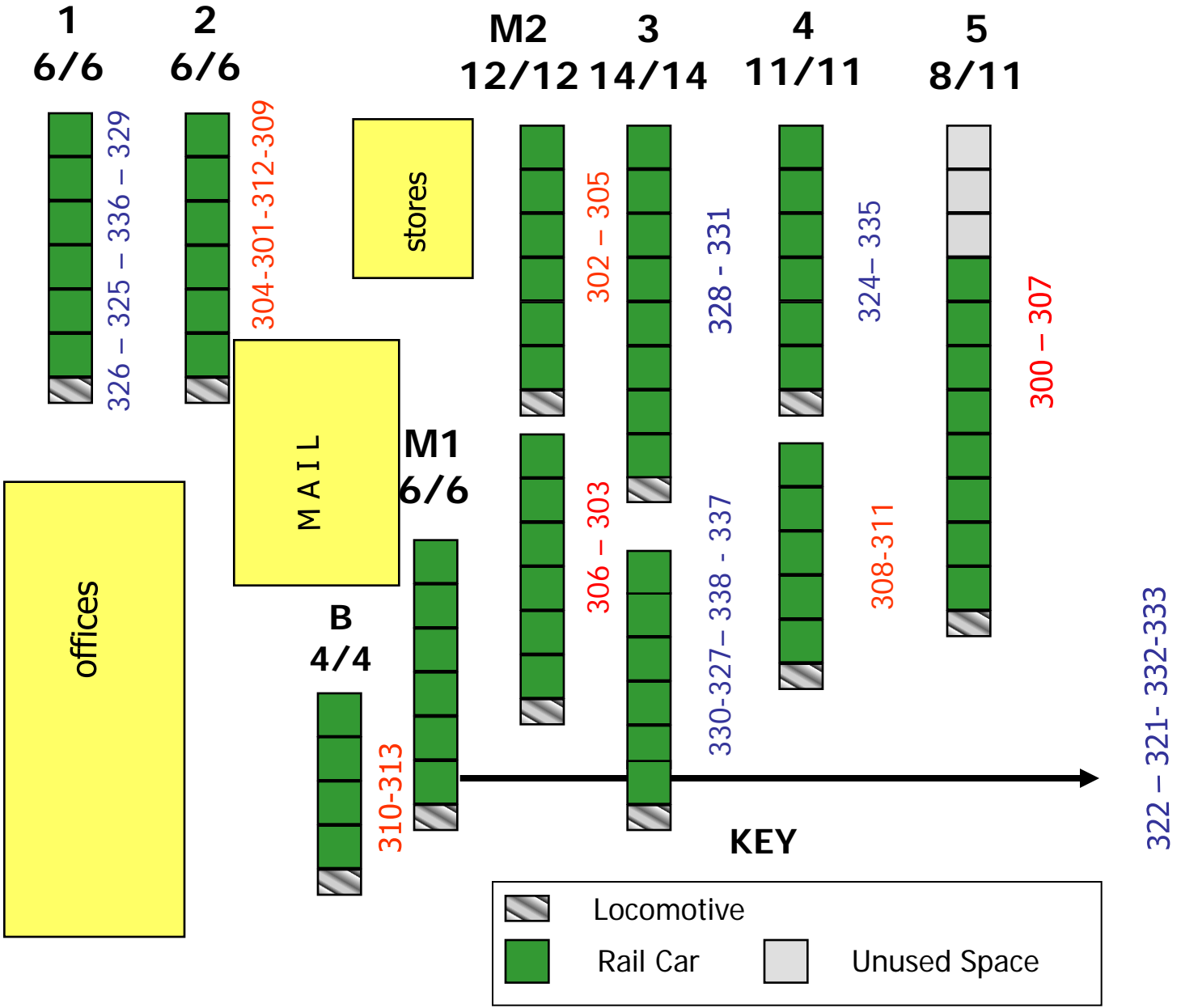


# Major Issues

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- Ridership at highest levels in VRE history
  - Top ten days in 2010 - crowding on trains
- Train storage in DC fully utilized
- Federal and state funding for operations shrinking
- Local jurisdictions want subsidy held constant

# VRE Mid-Day Storage Current Service





# Objectives for Expansion

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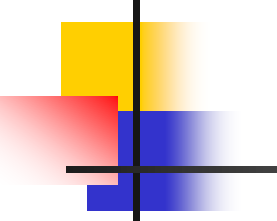
- Mitigate crowding on trains
- Fully utilize equipment
- Provide expanded service
- Increase ridership
- Minimize jurisdictional subsidy



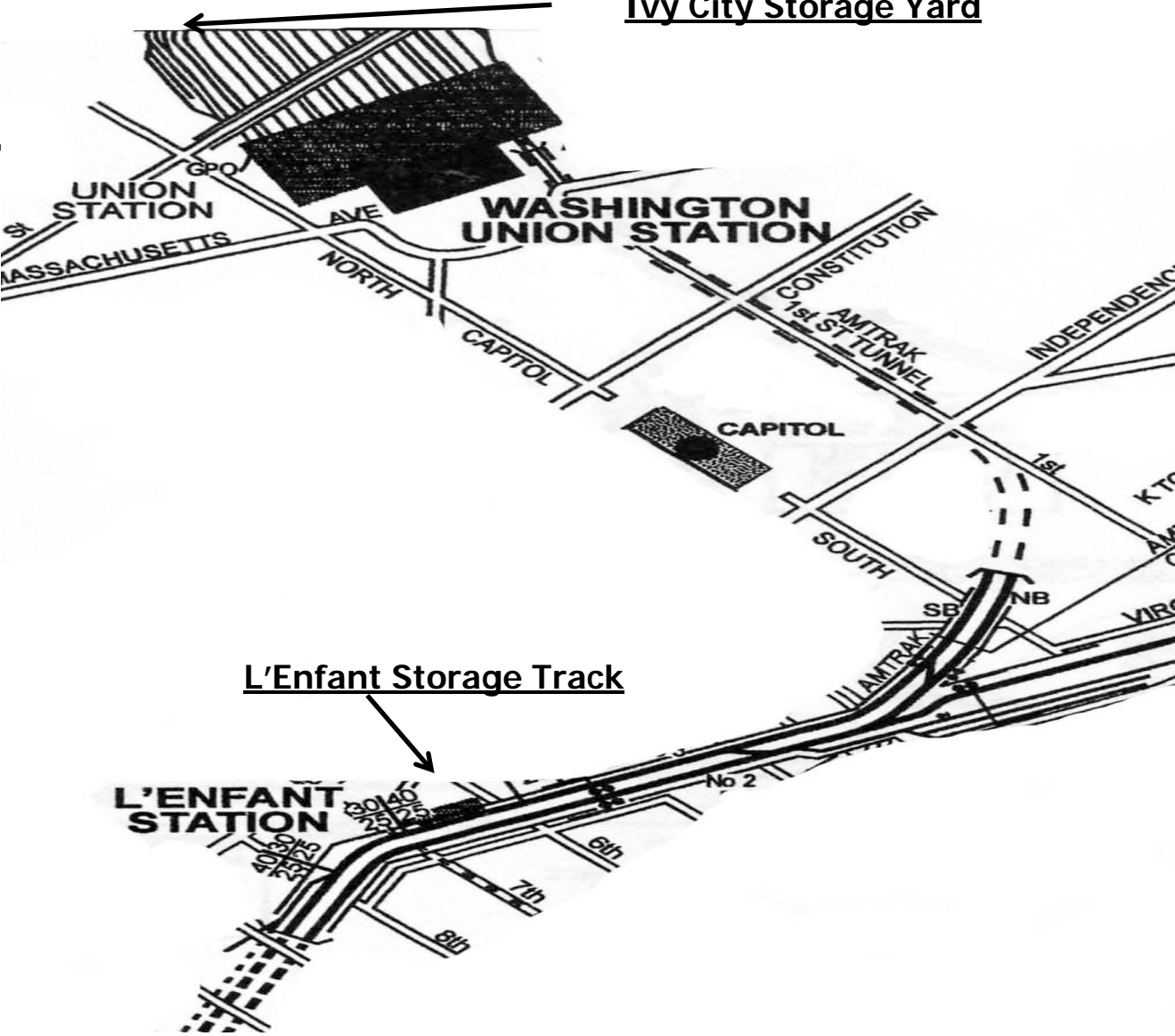
# Three Options

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1. Option 1 - Add two railcars to trains 300/307
2. Option 2 - Option 1 plus add express train on Fredericksburg Line to store at L'Enfant
3. Option 3 - Option 2 plus store another consist at L'Enfant, plus add railcars to Manassas Line 326/329 and Fredericksburg Line 308/311



Ivy City Storage Yard



L'Enfant Storage Track

L'ENFANT STATION

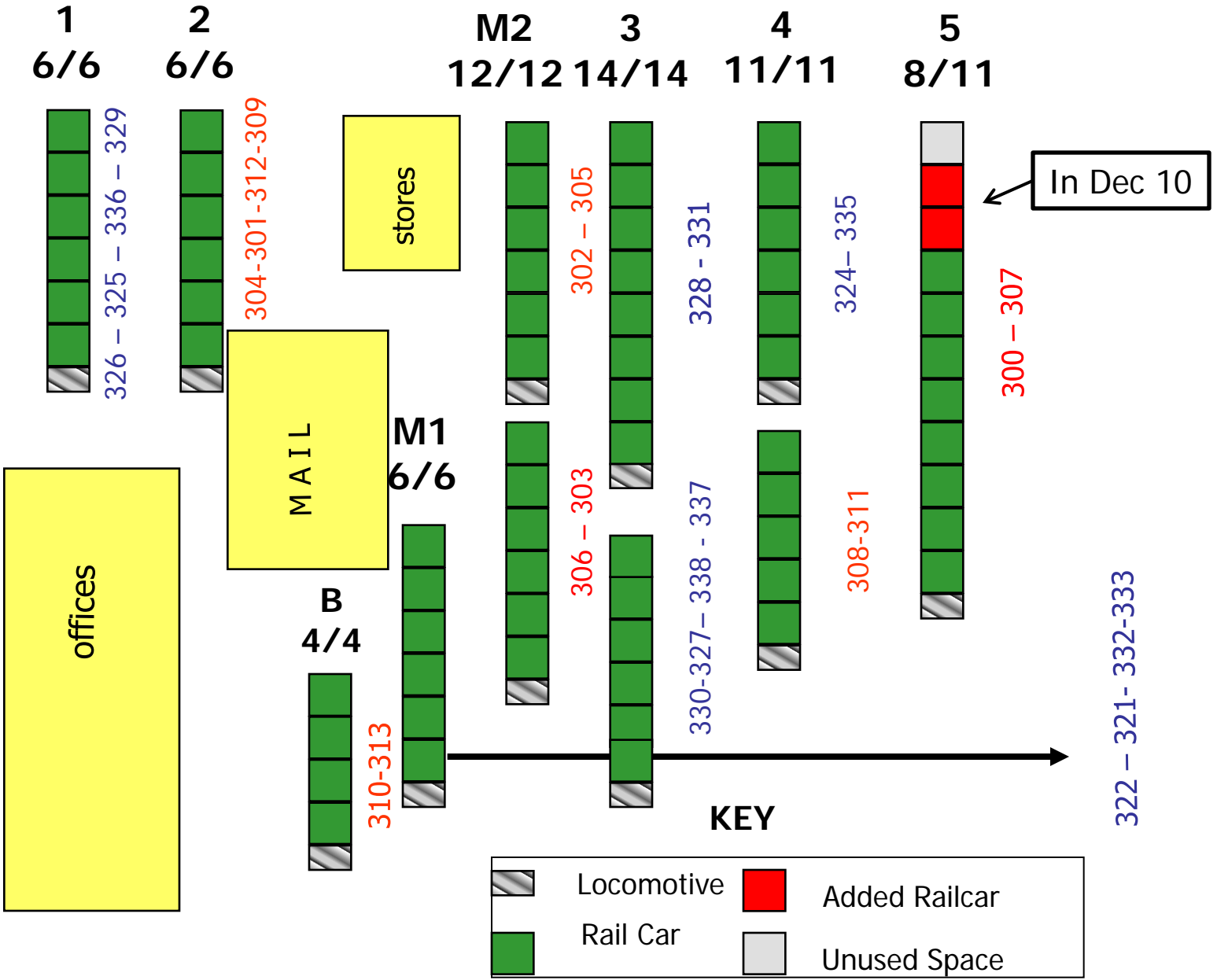


# Option One

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- Add two railcars to trains 300/307 in December 2010
- Must have new locomotives to accomplish

# VRE Mid-Day Storage Option One



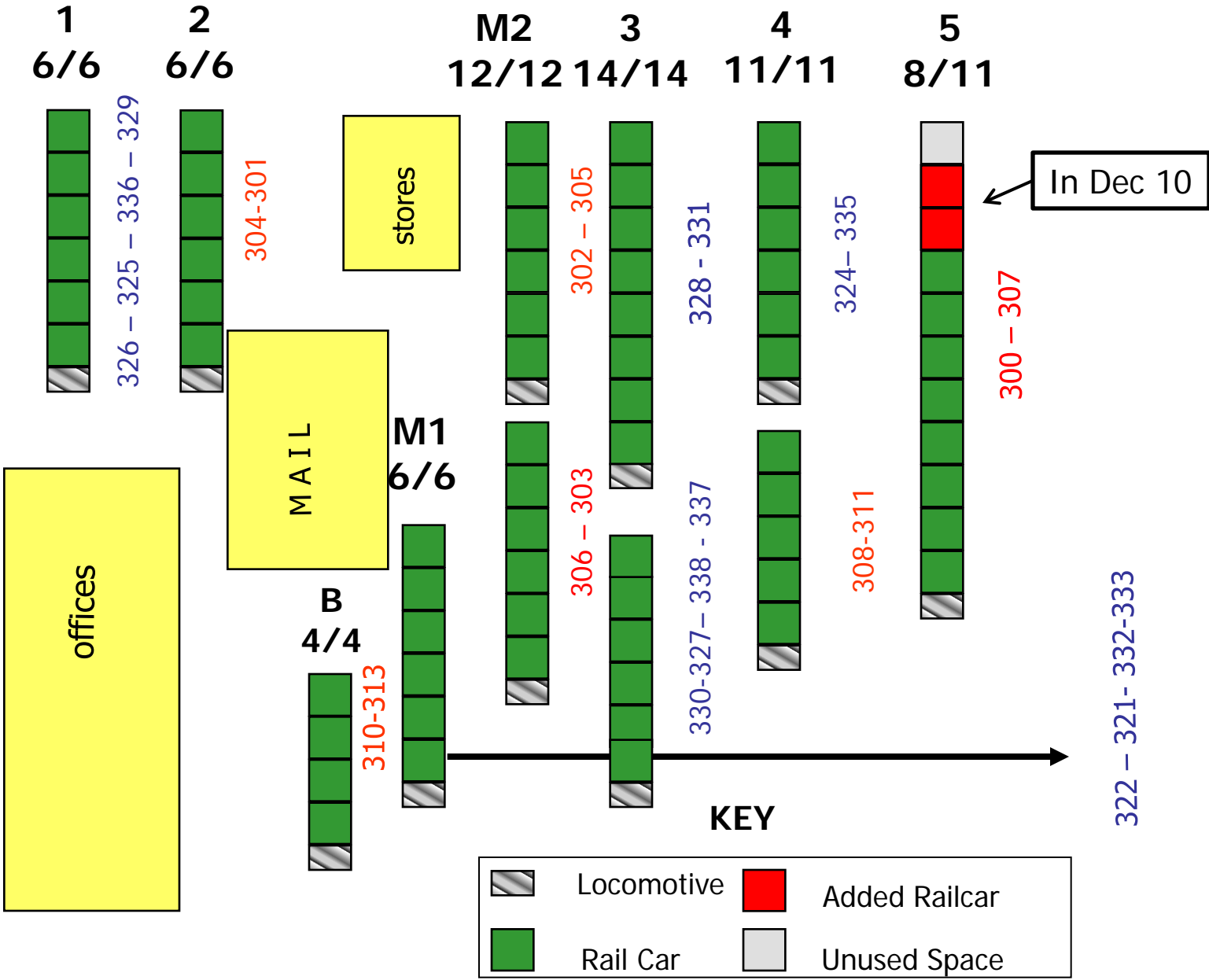
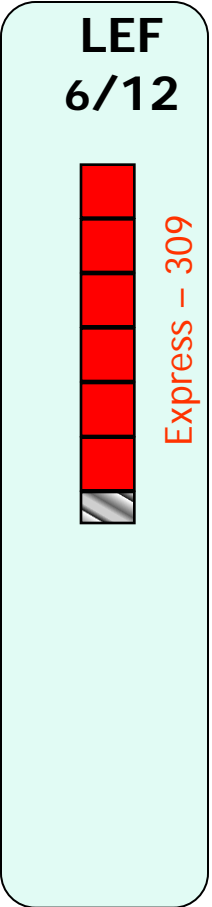


# Option Two

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- Option 1 plus add express train
- 5:05am departure from Fredericksburg
  - Time chosen due to historically high demand for early morning express train on the Fredericksburg Line and to keep VRE within contractual window
  - Recommend stops at Fredericksburg, Leeland, and Brooke then Alexandria, Crystal City and L'Enfant
  - Store train at L'Enfant during mid-day
  - One evening trip must also originate at L'Enfant
- Reduces total trip time by 20 minutes

# VRE Mid-Day Storage Option Two



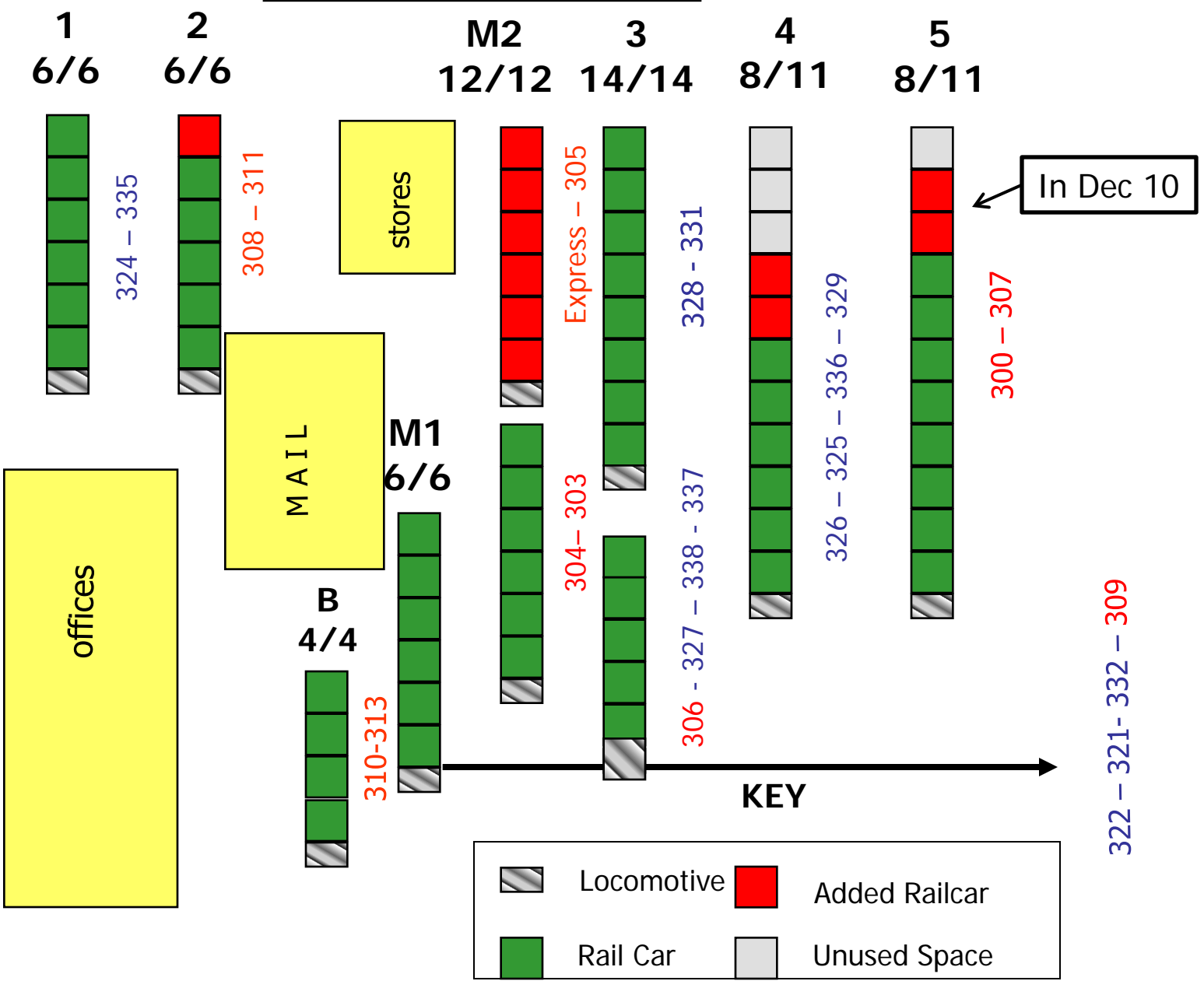
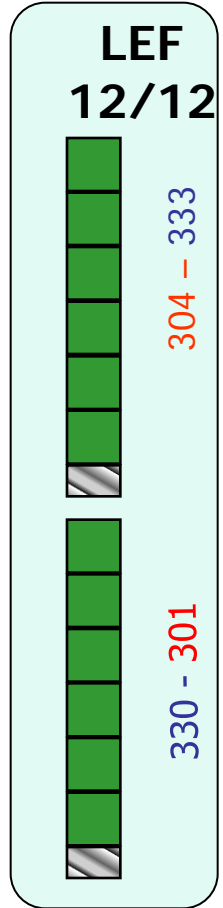


# Option Three

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- Option Two plus lengthen additional trains
- Store two consists at L'Enfant storage track
  - Provides two emergency evacuation trains
  - Allows additional mid-day storage in Ivy City
  - All train combinations now being considered for storage at L'Enfant
- Store nine additional coaches in Ivy City
  - Lengthens train 326/329 and 308/311
- Train and storage changes will add 800 seats

# VRE Mid-Day Storage Option Three



# Riders Terminating at Union Station

<b>Train</b>	<b>Total Riders</b>	<b>Terminate at Union Station</b>
<b>322</b>	<b>530</b>	<b>100</b>
<b>324</b>	<b>833</b>	<b>186</b>
<b>326</b>	<b>833</b>	<b>159</b>
<b>328</b>	<b>1019</b>	<b>188</b>
<b>330</b>	<b>920</b>	<b>203</b>
<b>332</b>	<b>613</b>	<b>135</b>
<b>300</b>	<b>1027</b>	<b>165</b>
<b>302</b>	<b>799</b>	<b>120</b>
<b>304</b>	<b>801</b>	<b>108</b>
<b>306</b>	<b>722</b>	<b>103</b>
<b>308</b>	<b>488</b>	<b>75</b>
<b>310</b>	<b>471</b>	<b>109</b>



# Early Comments

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- Initial public outreach began on February 1<sup>st</sup>
- Extended to March 31<sup>st</sup>
- Support for express train
- Negative comments from people whose trains would terminate/originate from L'Enfant



# Final Decision

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- Final decision by Operations Board scheduled for April 16<sup>th</sup>
- Must balance potential ridership benefit with passenger concerns
- Could begin implementing changes after July 1<sup>st</sup>