**INITIAL ASSUMPTIONS**

**BASELINE (No Expansion) — 34 Slots**

- Existing peak-oriented service (present schedule plus one Fredericksburg Line round trip)
  - Roughly 25 minute peak headways
- Existing reverse-peak and deadhead trains on Manassas Line
  - Deadheads eliminated as soon as there is sufficient midday storage in DC
- Existing single midday trip on both lines
- Consists increase up to ten-car trains in response to natural growth in passenger demand*
- Manassas Line deadhead may be converted to a peak revenue round trip if warranted by natural growth in peak passenger demand post-2030 (2035*)

**SCENARIO 1 (Moderate Expansion) — 34 Slots 2020/?? Slots 2030†/?? Slots 2040†**

- No change from Baseline until post-2020
- 20-minute peak-oriented headways per line post-2020 (2025*)
- 15-minute peak-oriented headways per line post-2030 (2030*)
  - Fourth train per hour represents an allowance for peak express trains
- Peak consists increased up to ten-car trains based on natural growth in passenger demand*
- Gainesville-Haymarket Extension post-2020 (2022*)
- 180-minute base service on both lines post 2020 (2022*)
  - A single trainset per line providing reverse peak, midday and evening service
- 90-minute base service on both lines in 2035
  - Two trainsets per line providing reverse peak, midday and evening service

**SCENARIO 2 (Full Expansion/System Plan 2040) — 34 Slots 2020/82 Slots 2030/86 Slots 2040**

- No change from Baseline until post-2020
- 20-minute peak-oriented headways per line post-2020 (2025*)
- 15-minute peak-oriented headways per line post-2030 (2030*)
  - Fourth train per hour represents an allowance for peak express trains
- Peak consists increased up to ten-car trains based on natural growth in passenger demand*
- Gainesville-Haymarket Extension post-2020 (2022*)
- 30-minute reverse peak service post-2020 (2025*)
- 60-minute base service on both lines post-2020 (2025*)
  - Providing midday and evening service

* - Proposed date to be determined by analysis of ridership growth and physical improvements
† - Number of slots to be determined by schedule analysis