MIDDAY STORAGE

- VRE has “temporarily” used Ivy City Coach Yard since 1992
  - Insufficient today
    - Restricts further growth
  - Will diminish to zero
    - Agreement allows reduction in VRE storage starting July 2018

- Washington Terminal Yard Master Plan
  - Amtrak - VRE collaboration
  - VRE storage needed for new Amtrak high-speed trains
  - VRE looking at immediate and longer-term solutions
MIDDAY STORAGE TEMPORARY REPLACEMENT
L'ENFANT STORAGE TRACKS

- Convert existing side tracks to midday VRE storage
  - Add wayside power appliances for trains during layover
  - Storage for three trainsets
  - Allows for longer trainsets using new rolling stock

- Open for service by late 2017
- Will be converted to a fourth mainline track when permanent midday storage facility is complete.
MIDDAY STORAGE PERMANENT REPLACEMENT
NEW YORK AVENUE STORAGE FACILITY

- 13 trainsets (all tracks for 9 or 10-car consists)
- Addresses “Core” State-of-Good-Repair needs
- Minimizes impact on New York Av NE right-of-way
  - Subsurface tie-backs for retaining wall
  - Temporary construction easements
- Adds operating capacity to the Amtrak NEC
- Longer storage tracks supports longer train consists
  - Allows System Plan 2040 “Phase 1” growth
L’ENFANT STATION & FOURTH TRACK

- Expand and extend the existing platform
- Add fourth track between VA and LE interlockings
  - A second track serving L’Enfant Station platform
- Improve ADA accessibility/connectivity to Metro
- Key design issues to be resolved:
  - Avoiding encroachment on Hancock Park (Reservation #113)
  - Highway clearances for new bridges over 6th & 7th Streets SW
Three location options under consideration
 Expand and extend the existing platform
 Add fourth track between RO and AF interlockings
   – A second track serving Crystal City Station platform
 Improve regional intermodal connectivity
   – Metrorail, Metroway, local bus, shuttles
 Improve local connectivity
   – Bicycle and walk access
ALEXANDRIA STATION IMPROVEMENTS

- Eliminate existing at-grade track crossing
- Provide ADA accessible tunnel between Metro and all station platforms
- Provide passenger access to trains on Track 1 – New crossover at Slaters Lane
- Raise, expand and extend the East Platform
- Raise West Platform
FRANCONIA-SPRINGFIELD STATION IMPROVEMENTS

- Expand East Platform for new third track
- Extend both platforms for full-length trains
- Improve Barry Drive Access

VIRGINIA RAILWAY EXPRESS
In 2015, VRE began a study to improve Manassas Line service and ridership.

The study concluded that operating more and longer Manassas Line trains would attract 5,100 new passenger trips.

VRE now looking at:
- Parking expansions at Broad Run and Manassas Park
- Yard expansion for more and longer trains
- New tracks to reduce VRE-NS freight conflicts
- Platform extensions at Rolling Road and Backlick stations
- More passenger railcars
FREDERICKSBURG LINE CAPACITY IMPROVEMENTS

- $93 million State Smart Scale grant:
  - 11 new passenger coaches (1320 additional seats)
  - Alexandria pedestrian tunnel/Metrorail connection
  - Quantico platform extension and pedestrian bridge
  - Brooke and Leeland Road platform extensions
  - Leeland Road parking expansion (225 new spaces)
  - Crossroad Yard expansion (more and longer trains)

- Other Fredericksburg Line improvements:
  - Franconia-Springfield platform expansion and extension
  - New second platforms at Lorton, Rippon, Quantico, Brooke, and Leeland Road stations
  - Nine miles of third track under construction
  - 17 miles of additional track funded through design