

VRE OPERATIONS BOARD MEETING SEPTEMBER 18TH 2020

Storage Capacity Update



A BETTER WAY. A BETTER LIFE.

STORAGE FACILITIES



VIRGINIA RAILWAY EXPRESS

EXISTING AND FUTURE STORAGE

Location	Existing Storage			Planned Capacity		
	Consists	Locomotives	Passenger Cars	Consists	Locomotives	Passenger Cars
Ivy City Coach Yard	12	14	77	13	14	100
L'Enfant-North	1	1	8	0	0	0
L'Enfant-South	2	2	13	0	0	0
New York Ave.	0	0	0	13	14	104
Total Midday Storage	15	17	98	26	28	204
Ivy City Coach Yard	0	1	0	0	1	0
Broad Run	5	8	42	5	8	76
Crossroads	8	11	58	8	11	83
Total Overnight Storage	13	20	100	13	20	159
		13	86		20	121
		Current Revenue Service			Near-Term Total Fleet	

Notes / Assumptions

1. Values shown here account for current storage (not capacity) and future capacity.
2. Planned values shown for Crossroads are for capacity after completion of the LOU Facility project and Near-Term Expansion project.
3. Planned values shown for Broad Run are for capacity after completion of the Broad Run Expansion project.
4. Planned values shown for the NY Ave. MSRF are for capacity after of proposed Stage 2 construction but does not include storage at L'Enfant.
5. Values provided assume no additional locomotives or cab cars in the near-term.
6. Values assume no additional service, only longer (8-car) consists.
7. Storage at L'Enfant North and South is eliminated upon completion of proposed fourth track.



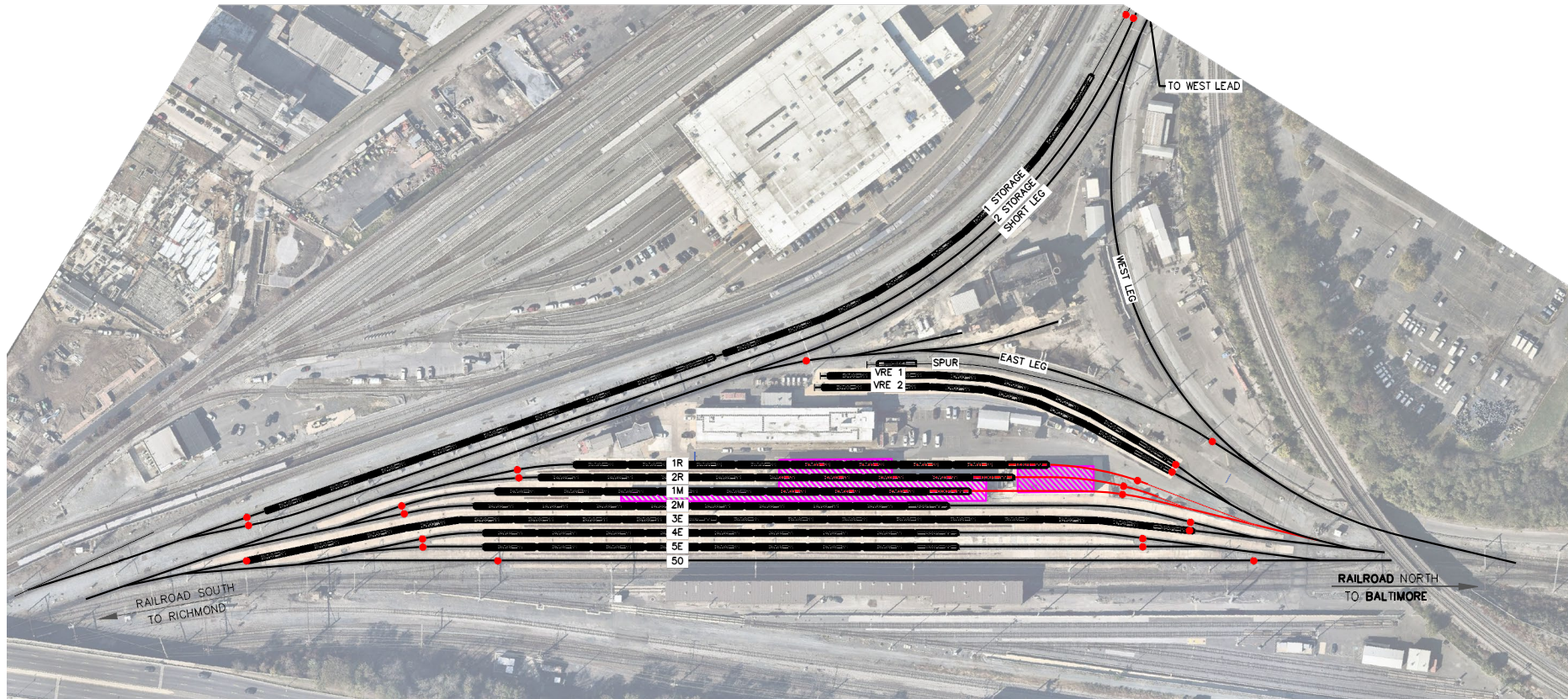
VIRGINIA RAILWAY EXPRESS

MIDDAY STORAGE – PHASE I

- Accommodates forecast near-term (2030) growth
- Promotes shared use with Amtrak
- Includes storage at four locations
- Schedule
 - Amtrak Design Review Agreement pending
 - Coach Yard Design 2021, Construction 2022
 - NY Ave. Yard Design 2021, Construction 2023-26
 - Property Acquisition 2021-2023

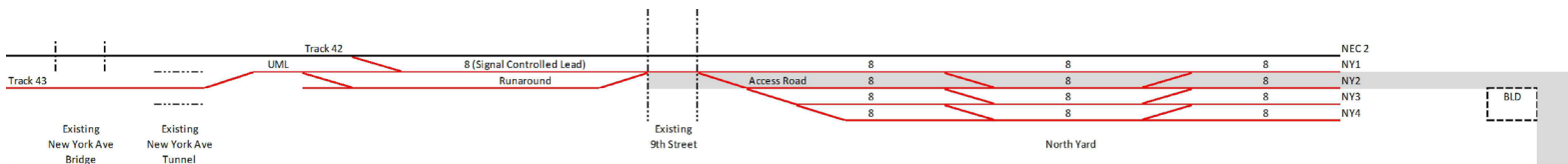
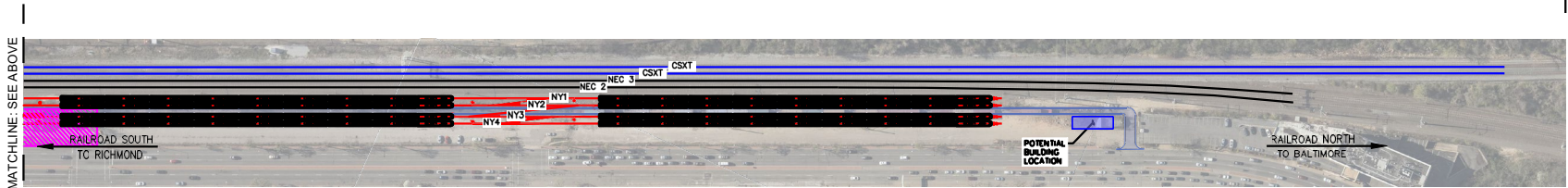
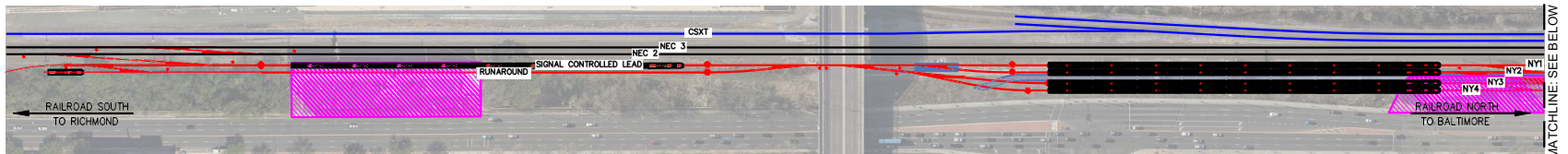
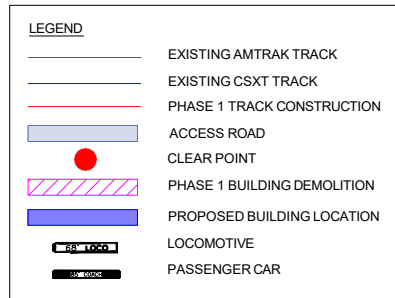


STAGE I: COACH YARD PHASE I



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STAGE 2: NY AVE. PHASE I



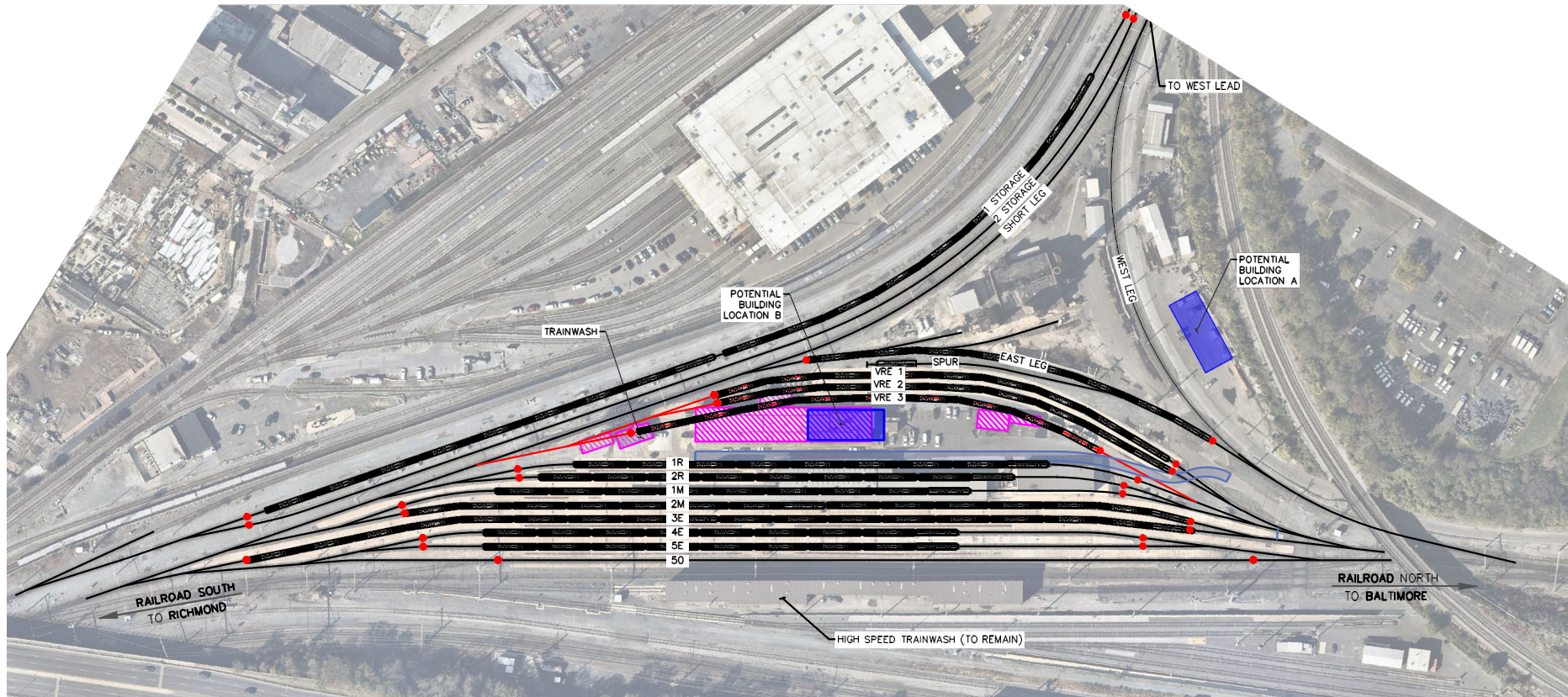
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MIDDAY STORAGE – PHASE 2

- Accommodates forecast long-term growth (beyond 2030)
- Promotes continued shared use with Amtrak
- Includes storage at two locations
- Schedule
 - Property Acquisition 2021-2023 as part of Phase 1
 - Subsequent design and construction dependent on future demands and service

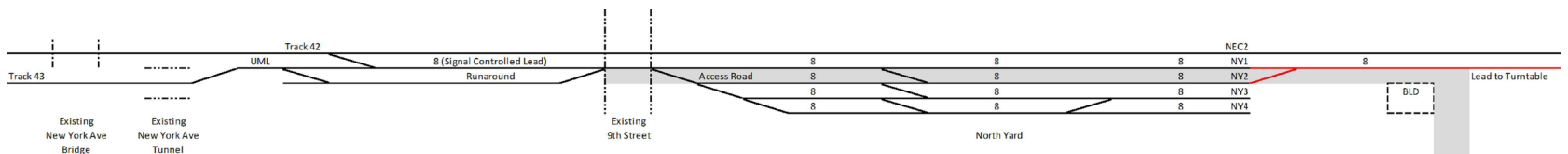
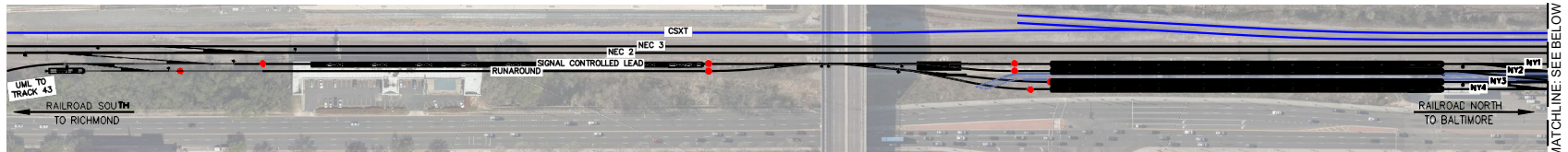
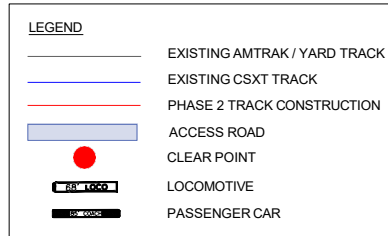


STAGE 3: COACH YARD PHASE 2



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STAGE 4: NY AVE. PHASE 2



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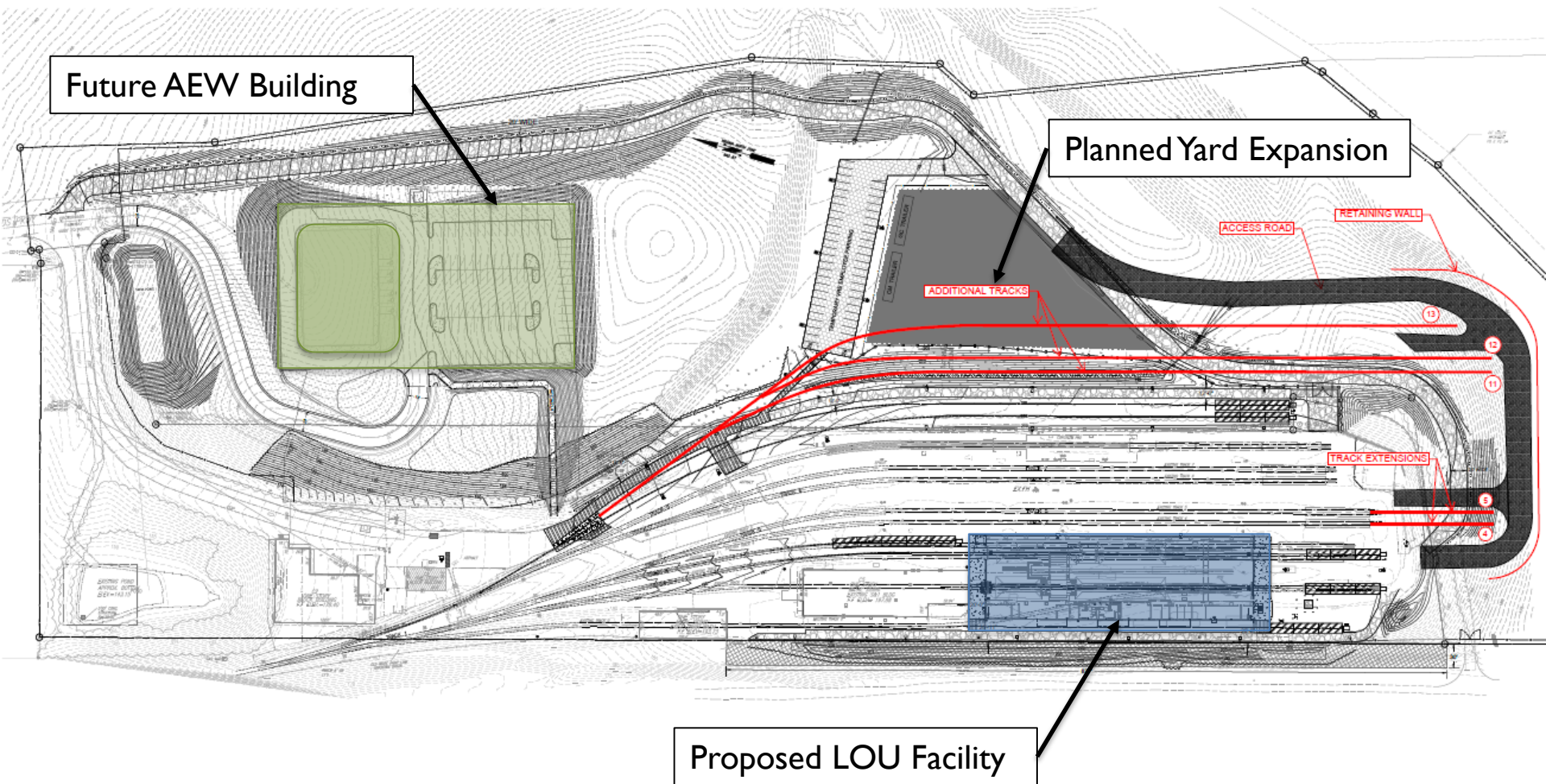
SUMMARY OF MIDDAY STORAGE CAPACITY

EXISTING STORAGE				
STAGE	DESCRIPTION	CONSISTS	LOCOMOTIVES	PASSENGER CARS
EXISTING	COACH YARD	12	14	77
	L'ENFANT STORAGE TRACK - NORTH	1	1	8
	L'ENFANT STORAGE TRACK - SOUTH	0	0	0
	EXISTING TOTAL	13	15	85
STORAGE CAPACITY				
STAGE	DESCRIPTION	CONSISTS	LOCOMOTIVES	PASSENGER CARS
1	COACH YARD - PHASE 1	13	14	100
	L'ENFANT STORAGE TRACK - NORTH	1	1	8
	L'ENFANT STORAGE TRACK - SOUTH	2	2	13
	STAGE 1 (SHORT-TERM) SUBTOTAL	16	17	121
2	NYA CONCEPT - PHASE 1	13	14	104
	STAGE 2 (INTERMEDIATE) SUBTOTAL	29	31	225
3	COACH YARD - PHASE 2	16	17	124
	STAGE 3 (LONG-TERM) SUBTOTAL	32	34	249
4	NYA CONCEPT - PHASE 2	14	15	112
	FUTURE GRAND TOTAL	30	32	236



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CROSSROADS – NEAR-TERM EXPANSION



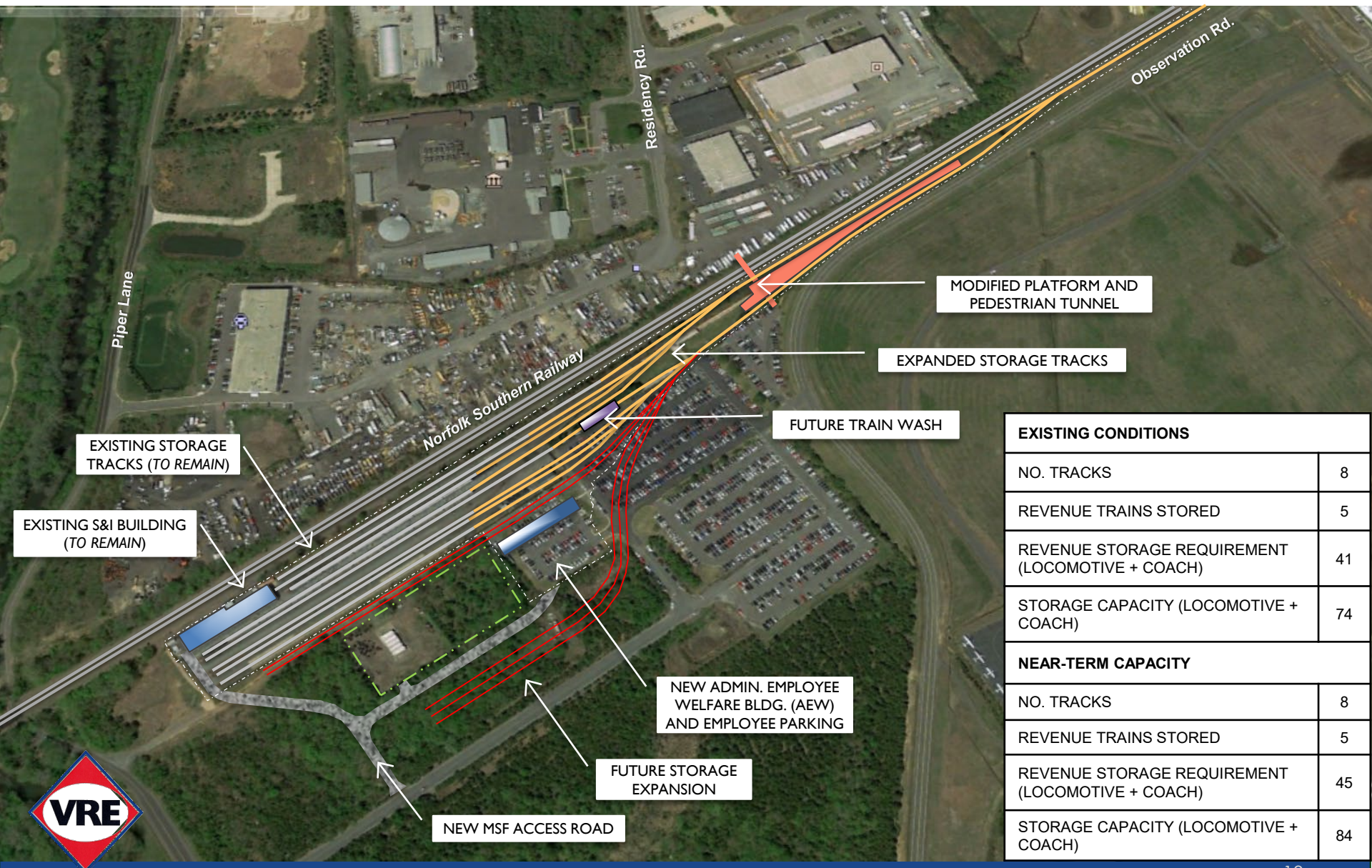
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CROSSROADS – NEAR-TERM EXPANSION

- Accommodates forecast near-term (2030) growth
- Schedule
 - LOU Construction set to begin, complete 2023
 - Real estate acquisition complete
 - Concept Design of expanded yard complete
 - Expansion Prel. Eng. est. complete 2021
- Construction complete prior to delivery of new equipment
- Future AEW Building concept design complete, Preliminary Engineering and Construction not yet funded



BROAD RUN – NEAR-TERM EXPANSION



EXISTING CONDITIONS	
NO. TRACKS	8
REVENUE TRAINS STORED	5
REVENUE STORAGE REQUIREMENT (LOCOMOTIVE + COACH)	41
STORAGE CAPACITY (LOCOMOTIVE + COACH)	74
NEAR-TERM CAPACITY	
NO. TRACKS	8
REVENUE TRAINS STORED	5
REVENUE STORAGE REQUIREMENT (LOCOMOTIVE + COACH)	45
STORAGE CAPACITY (LOCOMOTIVE + COACH)	84

BROAD RUN – NEAR-TERM EXPANSION

- Accommodates forecast near-term (2030) growth
- Preserves opportunities for future expansion of storage capacity
- Schedule
 - Preliminary Engineering complete
 - Real estate acquisition underway
 - Final Design est. complete 2022
 - Construction est. complete 2024
- Construction complete prior to delivery of new equipment
- Final design will be coordinated with Transforming Rail in Virginia service planning

