



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 10-B
Information Item

To: Chairman Nohe and the VRE Operations Board

From: Doug Allen

Date: April 20, 2018

Re: Broad Run Expansion Project Update

Summary:

VRE has initiated the design of near-term (2022) improvements for the Broad Run Maintenance and Storage Facility (MSF), Broad Run station, and a third main track between the Broad Run and Manassas stations. Several expansion concepts have been developed for the Broad Run complex. Each concept has been evaluated using a qualitative and quantitative evaluation process to arrive at a recommendation of preferred alternative that will be advanced for preliminary engineering (PE) and National Environmental Policy Act (NEPA) review.

Broad Run Expansion Project Background and Update:

In March 2017, VRE's Operations Board unanimously adopted their preferred alternative for the Gainesville-Haymarket Extension study, which was expansion of the current Broad Run terminus. The Broad Run Expansion (BRX) alternative continues the operation of Manassas Line service out of a larger Broad Run Station and expands the capacity of the existing Broad Run MSF.

Planning and engineering studies to evaluate the optimal plan to expand the Broad Run complex were initiated in July 2017. Proposed improvements include:

- Capacity expansion of the existing Broad Run MSF to accommodate more and longer trains;



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- Additional parking spaces at Broad Run Station;
- A new third mainline track between Manassas and Broad Run within the existing Norfolk Southern Railway (NS) right-of-way; and
- Adjustments to the Broad Run platform to accommodate the above changes.

Design objectives include: accommodating near-term growth in VRE demand and serve longer trains as coaches are added to currently operated trains to increase the seating capacity; improving station access and egress for all modes (i.e., cars, bicycles, kiss-and-ride, shuttles/transit); increasing railroad capacity and operating flexibility; and expanding in a way that does not preclude long-term service expansion and operation of more trains.

The design process has addressed two planning horizons: a near-term focus in 2022 that assumes VRE operates longer trains but does not add new service and a long-term focus consistent with proposed System Plan 2040 service expansion (i.e., 20-minute peak frequency plus midday and reverse peak service). The near-term plans will be implemented using funds from the I-66 Outside the Beltway (OTB) Express Lanes concessionaire payment and have been developed to minimize impacts to facilities and operations as future, long-term improvements are constructed.

The design process resulted in two potential development concepts for the Broad Run station and MSF expansion:

- “South” concept that expands the Broad Run complex within and adjacent to the existing station and MSF footprint, on land already owned by PRTC or Prince William County. The new third track is located parallel to the existing two tracks in the Norfolk Southern (NS) railroad right-of-way.
- “North/South” concept that expand the MSF within and adjacent to existing facilities and locates additional station parking north of the Broad Run complex and NS ROW. The third track is located within the existing NS ROW as in the South concept.

The I-66 OTB funding requires the proposed improvements be completed by the opening of the I-66 OTB Express Lanes, currently estimated to be December 2022. Construction of surface parking has been assumed in the design concepts to minimize the construction period and to align the estimated project cost with the available funding.

Selection of a preferred development concept for the Broad Run complex, including the specific location for parking expansion, is needed before more detailed PE plans can be initiated and NEPA review completed. VRE staff considered various factors including improved station access/egress, walking distance to platform, potential environmental impacts, property acquisition requirements, and long-term expansion flexibility to evaluate the Broad Run expansion concepts. Based on the evaluation, the North/South concept is recommended as the preferred development concept to advance for PE design and NEPA review.