

Gainesville-Haymarket Extension Study

Prince William County Board of Supervisors Briefing
January 2016



Why GHX Now?

I-66 is a corridor of statewide significance

VRE is a part of the regional multimodal solution

VRE is the most cost-effective way to increase peak capacity

Rapid land development in PWC is increasing congestion and travel options must keep pace



GHX Study Area

Up to 3 new stations

Track and right-of-way

Yard expansion

Higher peak frequency, new reverse peak & midday service

VIRGINIA RAILWAY EXPRESS
Gainesville-Haymarket Extension

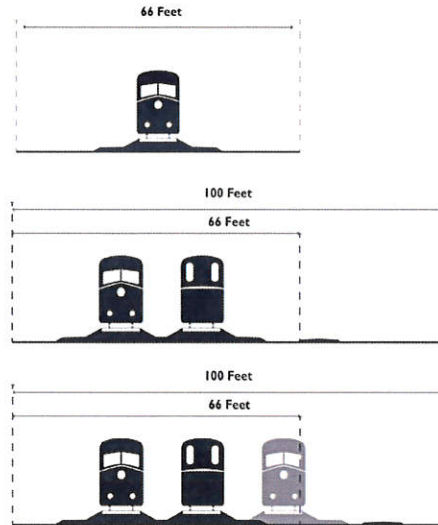
Kickoff Meetings: Nov 6-10, 2015

Policy Advisory Committee (PAC)	Elected officials
Executive Steering Committee (ESC)	Senior jurisdiction and agency staff
Technical Advisory Committee (TAC)	Jurisdictions, regional and resource agency technical staff
Community Advisory Committee (CAC)	Community representatives, planning commissioners, etc.

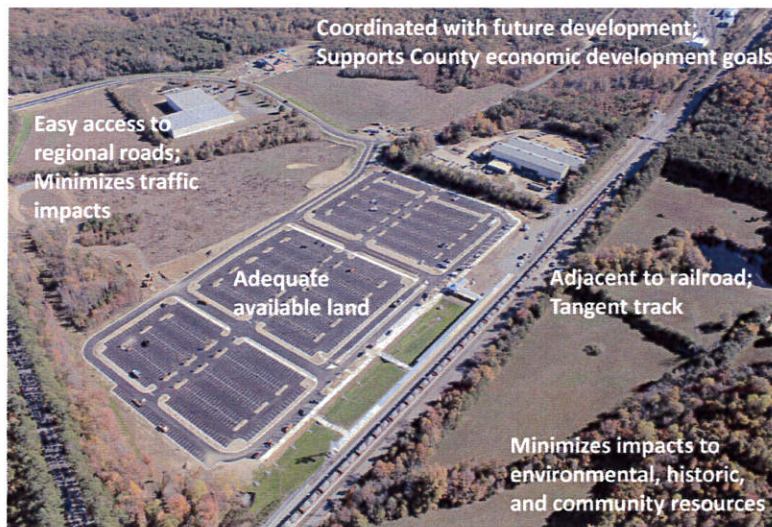
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Key Consideration: Alignment

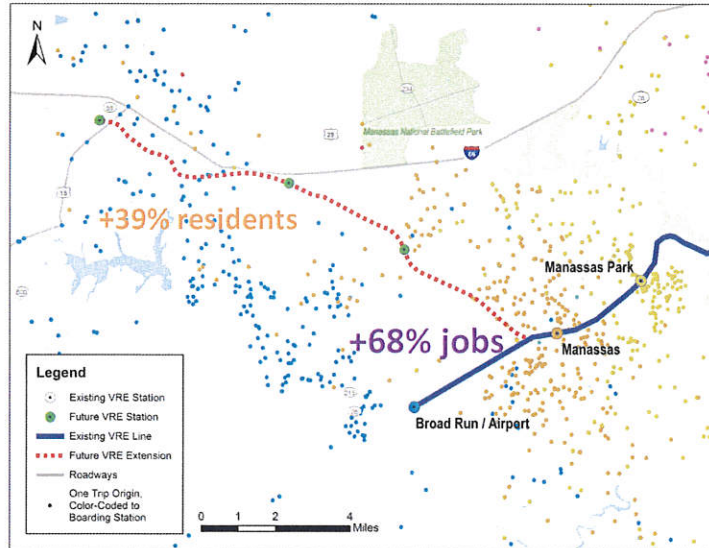
- Norfolk Southern owns the Railroad and approves VRE service
- Extension proposed on Norfolk Southern B-Line
- Existing: Single track with passing siding at Gainesville
- Long-term need is for three tracks
- Expansion of right-of-way may be necessary



Key Consideration: Station Site Selection



Key Consideration: Ridership Potential

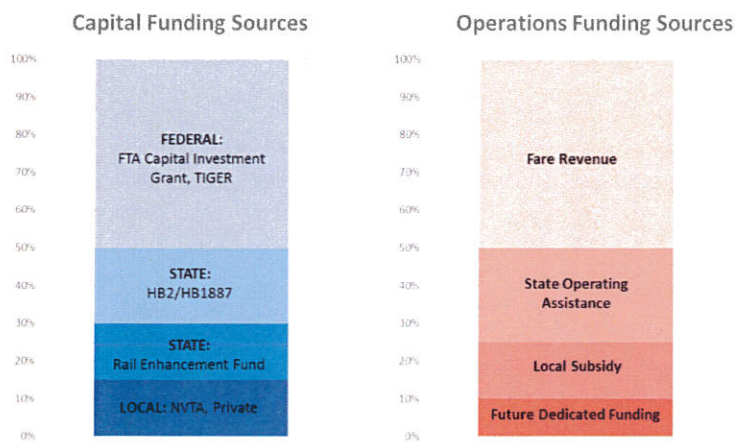


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Broad Run and GHX travel markets overlap

7

Key Consideration: Funding Package



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8

Additional Information



9

GHX Goals

1. Add capacity to the I-66 corridor
2. Accommodate current and future freight operations
3. Provide cost-effective and reliable mobility options
4. Enhance service on existing line for current and future riders
5. Support local and regional economic development and plans



