

Gainesville-Haymarket Extension Study

Northern Virginia Transportation Authority
Board Briefing
January 2016



VIRGINIA RAILWAY EXPRESS
Gainesville-Haymarket Extension

Why GHX Now?

I-66 is a corridor of statewide significance

VRE is a part of the regional multimodal solution

VRE is one of the most cost-effective ways to increase peak capacity

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



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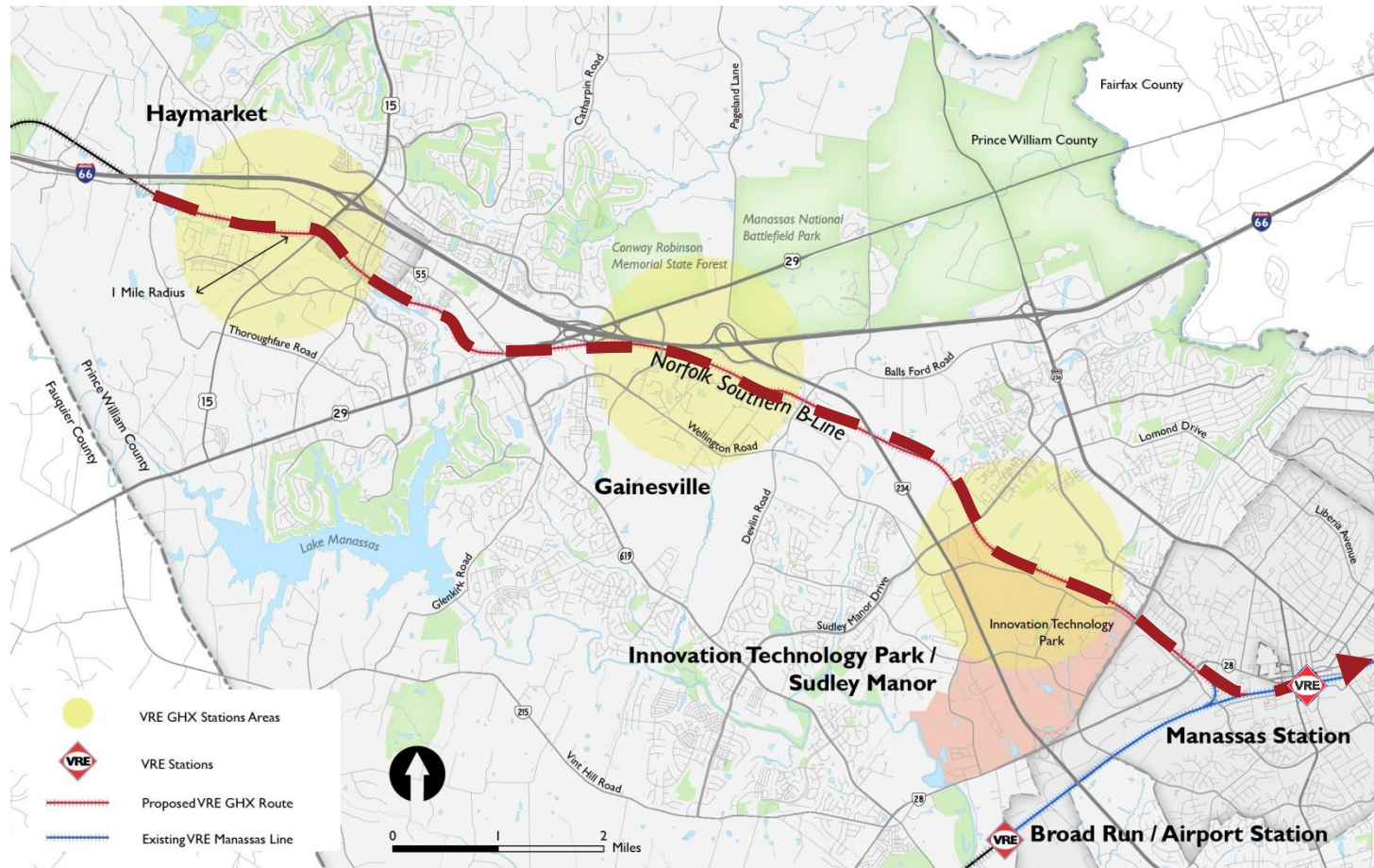
GHX Study Area

Up to 3 new stations

Track and right-of-way

Yard expansion

Higher peak frequency,
new reverse peak & midday service



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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)

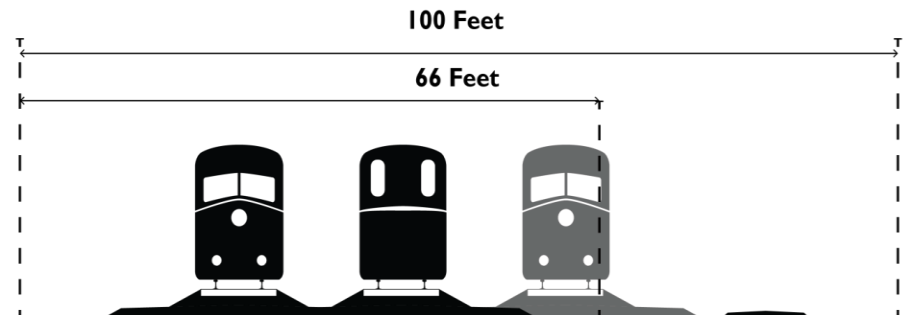
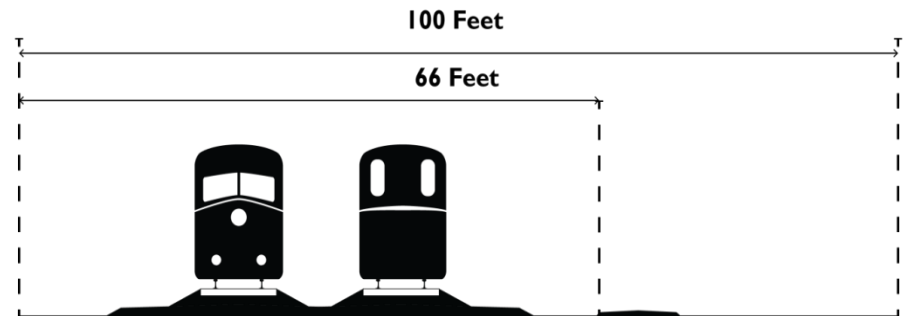
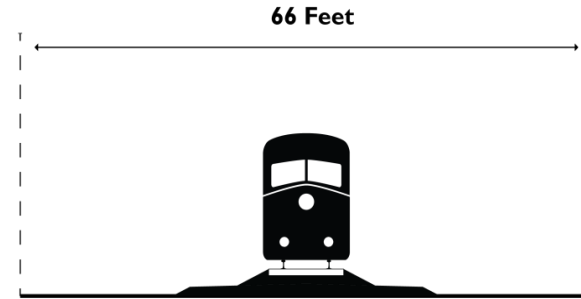
Community representatives, planning commissioners, etc.



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Key Consideration: Alignment

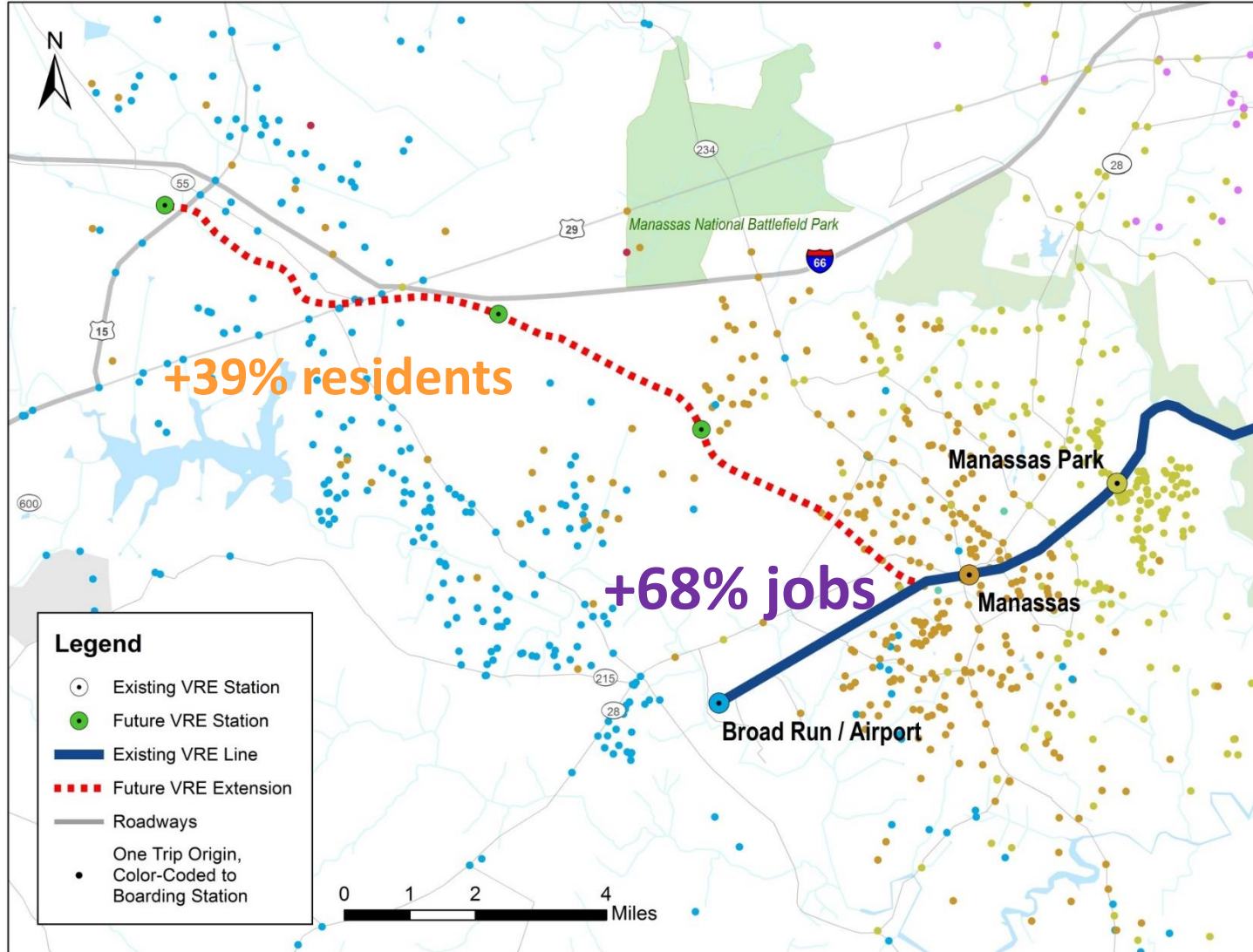
- Norfolk Southern owns the Railroad and approves VRE service
- Extension proposed on Norfolk Southern B-Line
- Existing: Single track with passing siding at Gainesville
- Long-term need is for three tracks
- Expansion of right-of-way may be necessary



Key Consideration: Station Site Selection



Key Consideration: Ridership Potential

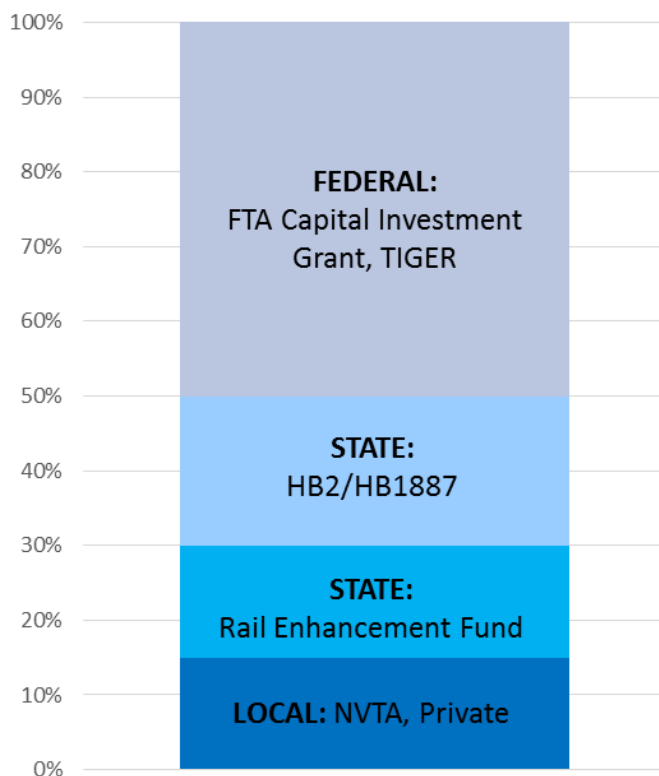


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Broad Run and GHX travel markets overlap

Key Consideration: Funding Package

Capital Funding Sources

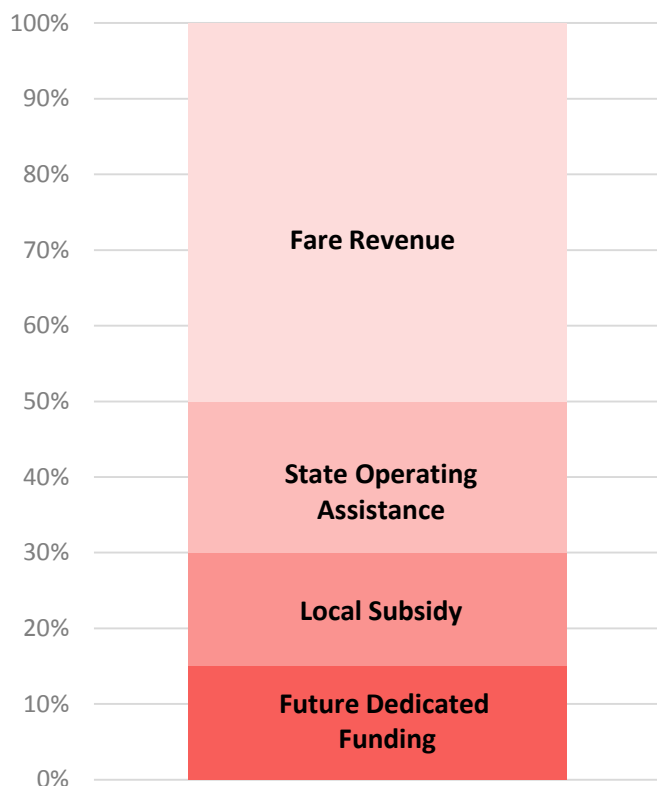


- GHX Funding Plan under development
 - Most likely sources (federal, state, local, private)
 - Mix/amount from each source
 - Initial draft mid-2016
- Plan covers capital and operating funding



Key Consideration: Funding Package

Operations Funding Sources



- Minimum 50% fare recovery
- Operating subsidy paid by VRE jurisdictions
 - Total annual subsidy recommended to PRTC/NVTC
 - Each VRE jurisdiction pays a percentage based on ridership
 - Varies year to year
- Additional revenue source required for future operations + extension
- Mix of state/local/new operating revenue for GHX TBD



Additional Information



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

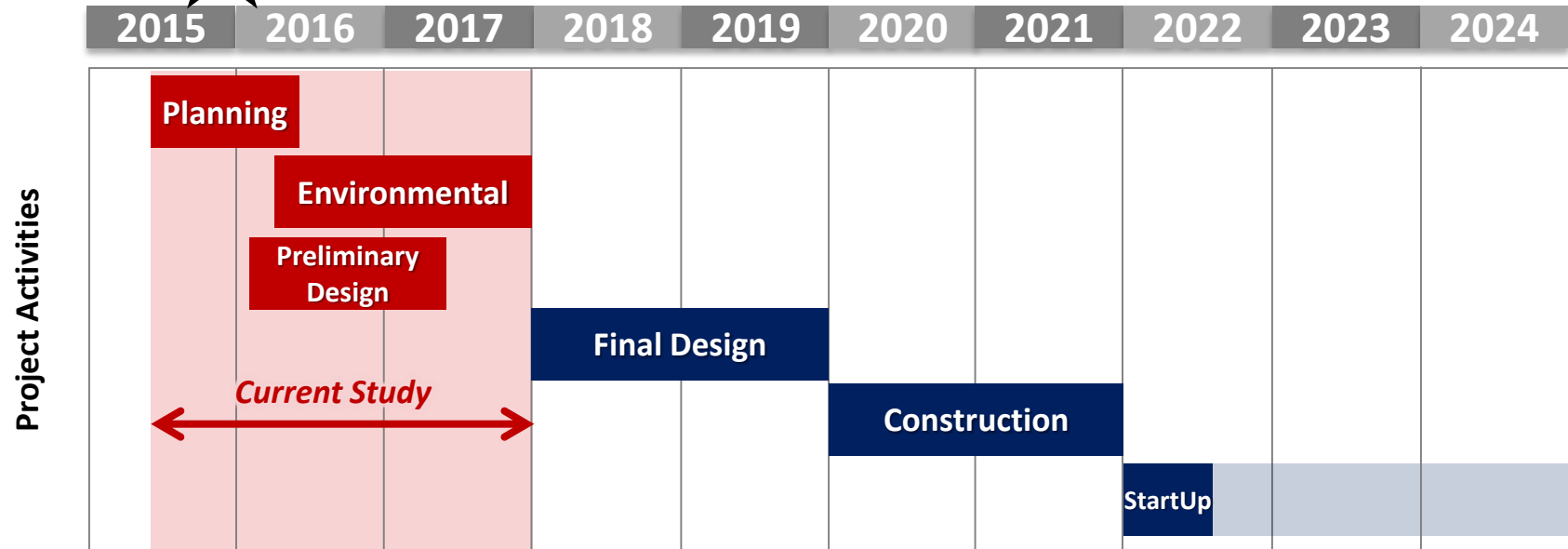


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Project Overview



We are here



Contingent upon Norfolk Southern approval and funding availability.



Schedule as of September 2015



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Decision Making Process

2015-2016

2016-2017

2018-2019

