

# Gainesville-Haymarket Extension Study

Northern Virginia Transportation Authority  
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 the most cost-effective way to increase peak capacity

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



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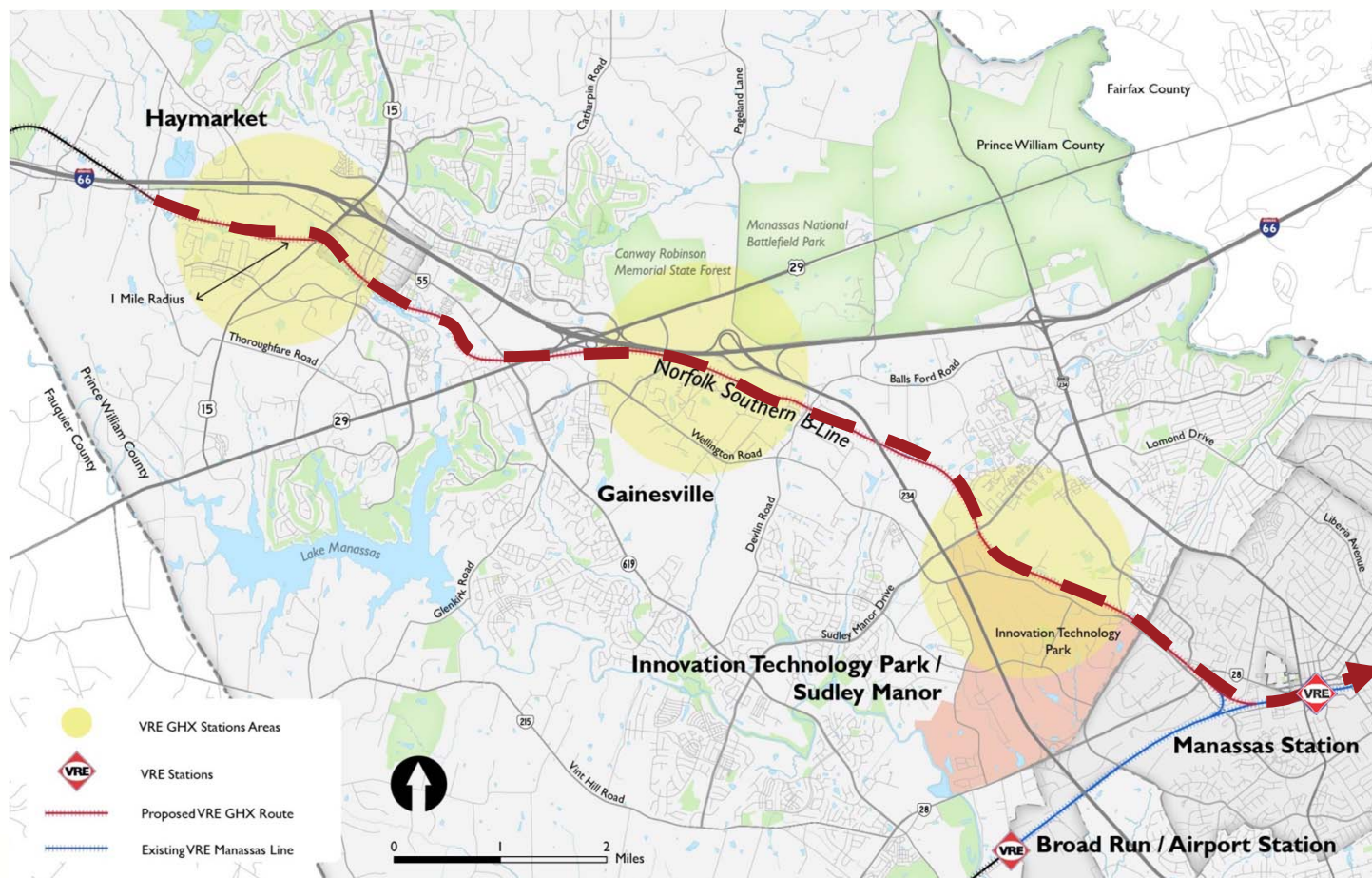
# GHX Study Area

Up to 3 new  
stations

Track and  
right-of-way

Yard expansion

Higher peak  
frequency, new  
reverse peak &  
midday service



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## 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)

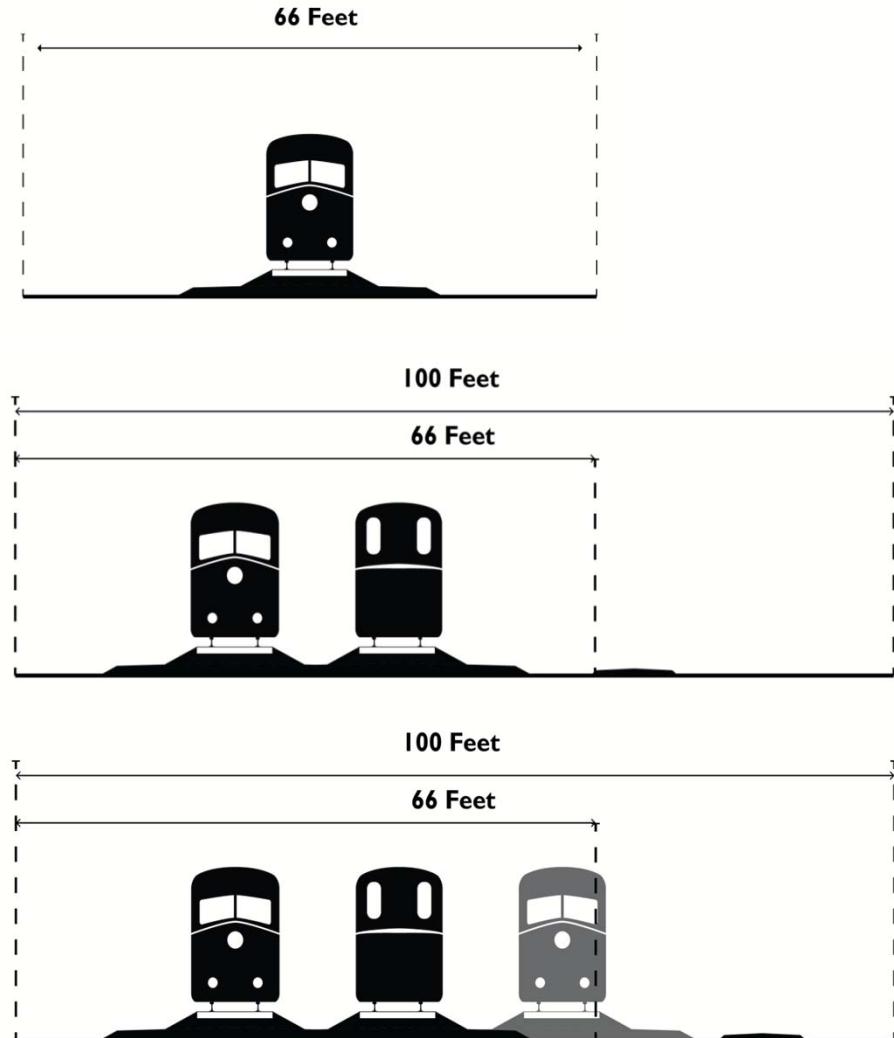
Community representatives, planning commissioners, etc.



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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





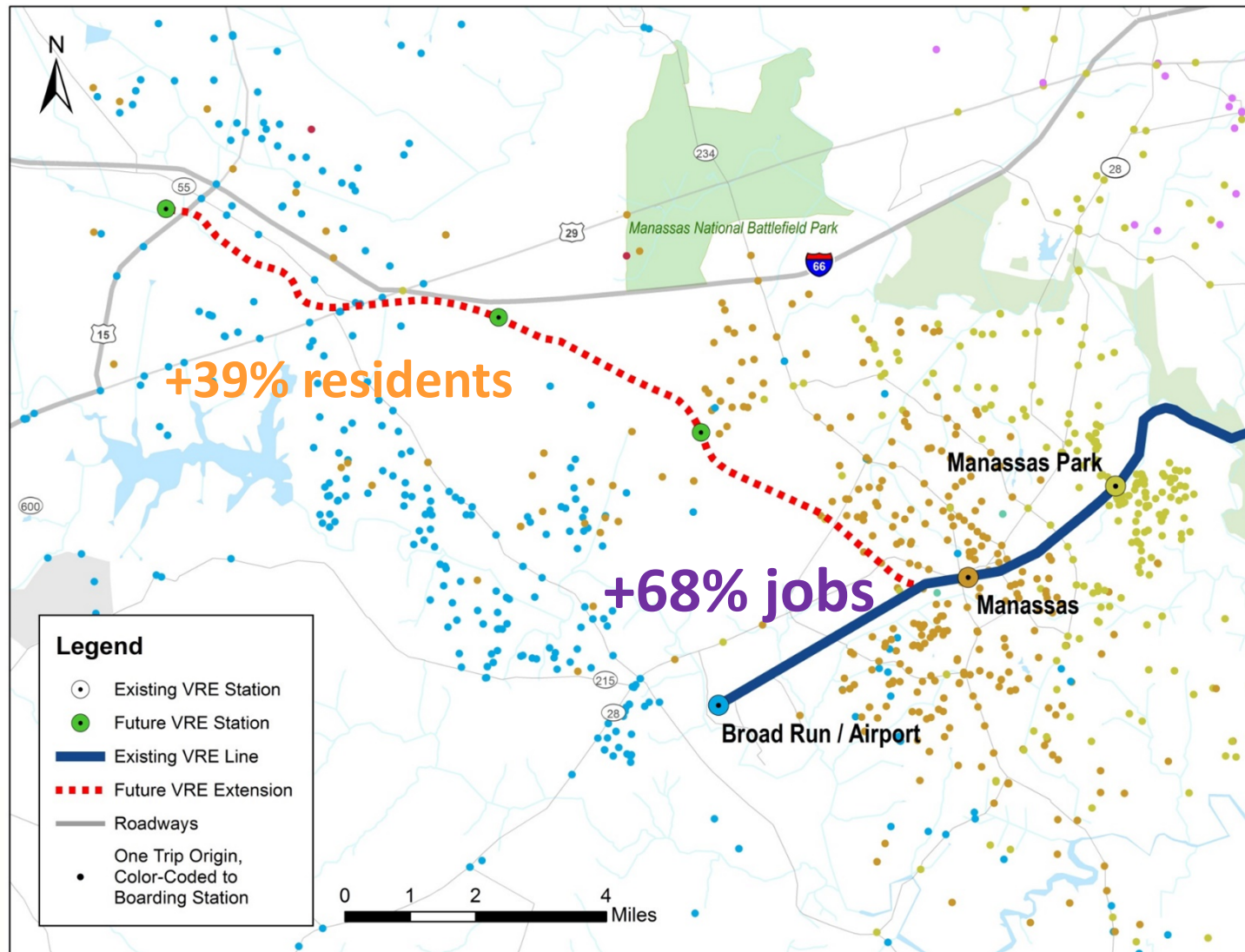
# Key Consideration: Station Site Selection



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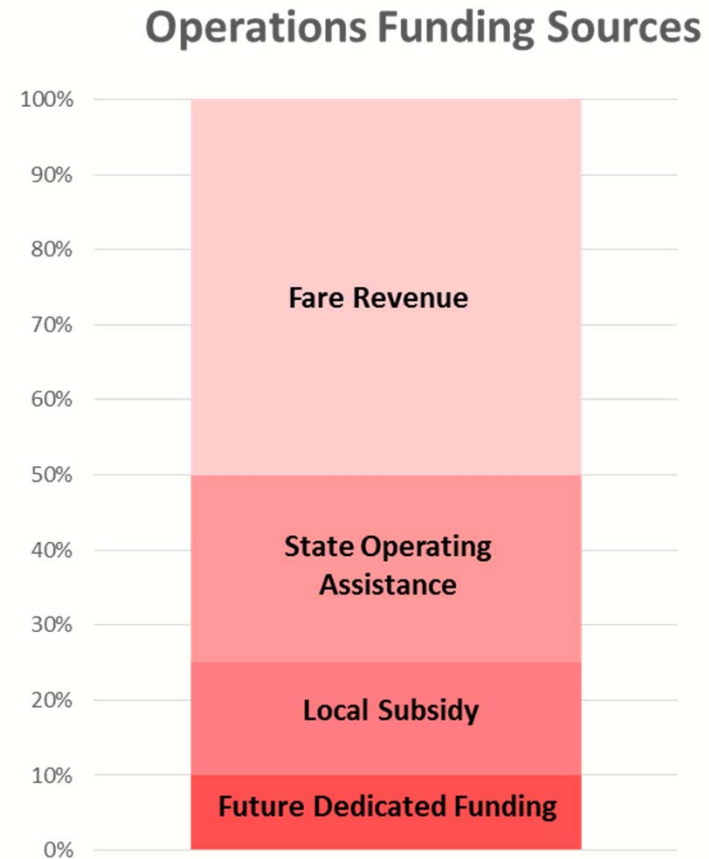
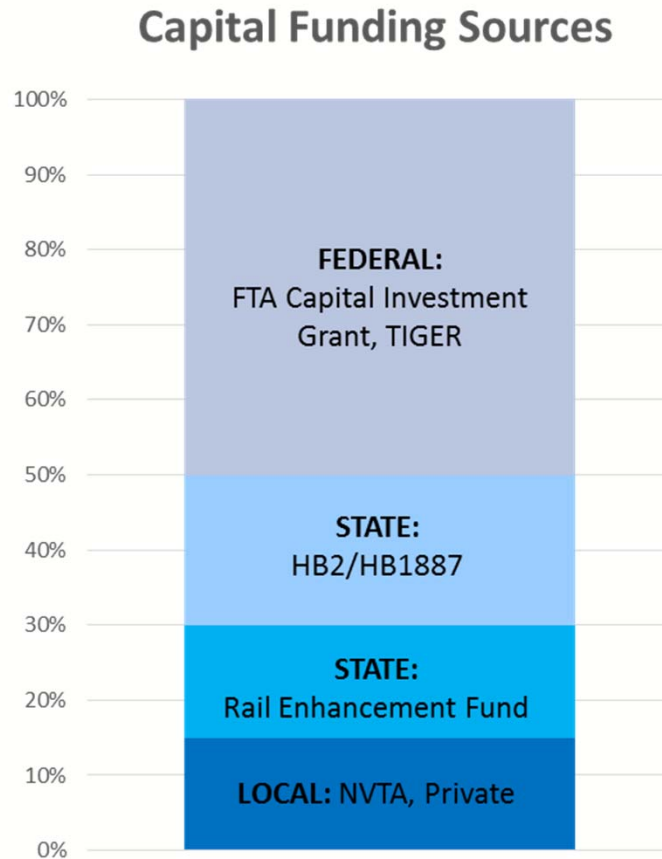
# Key Consideration: Ridership Potential



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Broad Run and GHX travel markets overlap

# Key Consideration: Funding Package





# Additional Information



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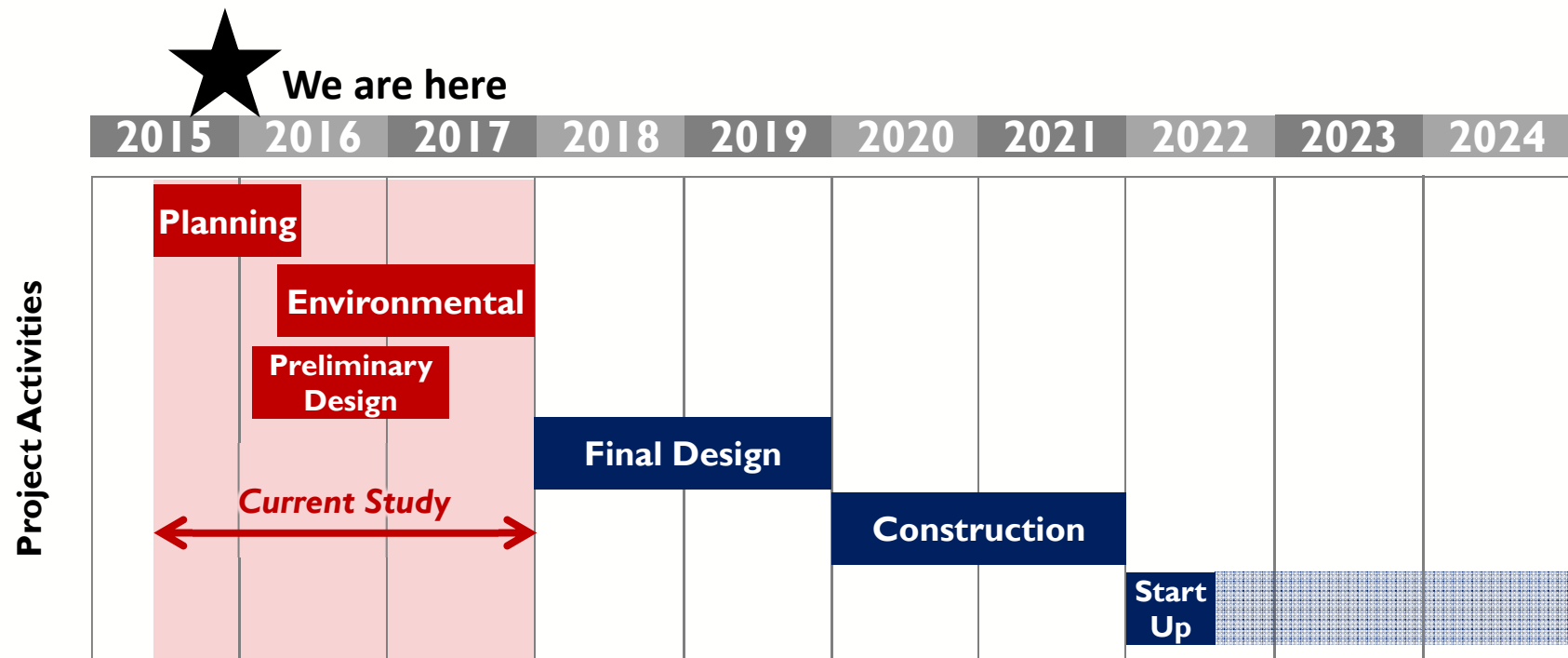
# GHX Goals

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



*Contingent upon Norfolk Southern approval and funding availability.*



*Schedule as of September 2015*



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# Decision Making Process

