Summary:

VRE has initiated the design of a series of Broad Run Expansion (BRX) improvements as a follow on to the Gainesville-Haymarket Extension Study. This item provides an update of progress to date.

Broad Run Expansion Project Background and Update:

In March 2017, VRE’s Operations Board unanimously adopted Broad Run Expansion (BRX) as the preferred alternative for the Gainesville-Haymarket Extension Study. The BRX alternative continues the operation of Manassas Line service out of Broad Run Station with the following improvements:

- Capacity expansion of the existing Broad Run Maintenance and Storage Facility (MSF) to accommodate more and longer trains;
- Parking expansion at Broad Run Station;
- A new third mainline track between Manassas and Broad Run within the existing Norfolk Southern Railway (NS) right-of-way (ROW); and
- Adjustments to the Broad Run platform to accommodate the above changes and longer trains.
These improvements, along with parking expansion at Manassas Park Station, a platform extension at Manassas Station, and Manassas Line real-time traveler information system implementation, are components of the Manassas Line Capacity Expansion Project that has been recommended for funding through the Transform 66 Outside the Beltway Concession Payment.

Following a detailed site and engineering analysis, two expansion schemes have been developed for the Broad Run complex. Both schemes will be advanced to the conceptual engineering phase for more detailed design, the preparation of cost estimates, and evaluation to identify a single concept to advance to preliminary engineering (PE) design and National Environmental Policy Act (NEPA) review.

Planning and engineering studies to evaluate alternative schemes to expand the Broad Run complex were initiated in July 2017. The technical analyses included:

- Preparation of updated ridership travel demand forecasts to identify station parking and equipment requirements;
- Investigation of site and environmental conditions at and around the existing Broad Run facilities; and
- Development of alternative site plan concepts to locate future station and MSF requirements.

The analyses address two planning horizons: a near-term focus that assumes VRE operates longer trains but does not add new service, consistent with the Natural Growth service plan, and a longer-term focus that is consistent with proposed System Plan 2040 levels of service (i.e., 20-minute peak frequency plus midday and reverse peak service).

The more detailed conceptual and preliminary engineering design will focus on the near-term improvements that will be funded with the Transform 66 Outside the Beltway Concession Payment. The long-term improvements will serve as a Master Plan for the future development of the Broad Run complex, as VRE implements future service expansion consistent with System Plan 2040. However, the long-term improvements will not be developed beyond the schematic design level.

The schematic design process yielded two potential development schemes for the Broad Run Station and MSF expansion:

- **South Scheme**, which expands the Broad Run complex within or adjacent to the existing footprint of the station and MSF on property owned by PRTC or Prince William County. The new third track is located on existing NS ROW.
- **Split North/South Scheme**, which partially expands the Broad Run complex within or adjacent to the existing footprint of the station and MSF on property owned by PRTC or Prince William County, but also locates additional station parking on the north side of the NS tracks opposite the existing station. The new third track is located on existing NS ROW.
A general layout showing the size of facilities and their arrangement has been produced for each scheme (see attached Figures), sufficient to identify their relative benefits and constraints. Work is proceeding on more detailed levels of design sufficient to quantify property requirements, environmental impacts, construction schedule, estimate costs, and other benefits/impacts. Conceptual designs will be prepared for both development schemes over the next several months to support selection of a preferred concept in Spring of 2018, which will advance into PE design and NEPA review. The PE/NEPA phase is scheduled to be completed in Summer 2018.

The contract for the existing BRX engineering consultant, AECOM, extends through PE/NEPA. A new engineering consultant contract will be procured in Summer 2018 to complete the final design for the BRX improvements. Construction of the proposed BRX improvements is currently estimated to be complete by December 2022. A more detailed schedule will be prepared as the design of the improvements is refined during the PE and final design phases.