Welcome to the VRE Broad Run Expansion Project Open House
By 2030, ridership at the Broad Run Station is forecast to increase by 20%. The parking expansion meets future parking demand, providing 1,400 total spaces for VRE riders.

The proposed parking facility will include a Kiss & Ride, bike racks, and bus/shuttle loop.

Riders will access the platform from the north parking area using a proposed pedestrian tunnel.

Existing platform will shift to the east to accommodate the longer storage tracks.

Proposed third track south of the existing tracks between the Broad Run Station and Wellington Rd. This additional track will increase railroad capacity and operational efficiency for VRE, Amtrak, and freight trains.

VRE is adding 10 new passenger coaches to its Broad Run fleet. This will provide 1,700 more seats on morning and evening trips.

Extend train storage tracks to accommodate longer trains.

Employee parking and a new employee welfare building

New Access Road to the VRE Maintenance & Storage Facility (MSF)
WHAT IS PROPOSED FOR THE THIRD TRACK?

- Proposed switch from new third track to Broad Run Yard
- Maintain at-grade crossing
- Widen bridge over Cannon Branch
- Maintain at-grade crossing
- Maintain grade separated crossing
- Proposed third track allows unobstructed freight movements to/from B-Line
- Proposed third track ends at Wellington Road

Note: Improvements within the railroad right-of-way contingent upon Norfolk Southern approval.
ENVIRONMENTAL REVIEW

Environmental Review Process

VRE is working with the Federal Transit Administration (FTA) to prepare a Categorical Exclusion (CE) under the National Environmental Policy Act (NEPA). This type of environmental review is required because federal funds are being used for a portion of the project.

VRE is assessing the potential effects of the project on the following resources:

- Traffic
- Air Quality
- Land Use and Zoning
- Parklands and Recreation Areas (including Section 4(f) Resources)
- Historic Properties and Cultural Resources (including section 4(f) and Section 106 Resources)
- Wetlands and Navigable Waterways
- Floodplains
- Coastal Zones

- Water Quality
- Natural and Biological Resources
- Prime and Unique Farmlands
- Aesthetics
- Noise and Vibration
- Hazardous Materials
- Property Acquisition
- Construction Impacts
- Community Disruption and Environmental Justice
- Cumulative and Indirect Impacts

Initial Findings Table

<table>
<thead>
<tr>
<th>Resource</th>
<th>Initial Findings</th>
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<tbody>
<tr>
<td>Traffic</td>
<td>- The proposed north parking area provides improved vehicular, bicycle, and pedestrian access to the station via Residency Road and Route 28.</td>
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<td>- Access to the southern parking lot remains as it is today and Piper Lane will not be affected or modified. By 2030, the By 2030, the Piper Lane/Route 28 intersection operations improve.</td>
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<td>- By 2030, the project results in an increase in traffic delay at the Residency Road/Route 28 intersection; however, operations are within acceptable standards.</td>
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<td>Noise</td>
<td>- No expected change in existing noise and vibration levels due to no change in existing rail service.</td>
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<td>Property</td>
<td>- The proposed north parking lot requires property acquisition.</td>
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<td>Historic Resources</td>
<td>- The proposed third track requires minor permanent easements and temporary construction easements.</td>
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<tr>
<td>Historic Resources</td>
<td>- Ongoing coordination with the Virginia Department of Historic Resources and Consulting Parties to identify resources and to complete effects assessment.</td>
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<tr>
<td>Water Resources</td>
<td>- The proposed new access road to the VRE yard will pass through existing floodplains.</td>
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<td>- VRE is coordinating wetland and floodplain impacts with Prince William County, state, and federal resource agencies.</td>
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Environmental Review Process Next Steps

There are a number of environmental constraints in the project area, including wetlands and floodplain associated with Broad Run and Cannon Branch, potential historic and cultural resources, congested local roadways, and private properties. Operations at the adjacent Manassas Regional Airport restrict the height and location of VRE facilities as well. VRE has developed a design that avoids or minimizes significant impacts to the environment.

VRE will develop the CE for review and approval by the FTA. For unavoidable impacts, VRE will work with federal and state resource and regulatory agencies to identify permitting needs and mitigation requirements. Once FTA approves the CE, VRE can proceed with final design, the property acquisition process, and permitting. Construction is expected to start in 2021 and extend through 2022, with opening in 2023.

Project Schedule

Note: Improvements within the railroad right-of-way contingent Norfolk Southern approval.
## WHAT ARE THE BENEFITS OF THE PROJECT?

<table>
<thead>
<tr>
<th>Project Element</th>
<th>Proposed Improvement</th>
<th>Benefits</th>
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</table>
| 10 new passenger coaches | ![Image of 10 coaches] +10 coaches | • Alleviates crowding on VRE trains and moves more people  
  • Adds 1,700 more seats on morning and evening Manassas Line trains  
  • Helps reduce congestion in the I-66 corridor and provides an alternative mode to travel by car |
| Additional station parking accessed via Residency Road | ![Diagram of station parking] | • Accommodates VRE ridership growth by adding 300 parking spaces for a total 1,400 spaces at the station  
  • Improves vehicular circulation in/out of the station and distribution of VRE traffic across the local road network  
  • Provides an alternative access point to the station  
  • Enhances pedestrian, bicycle and drop-off (kiss-and-ride, shuttle buses, future transit) access to the station  
  • Provides a safe, grade-separated pedestrian route from the proposed north parking lot to the station platform |
| Train maintenance and storage facility (MSF) expansion | ![Diagram of train maintenance facility] | • Enables expanded train capacity for growing ridership  
  • Provides storage for longer train sets, up to 10 cars long  
  • Enhances access for MSF deliveries  
  • Consolidates VRE employee parking and welfare facilities |
| Proposed third main track from Broad Run Station to Wellington Road | ![Diagram of proposed main track] | • Expands railroad capacity and operational efficiency for VRE, freight, and Amtrak trains  
  • Minimizes potential train movement conflicts to help ensure VRE on-time performance |
44% of VRE riders drove alone before using VRE.

Source: VRE’s 2017 Customer Opinion Survey.

VRE’s existence has saved $1 billion in costs associated with highway widening.

Source: Fairfax County Highway Construction Estimates.

Riding VRE removes more than 100 million vehicle miles from our region’s interstates annually.

Source: VRE FY2015 Ridership Data, National Transit Database and U.S. Census Bureau’s 2013 American Community Survey.

1.6 to 3.8 million person hours saved annually by riders using VRE.

Source: Texas A&M Transportation Institute.

VRE transports the equivalent of one lane of traffic from both I-95 and I-66.

Source: Texas A&M Transportation Institute.

### VRE Manassas Line Benefits: Person Throughput

#### I-66 Corridor Person Throughput (2040)

- **General Purpose Lanes**
- **Express/NOV**
- **Metrorail**
- **VRE Manassas Line Service**
- **Bus**

**Source:** Adapted from Transform 66 Outside the Beltway, Tier 2 EA, June 2016.

- VRE Manassas Line complements I-66 and US 50/29 for east-west regional travel
- Additional travel choice is needed in I-66 corridor to provide long-term congestion relief

**Source:** Texas A&M Transportation Institute.
**VRE BROAD RUN EXPANSION**

- Improved Broad Run-based service is a more cost-effective investment than a VRE Gainesville-Haymarket Extension (GHX)

- The 2016 GHX Alternatives Analysis concluded:
  - Broad Run and GHX travel markets have significant overlap
  - Broad Run-based service attracts 93% of GHX ridership
  - Capital costs for Broad Run improvements are half of GHX costs
  - Operating costs for Broad Run-based service are 20% of GHX costs
Manassas Line Improvements now underway:

- Additional seats on trains (1,700+ seats for Manassas Line riders)
- More parking at Broad Run and Manassas Park Stations
- Longer platforms at Manassas, Rolling Road and Backlick Road Stations
- Expansion of the Broad Run train storage yard for longer trains
- Additional track to reduce freight congestion
- Real-time VRE train arrival and seat/parking availability data

Project Benefits:
- Moves more people
- Improved access to VRE stations
- More travel options
- Reduces congestion on I-66

Anticipated Cost: $156 M
Scheduled for completion in 2023, the Broad Run Expansion is designed to meet expected VRE rider demand through 2030 for seating on-board trains and parking at the station. Six hundred parking spaces are proposed to be built at Broad Run north of the Norfolk Southern Railway (NS) tracks, bringing the station parking capacity to 1,400 spaces. A pedestrian-only tunnel under the tracks is included to connect riders using the new parking lot to the station platform.

VRE riders using Route 28 would be able to access the new parking lot directly from Route 28/Nokesville Rd. via Residency Rd., providing an alternative to Piper Lane. Combined with Prince William County’s plans to widen Route 28 and add a multi-use trail, there would be enhanced opportunities to bike or walk to the Broad Run Station. In addition, the purchase of new coaches to lengthen trains will add 1,700 seats for riders on the Manassas Line.

A third main track is also proposed within the NS right-of-way between the Broad Run complex and the Manassas Station. The new track would expand rail capacity and minimize potential conflicts between VRE trains and freight or Amtrak trains to help ensure long-term maintenance of VRE on-time performance.

Learn more at: vre.org/development/system-enhancements/broad-run

**BROAD RUN EXPANSION**

Proposed improvements would:

- Expand parking and modify the station platform at the Broad Run Station
- Increase the size of the Broad Run Maintenance and Storage Facility (MSF)
- Provide additional capacity within the Norfolk Southern rail corridor
- Add seats to VRE Manassas Line trains that originate their trips at Broad Run

**QUICK FACTS**

Brings the station parking capacity to 1,400 spaces

Access the station by car, bike or walking via Residency Rd.

Longer trains add 1,700 seats

Proposed third main track supports VRE on-time performance

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Learn more at: vre.org/development/system-enhancements/broad-run
The existing platforms at VRE’s Rolling Road, Backlick Road, and Manassas City Stations only accommodate five-car (Rolling Road and Backlick Road) or seven-car (Manassas City) train sets for boarding and detraining. This means passengers often must move to different cars when exiting longer trains. These three project will extend the platform at each station to accommodate eight-car train sets. At the Manassas Station, plans also include a new pedestrian connection between the Prince William Street parking lot and the extended platform. These projects will result in:

- Easier boarding and exiting from all train cars for passengers
- The ability to service up to eight-car trains
- Improved operational flexibility and efficiency
- Enhanced pedestrian connections at the Manassas Station

In addition to the VRE projects, the City of Manassas will add sheltered bike racks, bike lockers, and a bicycle repair stand to the station. The bike parking improvements are funded through the Northern Virginia Transportation Commission’s I-66 Commuter Choice program and will increase multimodal connections and improve access to VRE’s Manassas Line, thereby encouraging I-66 commuters to take the train and helping to reduce I-66 corridor congestion and toll rates.

### MANASSAS PARK PARKING GARAGE

The three-level parking garage in the works at the Manassas Park station will:

- Add 560 parking spaces, resulting in over 1,100 total spaces at the station
- Provide access to the station platform via a pedestrian bridge
- Offer bicycle parking inside the garage, off the side entrance

### ADDITIONAL PASSENGER COACHES

Additional passenger coaches will be purchased to alleviate current Manassas Line crowding and provide more seats for new VRE riders. Ten railcars will be added to the VRE fleet, increasing the capacity of Manassas Line trains to a minimum of eight cars, and up to 10 cars based on demand. This translates to an additional 1,700 seats each morning and evening on Manassas Line trains, enabling VRE to move more people and reduce congestion on I-66.

### REAL-TIME TRAVELER INFORMATION SYSTEM

VRE will implement the technology to provide VRE riders and other travelers in the Manassas Line and I-66 corridors with real-time VRE train arrival and seating/parking availability information. This data will be available at VRE station displays, on the VRE Mobile app and the VRE web site, and shared to other traveler information sources to help commuters make more informed choices about their travel mode.

### HOW A CONCESSION FEE IS HELPING FUND THESE PROJECTS

VRE Manassas Line capacity improvements are made possible through a concession fee paid to the Commonwealth by I-66 Express Mobility Partners, the private-sector consortium that is building and will operate the I-66 Outside the Beltway Express Lanes now under construction. The Commonwealth Transportation Board approved $129 million in concession fee funds for VRE improvements including the purchase of passenger coaches, additional parking at the Broad Run and Manassas Park Stations, expansion of the Broad Run MSF, construction of the third main track between the Broad Run and Manassas Stations, extension of the Manassas Station platform, and implementation of a real-time VRE traveler information system. Combined with additional funding from the Northern Virginia Transportation Authority and Federal Congestion Mitigation and Air Quality (CMAQ) funds, just over $156 million will be invested in the VRE Manassas Line capacity improvements.