



# VRE's Jurisdictional Model and the Challenges to Service Expansion

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# Owners of Virginia Railway Express (VRE)



Jurisdiction	Population (2010 Census)	Land Area (Square Miles)	VRE Local Funding Requirement (FY12)*
Fairfax County	1,081,726	395.04	4,876,961
Prince William County	402,002	337.78	5,859,007
Arlington County	207,627	25.87	190,117
City of Alexandria	139,966	15.18	129,944
Stafford County	128,961	270.35	2,505,805
Spotsylvania County	122,397	400.86	577,020
City of Manassas	37,821	9.93	817,993
City of Fredericksburg	24,286	10.52	420,566
City of Manassas Park	14,273	2.49	566,504
Total	2,159,059	1,468.02	\$ 15,943,917

**\*Based on ridership from jurisdiction**

The logo for the Valley Regional Express (VRE) is located in the top left corner. It consists of a diamond shape with a red border and a white center containing the letters 'VRE' in black. The diamond is set against a background of overlapping colored squares: yellow, red, and blue.

# Membership Requirements

- Join regional transportation district commission
- Enact 2% local motor fuels tax
- Commitment of local operating requirement
  - Gas tax revenue
  - Other jurisdiction funds
- Fund local capital improvements
  - Stations and Platforms
  - Station parking in jurisdiction



# All Members are not Equal

- Local funding requirement allocated based on ridership from each jurisdiction
- Weighted voting on VRE Operations Board based on jurisdiction ridership
- All members may not benefit from system expansion to the same extent



# Expansions within Existing Service Territory



- Involves only existing jurisdiction members
- Impacts the local operating funding requirement
  - Increases requirement for some members as ridership share grows with expansion
  - Lowers requirement for others (i.e., “zero sum game”)
- May change the voting weights on the VRE Operations Board if there are significant ridership distribution changes
- Member priorities may affect the end result (e.g., Fredericksburg Line express train)



# Expansions Outside Existing Service Boundary

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- Changes the VRE Operations Board organizational structure
  - New voting member(s), changes voting weights
  - May impact informal Board culture
- Spreads operating costs over greater number of members resulting in lower costs for current members
- Requires investment in new station and parking by new member
- May require system capital investments funded by all members (i.e., rolling stock, rail infrastructure)

# Other Considerations



- Host railroad role
  - Expansion involves the railroad in local issues (e.g., land use, traffic, noise)
  - Capital costs for VRE to expand the railroad infrastructure (i.e., track, signals)
  - Do not want to degrade existing relationships with railroads
- Weigh cost/benefit of expansion against other uses of \$

