

# 2022 Annual Agency Profile - Virginia Railway Express (NTD ID 30073)

**Mailing Address:** 1500 King Street  
Alexandria, VA 22314-2730

**Website:** <http://www.vre.org/>

## Geographic Coverage

|                                |                                      |
|--------------------------------|--------------------------------------|
| <b>Primary Urbanized Area</b>  | Washington--Arlington,<br>DC--VA--MD |
| <b>Square Miles</b>            | 1,295                                |
| <b>Population</b>              | 5,174,759                            |
| <b>Other Areas Served:</b>     | Virginia Non-UZA, Fredericksburg, VA |
| <b>Service Area Population</b> | 2,415,555                            |
| <b>Service Area Sq. Miles</b>  | 730                                  |

## Service Consumed

|  |            |
|--|------------|
| <b>Annual Passenger Miles Traveled (PMT)</b> | 25,719,698 |
| <b>Annual Unlinked Trips (UPT)</b>           | 822,440    |
| <b>Average Weekday UPT</b>                   | 3,401      |
| <b>Average Saturday UPT</b>                  | 1,059      |
| <b>Average Sunday UPT</b>                    | 0          |

## Assets

|                         |       |
|-------------------------|-------|
| <b>Revenue Vehicles</b> | 120   |
| <b>Service Vehicles</b> | 5     |
| <b>Facilities</b>       | 48    |
| <b>Lane Miles</b>       | 0     |
| <b>Track Miles</b>      | 193.8 |

## Service Supplied

|   |           |
|---|-----------|
| <b>Annual Vehicle/Passenger Car Revenue Miles (VRM)</b> | 2,245,812 |
| <b>Annual Vehicle/Passenger Car Revenue Hours (VRH)</b> | 70,805    |
| <b>Vehicles Operated in Maximum Service (VOMS)</b>      | 99        |
| <b>Vehicles Available for Maximum Service (VAMS)</b>    | 120       |

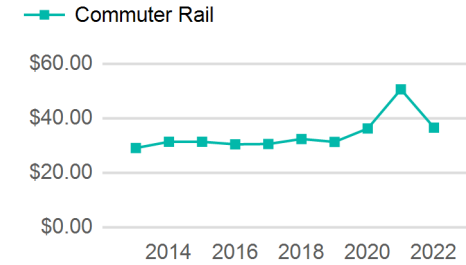
## Modal Characteristics

|               | <b>Directly<br/>Operated<br/>VOMS</b> | <b>Purchased<br/>Transportation<br/>VOMS</b> | <b>Annual<br/>Passenger<br/>Miles Traveled</b> | <b>Annual<br/>Unlinked<br/>Passenger Trips</b> | <b>Annual<br/>Vehicle<br/>Revenue<br/>Miles</b> | <b>Annual<br/>Vehicle<br/>Revenue<br/>Hours</b> | <b>Fixed<br/>Guideway<br/>Directional<br/>Route<br/>Miles</b> |
|---------------|---------------------------------------|--|--|--|---|---|---|
| <b>Mode</b>   |                                       |  |  |  |   |   |   |
| Commuter Rail | 0                                     | 99   | 25,719,698                                     | 822,440  | 2,245,812                                       | 70,805  | 177.22  |
| <b>Total</b>  | <b>0</b>                              | <b>99</b>                                    | <b>25,719,698</b>                              | <b>822,440</b>                                 | <b>2,245,812</b>                                | <b>70,805</b>                                   | <b>177.22</b>   |

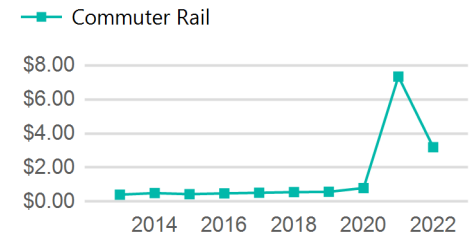
## Metrics

|               | <b>Service Efficiency</b> |                   | <b>Service Effectiveness</b> |                    |                   |                   |
|---------------|---------------------------|-------------------|------------------------------|--------------------|-------------------|-------------------|
| <b>Mode</b>   | <b>OE per VRM</b>         | <b>OE per VRH</b> | <b>UPT per VRM</b>           | <b>UPT per VRH</b> | <b>OE per PMT</b> | <b>OE per UPT</b> |
| Commuter Rail | \$36.66                   | \$1,162.83        | 0.4                          | 11.6               | \$3.20            | \$100.11          |
| <b>Total</b>  | <b>\$36.66</b>            | <b>\$1,162.83</b> | <b>0.4</b>                   | <b>11.6</b>        | <b>\$3.20</b>     | <b>\$100.11</b>   |

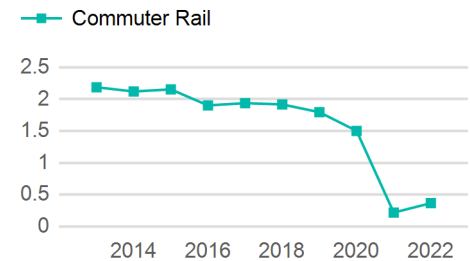
**Operating Expenses per Vehicle Revenue Mile**



**Operating Expenses per Passenger Mile**



**Unlinked Passenger Trip per Vehicle Revenue Mile**



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2022 Funding Breakdown

| Summary of Operating Expenses (OE) |                    |               | Sources of Operating Funds Expended |                      | Operating Funding Sources   |       |
|------------------------------------|--------------------|---------------|-------------------------------------|----------------------|---|-------|
| Labor                              | \$8,065,561        | 9.8%          | Directly Generated                  | \$13,644,345         | <div><div>Directly Generated</div><div>Federal Government</div><div>Local Government</div><div>State Government</div></div> <div></div> |       |
| Materials and Supplies             | \$6,068,868        | 7.4%          | Federal Government                  | \$55,302,417         |   |       |
| Purchased Transportation           | \$27,764,593       | 33.7%         | Local Government                    | \$0                  |   |       |
| Other Operating Expenses           | \$40,435,409       | 49.1%         | State Government                    | \$16,296,077         |   |       |
| Total Operating Expenses           | \$82,334,431       | 100.0%        | Total Operating Funds Expended      | \$85,242,839         |   |       |
|                                    |                    |               | Sources of Capital Funds Expended   |                      | Capital Funding Sources   |       |
| Reconciling OE Cash Expenditures   | \$2,908,408        |               | Directly Generated                  | \$0                  | <div><div>Directly Generated</div><div>Federal Government</div><div>Local Government</div><div>State Government</div></div> <div></div> |       |
|                                    |                    |               | Federal Government                  | \$17,603,912         |   |       |
|                                    |                    |               | Local Government                    | \$62,268             |   |       |
|                                    |                    |               | State Government                    | \$26,480,305         |   |       |
|                                    |                    |               | Total Capital Funds Expended        | \$44,146,485         |   |       |
| Operating Expense Detail           |                    |               | Uses of Capital                     |                      |   |       |
| Mode                               | Operating Expenses | Fare Revenues | Revenue Vehicles                    | Systems and Guideway | Facilities and Stations   | Other |
| Commuter Rail                      | \$82,334,431       | \$10,517,221  | \$13,152,320                        | \$0                  | \$30,994,165  | \$0   |
| Total                              | \$82,334,431       | \$10,517,221  | \$13,152,320                        | \$0                  | \$30,994,165  | \$0   |

2022 Asset Management

| Transit Asset Management (TAM) Tier  |  | Tier I (Rail) | TAM Sponsor NTD ID                |                                     | Metrics         |                      |
|--|--|---------------|-----------------------------------|-------------------------------------|-----------------|----------------------|
| Performance Measure - Asset - 2023 Target (% not in State of Good Repair)  |  | Mode          | Vehicles Operated in Max. Service | Vehicles Available for Max. Service | %Spare Vehicles | Avg. Fleet Age (yrs) |
| Equipment - Trucks and other Rubber Tire Vehicles - 0%; Facility - Administrative / Maintenance Facilities - 0%; Facility - Passenger / Parking Facilities - 0%; Infrastructure - CR - Commuter Rail - 0%; Rolling Stock - RL - Commuter Rail Locomotive - 0%; Rolling Stock - RP - Commuter Rail Passenger Coach - 0% |  | Commuter Rail | 99                                | 120                                 | 21.2%           | 11.6                 |

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