



CHIEF EXECUTIVE OFFICER'S REPORT

May 2008

MONTHLY DELAY SUMMARY

	January 08	February 08	March 08	April 08
System wide				
Total delays	86	84	75	126
Average length of delay (mins.)	20	16	16	14
Number over 30 minutes	13	9	6	11
Days with Heat Restrictions/Total days	0/21	0/20	0/21	0/22
On-Time Performance	85.9%	85.5%	87.7%	80.3%
Fredericksburg Line				
Total delays	51	42	31	70
Average length of delay (mins.)	20	16	18	12
Number over 30 minutes	8	3	4	0
On-Time Performance	81.3%	83.8%	88.6%	75.5%
Manassas Line				
Total delays	35	42	44	56
Average length of delay (mins.)	20	16	15	17
Number over 30 minutes	5	6	2	11
On-Time Performance	89.6%	86.9%	86.9%	84.1%

SYSTEM RIDERSHIP

Ridership in April 2008 was 11.6% higher than in April 2007. We hit over 16,000 riders twice during the month of April. Monday ridership has also increased, which in the past has been a low ridership day. We carried over 15,000 twice this month on a Monday.

Ridership has grown for ten consecutive months. More importantly, the cumulative ridership for this fiscal year has climbed to 14,538 average daily trips and represents a 5.3% increase from last fiscal year. This is the highest that it's been since June 2006. There are now 1,587 more trips per day than there were a year ago.

SYSTEM ON TIME PERFORMANCE

The system wide on-time performance dipped to 80.3% in April, with an on-time performance of 75.5% on the Fredericksburg Line and 84.1% on the Manassas Line. Although, on-time performance was less than the previous month, the average delay system wide dropped from 16 minutes to 14 minutes, indicating that most delays were minor. The largest cause of delays was train interference and slow orders on the Fredericksburg line due to CSX repairing mainline tracks. CSX operated a special inspection car on the Fredericksburg Line which identified a number of minor defects in the rail as well as rail that was misaligned. CSX immediately placed slow orders over most of the areas until maintenance crews could correct

the defects. Most of the defects have been corrected and I anticipate that the on-time performance will bounce back to the previous levels in May. The good news was that only nine delays out of the total 126 delays for April were due to mechanical issues.

CSX THIRD TRACK INSTALLATION

On Friday, May 30th, VRE will experience service disruptions on both lines due to CSX tying in a new portion of third main track at “RO”, an area just south of the Potomac River Bridge near the Crystal City Station.

The third track is near completion and in order to tie it in with the existing track, CSX must run a series of tests and conduct signal suspensions to ensure that everything is working before opening it to regular railroad traffic. This process will take three days and three nights, which prevents work from being contained to the weekend. CSX will begin the process on Thursday evening, May 29 after VRE service and complete it on Sunday, June 1.

On May 30th VRE will terminate Fredericksburg line trains at Franconia/Springfield and passengers will transfer to Metro using their VRE ticket. Manassas line trains will terminate at the Norfolk Southern facility near the Van Dorn Street Metrorail station where they will be bused to the Metro Station. This process will be reversed in the afternoon. VRE staff will be on location at both Metro stations to assist passengers. Passenger notification has begun and will continue through the month of May.

MEET THE MANAGEMENT

Next week, we will begin our Meet the Management sessions at the origination stations. The first event will be at the Fredericksburg station on May 14th. We will be at the Broad Run station on May 21st, and the Leeland Road station on May 28th. We will meet all morning trains with refreshments and answer any questions.

CUSTOMER SERVICE SURVEY

The annual Customer Service Survey was held on May 7th. VRE and PRTC staff rode all trains and administered the survey. The results will be tabulated and a final report will be distributed to the Board at the August Operations Board meeting.

NEXT DELIVERY OF NEW RAIL CARS

The next five new Gallery cars will be delivered to Ivy City on May 15th. Testing will occur over the weekend and be ready for service on the Manassas line by Monday, May 19th. With this delivery, 30 railcars out of the 50 railcar option will have been received and put into service.

NEW LEASED LOCOMOTIVES

Two of the new leased locomotives arrived in April. One is currently being tested on a revenue train. The second one is undergoing inspections at Ivy City and I anticipate it will be placed into service shortly. A third unit will arrive in May.

VRE WINS VTA INNOVATIVE PROGRAM AWARD

VRE was recently notified that our fall Courtesy Campaign was awarded the Virginia Transportation Association Innovative Program Award. The award will be presented at the May 20th VTA conference in Crystal City. Our winter campaign “Car Bad, Train Good”, also received an honorable mention award in the Transportation Advertising category for VTA.

MONTHLY PERFORMANCE MEASURES – APRIL 2008

MONTHLY ON-TIME PERFORMANCE	ON-TIME PERCENTAGE
April Fredericksburg OTP Average	75.5%
April Manassas OTP Average	84.1%
VRE APRIL OVERALL OTP AVERAGE	80.3%

RIDERSHIP YEAR TO DATE	RIDERSHIP
VRE FY 2008 Passenger Totals	2,994,850
VRE FY 2007 Passenger Totals	2,845,170
PERCENTAGE CHANGE	5.3%

RIDERSHIP MONTH TO MONTH COMPARISON	
DESCRIPTION	MONTHLY RIDERSHIP
MARCH 2008	336,860
APRIL 2007	288,227
PERCENTAGE CHANGE	11.6% NORMALIZED
SERVICE DAYS (CURRENT/PRIOR)	22/21