



# CHIEF EXECUTIVE OFFICER'S REPORT

April 2009

## MONTHLY DELAY SUMMARY

	December	January	February	March
<b>System wide</b>				
Total delays	75	39	36	84
Average length of delay (mins.)	14	21	17	21
Number over 30 minutes	3	7	4	14
Days with Heat Restrictions/Total days	0/19	0/18	0/19	0/22
On-Time Performance	86.5%	93.1%	93.5%	86.8%
<b>Fredericksburg Line</b>				
Total delays	47	21	19	49
Average length of delay (mins.)	15	22	17	21
Number over 30 minutes	2	4	2	10
On-Time Performance	81.4%	91.8%	92.3%	82.9%
<b>Manassas Line</b>				
Total delays	28	18	17	35
Average length of delay (mins.)	14	21	16	21
Number over 30 minutes	1	3	2	4
On-Time Performance	90.8%	94.2%	94.4%	90.1%

## SYSTEM RIDERSHIP

The total number of March trips in 2009 was 6.1% higher than in March 2008. The year-to-date gain through March in ridership was 6.0%. The growth in ridership is still steadily declining when compared to previous months. The year-to date gain in September was 12.9%, November 9.2%, January 8.1%, and February 7.3%. These declines may be attributed to the slowdown in the economy and/or the escalation of fares – up 10% in FY 2010. With the potential increase in federal transit benefit from \$120 to \$230 in the coming months, VRE will hopefully see an uptick in ridership. However, I am concerned that the scheduled 6% fare increase in July could hamper ridership and add to the continuing ridership decrease. I intend to discuss the situation at the May Operations Board meeting after we have gained additional ridership data.

## SYSTEM ON TIME PERFORMANCE

We experienced significant delays in March, when compared to January/February, which impacted our OTP:

- March 2 – Winter Storm caused delays on both lines
- March 3 - Mechanical problems on morning Fredericksburg Line and disabled Amtrak train in afternoon caused delays on both lines
- March 13 – Variety of railroad and mechanical issues caused delays
- March 17 – Significant locomotive failure caused delays
- March 18 – Two significant locomotive failures caused delays

- March 23 – Signal problems on CSX caused afternoon delays
- March 30 – Significant locomotive failure caused delays

The most significant delays were due to locomotive failures in route. Although none of the locomotive failures were due to the same reason. Most of the delays were due to engine component failures (water pump, auxiliary generator, and traction motors) or electrical shorts which prevented the engine from continuing to operate. I have asked the VRE maintenance contractor to perform a thorough review of our maintenance procedures and oversight to determine if we have shortcomings in our processes. In addition, I met with Amtrak’s Chief Operating Officer and Chief Mechanical Officer on March 31<sup>st</sup> and indicated my dissatisfaction with the locomotive maintenance. There were a number of process and procedural problems that I felt compromised our locomotive maintenance. I wanted to make sure action was taken to correct the situation. Additional information is included in Agenda Item 9A.

**PARKING EXPANSION STATUS AT BROOKE AND LEELAND ROAD**

**At Brooke**, various options for increasing parking by 200-300 spaces have been studied. The most likely “build alternative” is south of the station and could provide approximately 200 parking spaces. While the property south of the station (Bracco property) may also be a good option, the land has significant archaeological importance and requires more work. The implications must be understood before FTA will sign off on the environmental or allow land to be purchased with federal money. Unfortunately, the owner is no longer willing to allow us back on the property to conduct test pitting, which is required to conclude the environmental work. As a result, the project is not on hold. For March 2009, parking lot utilization at Brooke was 83%.

**At Leeland**, the preferred site for expansion is the property adjacent to the station that is owned by VRE (PRTC). We are in the process of submitting the environmental assessment (EA) to FTA for their approval. While no issues are foreseen, it typically takes 4-6 months to get FTA approval. After FTA approves the EA, the design will be finalized and the project can be put out to bid for construction. This expansion is expected to provide 200 additional parking spaces. For March 2009, parking lot utilization at Leeland was 109%.

**MEET THE MANAGEMENT**

The annual “Meet the Management” events started up again April 1<sup>st</sup> at Union Station and April 8<sup>th</sup> at L’Enfant. The following schedule provides a list of remaining dates and locations.

April 15	Crystal City (pm)	June 17	Manassas Park (am)
April 22	Alexandria (pm)	June 24	Quantico (am)
April 29	Franconia-Springfield (pm)	July 1	Burke Centre (am)
May 13	Fredericksburg (am)	July 8	Rippon (am)
May 20	Broad Run (am)	July 15	Rolling Road (am)
May 27	Leeland Road (am)	July 22	Woodbridge (am)

June 3	Manassas	(am)	July 29	Backlick Road (am)
June 10	Brooke	(am)	August 5	Lorton

### **LOCOMOTIVE SALE**

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In June of 2007, the Operations Board provided authorization to sell the locomotive fleet, in anticipation of the procurement for new locomotives. Solicitation documents will be posted on the web for the sale of up to nine units. If sold, the money could be used to purchase additional locomotives. Any sales agreement will be brought to the Operations Board for approval.

### **VRE WINS TMCA AWARD**

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The Transportation Marketing and Communications Association notified VRE that the fall 2008 campaign, "New tracks, New Trains and a Fresh New Focus" has been recognized with an Award of Merit in the 2009 TMCA Compass Awards Program. This campaign was judged against the best in marketing communications among transportation and logistics organizations throughout North America. This year, TMCA received more than 160 entries from all modes and market segments of transportation. Of those, only 12% received an Award of Excellence, and another 28% received an Award of Merit.

**MONTHLY PERFORMANCE MEASURES – MARCH 2009**

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<b>MONTHLY ON-TIME PERFORMANCE</b>	<b>ON-TIME PERCENTAGE</b>
March Fredericksburg OTP Average	82.9%
March Manassas OTP Average	90.1%
<b>VRE MARCH OVERALL OTP AVERAGE</b>	<b>86.8%</b>

<b>RIDERSHIP YEAR TO DATE</b>	<b>RIDERSHIP</b>
VRE FY 2009 Passenger Totals	2,816,829
VRE FY 2008 Passenger Totals	2,657,990
<b>PERCENTAGE CHANGE</b>	<b>6.0%</b>

<b>RIDERSHIP MONTH TO MONTH COMPARISON</b>	
<b>DESCRIPTION</b>	<b>MONTHLY RIDERSHIP</b>
MARCH 2009	331,002
MARCH 2008	312,098
<b>PERCENTAGE CHANGE</b>	<b>6.1%</b>
SERVICE DAYS (CURRENT/PRIOR)	21/21